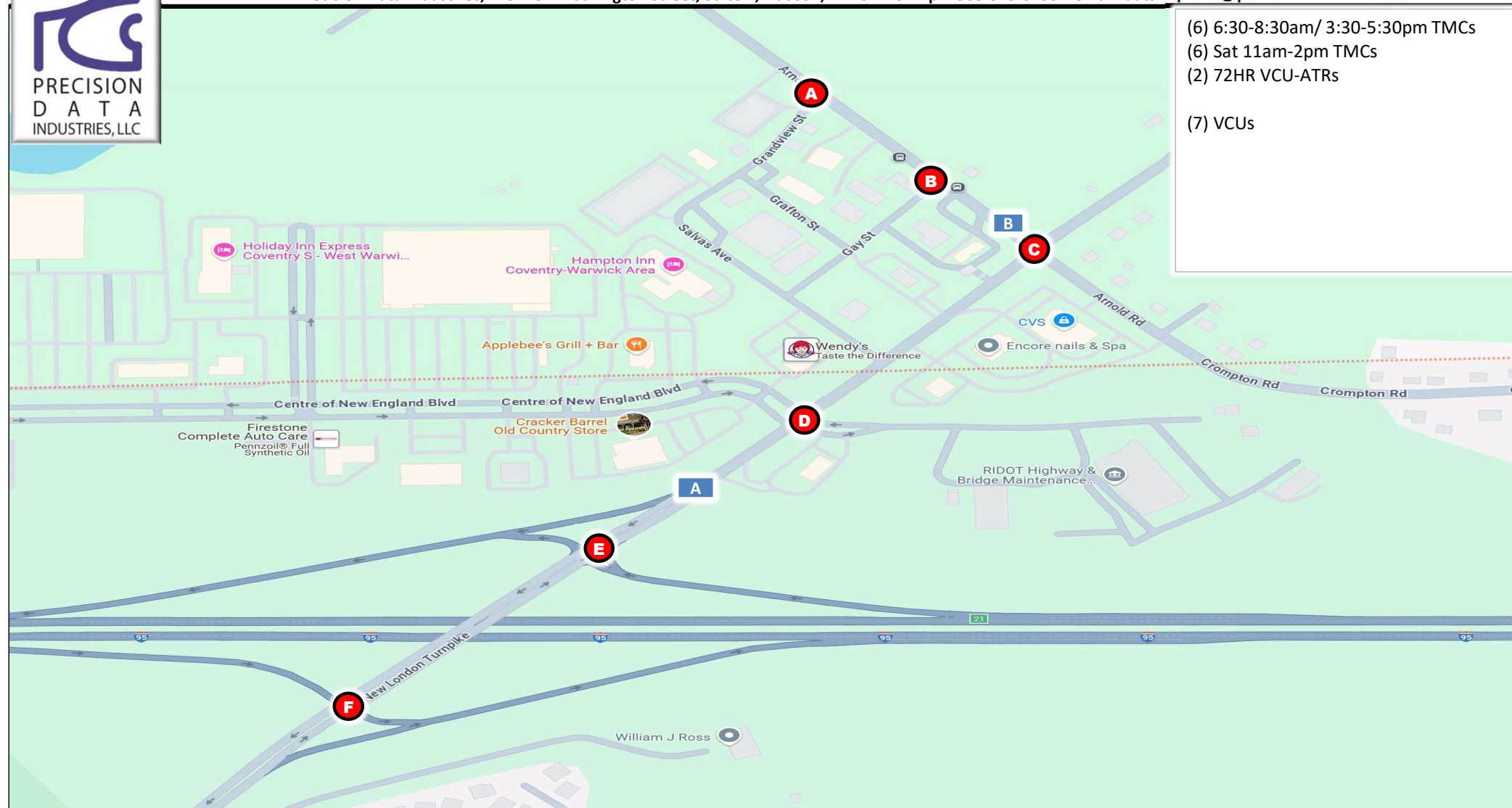

Appendix A – Traffic Count Data



Location Map: 250553 Coventry, RI

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

- (6) 6:30-8:30am/ 3:30-5:30pm TMCs
- (6) Sat 11am-2pm TMCs
- (2) 72HR VCU-ATRs
- (7) VCUs



Client:
VHB

Engineer:
B. Menzes

Site Code:
73562.00

Date:
Thur 4/10/25 - Sat 4/12/25

PDI Job #
250553

City, State:
Coventry, RI

New London Turnpike
north of I-95 SB Ramps
City, State: Coventry, RI
Client: VHB/ B. Menezes
Site Code: 73562



PDI File # 250553 ATR-A

Count Date: Thursday, April 10, 2025
Direction: NB

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	15	1	0	16
12:15 AM	22	0	0	22
12:30 AM	15	0	1	16
12:45 AM	14	1	1	16
1:00 AM	10	0	1	11
1:15 AM	5	0	1	6
1:30 AM	13	0	0	13
1:45 AM	11	1	1	13
2:00 AM	5	0	1	6
2:15 AM	2	0	0	2
2:30 AM	8	1	1	10
2:45 AM	0	0	0	0
3:00 AM	5	3	0	8
3:15 AM	2	2	0	4
3:30 AM	6	0	1	7
3:45 AM	10	0	1	11
4:00 AM	5	1	1	7
4:15 AM	10	1	0	11
4:30 AM	13	1	1	15
4:45 AM	19	0	0	19
5:00 AM	20	1	0	21
5:15 AM	20	4	2	26
5:30 AM	34	0	0	34
5:45 AM	42	0	1	43
6:00 AM	43	4	0	47
6:15 AM	63	2	3	68
6:30 AM	68	3	3	74
6:45 AM	105	5	1	111
7:00 AM	91	2	4	97
7:15 AM	118	7	1	126
7:30 AM	141	5	4	150
7:45 AM	138	7	3	148
8:00 AM	139	8	1	148
8:15 AM	105	2	1	108
8:30 AM	136	3	1	140
8:45 AM	146	6	2	154
9:00 AM	138	5	1	144
9:15 AM	130	4	1	135
9:30 AM	137	2	1	140
9:45 AM	135	3	3	141
10:00 AM	144	6	0	150
10:15 AM	150	5	2	157
10:30 AM	115	5	1	121
10:45 AM	122	3	1	126
11:00 AM	145	3	3	151
11:15 AM	151	11	1	163
11:30 AM	148	5	1	154
11:45 AM	161	2	1	164

PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	168	5	2	175
12:15 PM	171	5	2	178
12:30 PM	164	6	3	173
12:45 PM	171	6	3	180
1:00 PM	161	2	2	165
1:15 PM	170	6	3	179
1:30 PM	161	2	0	163
1:45 PM	201	4	3	208
2:00 PM	196	8	2	206
2:15 PM	190	4	0	194
2:30 PM	183	4	5	192
2:45 PM	224	2	1	227
3:00 PM	245	5	1	251
3:15 PM	242	5	1	248
3:30 PM	257	3	3	263
3:45 PM	271	8	0	279
4:00 PM	242	2	1	245
4:15 PM	250	1	5	256
4:30 PM	306	1	0	307
4:45 PM	276	3	1	280
5:00 PM	285	0	1	286
5:15 PM	274	5	0	279
5:30 PM	284	5	2	291
5:45 PM	243	4	1	248
6:00 PM	187	1	0	188
6:15 PM	176	2	1	179
6:30 PM	165	1	1	167
6:45 PM	171	3	0	174
7:00 PM	155	0	1	156
7:15 PM	143	1	0	144
7:30 PM	103	1	0	104
7:45 PM	118	0	1	119
8:00 PM	124	0	0	124
8:15 PM	105	0	1	106
8:30 PM	90	0	1	91
8:45 PM	72	0	0	72
9:00 PM	70	0	1	71
9:15 PM	92	0	0	92
9:30 PM	67	0	1	68
9:45 PM	64	0	2	66
10:00 PM	47	0	0	47
10:15 PM	38	0	0	38
10:30 PM	38	0	0	38
10:45 PM	32	0	0	32
11:00 PM	25	0	1	26
11:15 PM	43	0	0	43
11:30 PM	27	0	1	28
11:45 PM	25	1	1	27

AM Total	3275	125	54	3454
Percentage	94.82%	3.62%	1.56%	
AM Peak	11:00 AM	7:15 AM	7:00 AM	11:00 AM
Volume	605	27	12	632

PM Total	7512	106	55	7673
Percentage	97.90%	1.38%	0.72%	
PM Peak	4:30 PM	12:00 PM	12:30 PM	4:30 PM
Volume	1141	22	11	1152

Day Total	10787	231	109	11127
Percentage	96.94%	2.08%	0.98%	

New London Turnpike
north of I-95 SB Ramps
City, State: Coventry, RI
Client: VHB/ B. Menezes
Site Code: 73562



PDI File # 250553 ATR-A

Count Date: Friday, April 11, 2025
Direction: NB

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	17	1	0	18
12:15 AM	30	1	1	32
12:30 AM	11	0	0	11
12:45 AM	13	1	0	14
1:00 AM	11	0	0	11
1:15 AM	20	1	0	21
1:30 AM	13	1	1	15
1:45 AM	11	0	0	11
2:00 AM	6	0	1	7
2:15 AM	2	0	0	2
2:30 AM	2	1	0	3
2:45 AM	3	0	0	3
3:00 AM	6	0	1	7
3:15 AM	1	1	4	6
3:30 AM	4	0	0	4
3:45 AM	9	0	1	10
4:00 AM	8	1	0	9
4:15 AM	10	3	0	13
4:30 AM	13	3	2	18
4:45 AM	17	0	1	18
5:00 AM	10	1	0	11
5:15 AM	23	1	1	25
5:30 AM	29	1	1	31
5:45 AM	45	1	1	47
6:00 AM	33	1	0	34
6:15 AM	58	5	4	67
6:30 AM	76	5	1	82
6:45 AM	95	3	1	99
7:00 AM	89	8	2	99
7:15 AM	116	8	5	129
7:30 AM	125	8	4	137
7:45 AM	127	8	2	137
8:00 AM	106	6	2	114
8:15 AM	112	9	0	121
8:30 AM	119	5	2	126
8:45 AM	141	7	0	148
9:00 AM	135	5	3	143
9:15 AM	151	6	1	158
9:30 AM	142	1	2	145
9:45 AM	147	7	1	155
10:00 AM	138	5	7	150
10:15 AM	132	4	4	140
10:30 AM	138	3	1	142
10:45 AM	159	3	0	162
11:00 AM	148	5	1	154
11:15 AM	163	6	0	169
11:30 AM	183	5	3	191
11:45 AM	178	5	5	188

AM Total	3325	146	66	3537
Percentage	94.01%	4.13%	1.87%	
AM Peak	11:00 AM	7:00 AM	9:30 AM	11:00 AM
Volume	672	32	14	702

PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	178	6	1	185
12:15 PM	185	4	1	190
12:30 PM	197	7	1	205
12:45 PM	209	3	3	215
1:00 PM	242	7	3	252
1:15 PM	241	4	1	246
1:30 PM	312	5	0	317
1:45 PM	227	7	3	237
2:00 PM	228	3	2	233
2:15 PM	233	1	4	238
2:30 PM	229	3	1	233
2:45 PM	218	3	3	224
3:00 PM	232	4	0	236
3:15 PM	258	6	1	265
3:30 PM	265	6	1	272
3:45 PM	276	4	2	282
4:00 PM	245	6	4	255
4:15 PM	290	2	1	293
4:30 PM	266	1	3	270
4:45 PM	252	3	4	259
5:00 PM	264	2	1	267
5:15 PM	253	1	1	255
5:30 PM	221	3	0	224
5:45 PM	218	1	0	219
6:00 PM	204	2	1	207
6:15 PM	180	1	1	182
6:30 PM	149	2	0	151
6:45 PM	177	0	2	179
7:00 PM	155	1	0	156
7:15 PM	160	4	0	164
7:30 PM	154	0	0	154
7:45 PM	102	0	1	103
8:00 PM	122	2	0	124
8:15 PM	121	2	1	124
8:30 PM	94	1	1	96
8:45 PM	90	1	0	91
9:00 PM	83	1	0	84
9:15 PM	81	0	0	81
9:30 PM	67	1	0	68
9:45 PM	63	0	0	63
10:00 PM	61	0	0	61
10:15 PM	62	0	0	62
10:30 PM	60	0	0	60
10:45 PM	59	0	0	59
11:00 PM	55	2	0	57
11:15 PM	39	0	0	39
11:30 PM	38	0	0	38
11:45 PM	32	1	0	33

PM Total	8147	113	48	8308
Percentage	98.06%	1.36%	0.58%	
PM Peak	3:45 PM	1:00 PM	4:00 PM	3:30 PM
Volume	1077	23	12	1102

Day Total	11472	259	114	11845
Percentage	96.85%	2.19%	0.96%	

New London Turnpike
north of I-95 SB Ramps
City, State: Coventry, RI
Client: VHB/ B. Menezes
Site Code: 73562



PDI File # 250553 ATR-A

Count Date: Saturday, April 12, 2025
Direction: NB

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	22	1	0	23
12:15 AM	33	0	0	33
12:30 AM	29	0	1	30
12:45 AM	23	1	0	24
1:00 AM	21	0	0	21
1:15 AM	16	0	0	16
1:30 AM	17	0	0	17
1:45 AM	8	0	0	8
2:00 AM	12	0	0	12
2:15 AM	11	0	1	12
2:30 AM	7	0	1	8
2:45 AM	12	0	0	12
3:00 AM	6	0	2	8
3:15 AM	7	0	0	7
3:30 AM	8	0	2	10
3:45 AM	14	0	0	14
4:00 AM	9	0	1	10
4:15 AM	5	2	0	7
4:30 AM	6	1	1	8
4:45 AM	12	0	0	12
5:00 AM	11	0	2	13
5:15 AM	11	2	0	13
5:30 AM	15	1	0	16
5:45 AM	28	0	0	28
6:00 AM	24	2	1	27
6:15 AM	28	1	1	30
6:30 AM	40	1	0	41
6:45 AM	49	2	2	53
7:00 AM	50	0	2	52
7:15 AM	61	1	0	62
7:30 AM	63	2	2	67
7:45 AM	98	1	1	100
8:00 AM	82	0	0	82
8:15 AM	111	1	0	112
8:30 AM	146	4	2	152
8:45 AM	133	1	0	134
9:00 AM	135	1	0	136
9:15 AM	151	3	2	156
9:30 AM	154	1	0	155
9:45 AM	142	0	0	142
10:00 AM	162	3	0	165
10:15 AM	171	4	0	175
10:30 AM	216	1	0	217
10:45 AM	199	2	0	201
11:00 AM	228	3	0	231
11:15 AM	216	1	0	217
11:30 AM	229	2	2	233
11:45 AM	213	5	2	220

PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	233	2	0	235
12:15 PM	244	1	0	245
12:30 PM	232	2	0	234
12:45 PM	212	1	0	213
1:00 PM	221	1	0	222
1:15 PM	251	1	0	252
1:30 PM	219	3	0	222
1:45 PM	204	2	0	206
2:00 PM	190	2	1	193
2:15 PM	198	1	0	199
2:30 PM	205	2	0	207
2:45 PM	217	0	1	218
3:00 PM	221	1	0	222
3:15 PM	196	2	1	199
3:30 PM	196	2	0	198
3:45 PM	190	0	1	191
4:00 PM	173	0	1	174
4:15 PM	175	0	0	175
4:30 PM	163	0	1	164
4:45 PM	194	0	0	194
5:00 PM	152	0	0	152
5:15 PM	174	1	0	175
5:30 PM	155	0	0	155
5:45 PM	152	0	0	152
6:00 PM	171	1	0	172
6:15 PM	150	0	0	150
6:30 PM	121	0	1	122
6:45 PM	120	0	0	120
7:00 PM	120	0	1	121
7:15 PM	111	0	0	111
7:30 PM	137	3	0	140
7:45 PM	107	0	0	107
8:00 PM	93	1	0	94
8:15 PM	92	1	0	93
8:30 PM	97	1	0	98
8:45 PM	92	1	0	93
9:00 PM	69	0	0	69
9:15 PM	77	2	0	79
9:30 PM	59	0	0	59
9:45 PM	63	0	1	64
10:00 PM	58	0	1	59
10:15 PM	82	1	0	83
10:30 PM	56	0	0	56
10:45 PM	59	0	0	59
11:00 PM	52	0	0	52
11:15 PM	36	0	0	36
11:30 PM	44	0	0	44
11:45 PM	21	1	0	22

AM Total	3444	50	28	3522
Percentage	97.79%	1.42%	0.80%	
AM Peak	11:00 AM	11:00 AM	6:45 AM	11:00 AM
Volume	886	11	6	901

PM Total	6854	36	10	6900
Percentage	99.33%	0.52%	0.14%	
PM Peak	12:00 PM	1:15 PM	3:15 PM	12:00 PM
Volume	921	8	3	927

Day Total	10298	86	38	10422
Percentage	98.81%	0.83%	0.36%	

New London Turnpike
north of I-95 SB Ramps
City, State: Coventry, RI
Client: VHB/ B. Menezes
Site Code: 73562



PDI File # 250553 ATR-A

Count Date: Thursday, April 10, 2025
Direction: SB

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	14	1	0	15
12:15 AM	12	2	0	14
12:30 AM	13	0	0	13
12:45 AM	12	0	0	12
1:00 AM	6	0	0	6
1:15 AM	7	0	0	7
1:30 AM	2	0	0	2
1:45 AM	8	0	1	9
2:00 AM	4	0	1	5
2:15 AM	8	0	1	9
2:30 AM	5	0	0	5
2:45 AM	11	0	0	11
3:00 AM	11	1	0	12
3:15 AM	3	0	2	5
3:30 AM	10	1	1	12
3:45 AM	14	0	1	15
4:00 AM	16	0	0	16
4:15 AM	34	1	0	35
4:30 AM	52	4	0	56
4:45 AM	52	3	0	55
5:00 AM	65	1	2	68
5:15 AM	75	0	3	78
5:30 AM	70	0	0	70
5:45 AM	76	4	0	80
6:00 AM	110	2	0	112
6:15 AM	178	7	2	187
6:30 AM	206	11	0	217
6:45 AM	193	3	3	199
7:00 AM	199	5	7	211
7:15 AM	205	5	4	214
7:30 AM	201	10	5	216
7:45 AM	208	7	3	218
8:00 AM	189	17	1	207
8:15 AM	204	12	2	218
8:30 AM	173	5	1	179
8:45 AM	171	5	6	182
9:00 AM	149	8	2	159
9:15 AM	154	9	1	164
9:30 AM	175	7	1	183
9:45 AM	151	6	0	157
10:00 AM	146	7	2	155
10:15 AM	160	9	3	172
10:30 AM	162	5	1	168
10:45 AM	157	3	4	164
11:00 AM	178	4	5	187
11:15 AM	158	6	2	166
11:30 AM	164	7	2	173
11:45 AM	177	3	5	185

AM Total	4748	181	74	5003
Percentage	94.90%	3.62%	1.48%	
AM Peak	7:00 AM	7:30 AM	6:45 AM	7:00 AM
Volume	813	46	19	859

PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	165	2	2	169
12:15 PM	172	4	1	177
12:30 PM	181	4	1	186
12:45 PM	164	5	2	171
1:00 PM	183	8	1	192
1:15 PM	190	2	2	194
1:30 PM	185	4	2	191
1:45 PM	157	2	3	162
2:00 PM	161	3	1	165
2:15 PM	193	3	0	196
2:30 PM	202	4	1	207
2:45 PM	180	7	2	189
3:00 PM	214	3	1	218
3:15 PM	205	5	2	212
3:30 PM	206	6	1	213
3:45 PM	194	5	2	201
4:00 PM	225	1	0	226
4:15 PM	211	1	1	213
4:30 PM	210	0	0	210
4:45 PM	193	2	0	195
5:00 PM	235	0	3	238
5:15 PM	217	1	0	218
5:30 PM	220	4	1	225
5:45 PM	210	1	0	211
6:00 PM	181	1	1	183
6:15 PM	177	2	0	179
6:30 PM	183	2	0	185
6:45 PM	150	1	0	151
7:00 PM	134	2	0	136
7:15 PM	131	0	0	131
7:30 PM	102	0	0	102
7:45 PM	107	0	0	107
8:00 PM	104	3	1	108
8:15 PM	79	0	0	79
8:30 PM	100	0	0	100
8:45 PM	58	0	0	58
9:00 PM	92	0	1	93
9:15 PM	58	0	0	58
9:30 PM	56	0	0	56
9:45 PM	47	0	1	48
10:00 PM	61	0	0	61
10:15 PM	41	0	2	43
10:30 PM	36	2	0	38
10:45 PM	26	0	1	27
11:00 PM	22	1	1	24
11:15 PM	23	0	0	23
11:30 PM	21	0	0	21
11:45 PM	16	0	0	16

PM Total	6678	91	37	6806
Percentage	98.12%	1.34%	0.54%	
PM Peak	5:00 PM	12:15 PM	1:00 PM	5:00 PM
Volume	882	21	8	892

Day Total	11426	272	111	11809
Percentage	96.76%	2.30%	0.94%	

New London Turnpike
north of I-95 SB Ramps
City, State: Coventry, RI
Client: VHB/ B. Menezes
Site Code: 73562



PDI File # 250553 ATR-A

Count Date: Friday, April 11, 2025
Direction: SB

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	14	1	0	15
12:15 AM	18	1	0	19
12:30 AM	10	0	0	10
12:45 AM	6	0	1	7
1:00 AM	6	0	1	7
1:15 AM	7	0	0	7
1:30 AM	9	1	1	11
1:45 AM	9	0	0	9
2:00 AM	2	0	1	3
2:15 AM	7	1	0	8
2:30 AM	7	0	1	8
2:45 AM	3	0	1	4
3:00 AM	8	0	1	9
3:15 AM	6	0	2	8
3:30 AM	9	0	1	10
3:45 AM	15	0	1	16
4:00 AM	23	0	1	24
4:15 AM	45	0	0	45
4:30 AM	48	1	0	49
4:45 AM	57	2	3	62
5:00 AM	51	2	1	54
5:15 AM	67	2	4	73
5:30 AM	56	1	3	60
5:45 AM	84	0	0	84
6:00 AM	104	1	1	106
6:15 AM	148	7	3	158
6:30 AM	203	10	1	214
6:45 AM	165	5	3	173
7:00 AM	186	7	3	196
7:15 AM	194	9	9	212
7:30 AM	181	4	2	187
7:45 AM	196	10	5	211
8:00 AM	155	12	1	168
8:15 AM	190	7	1	198
8:30 AM	185	5	1	191
8:45 AM	155	9	3	167
9:00 AM	166	5	1	172
9:15 AM	152	4	2	158
9:30 AM	149	6	2	157
9:45 AM	142	2	2	146
10:00 AM	163	4	1	168
10:15 AM	161	4	3	168
10:30 AM	176	6	5	187
10:45 AM	172	5	6	183
11:00 AM	175	11	3	189
11:15 AM	171	4	1	176
11:30 AM	199	3	3	205
11:45 AM	179	5	2	186

PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	196	7	0	203
12:15 PM	179	4	1	184
12:30 PM	201	3	5	209
12:45 PM	196	12	1	209
1:00 PM	178	5	2	185
1:15 PM	188	5	2	195
1:30 PM	186	3	3	192
1:45 PM	217	5	0	222
2:00 PM	239	3	1	243
2:15 PM	215	5	0	220
2:30 PM	240	6	2	248
2:45 PM	211	4	2	217
3:00 PM	213	1	1	215
3:15 PM	210	5	2	217
3:30 PM	232	4	0	236
3:45 PM	206	2	3	211
4:00 PM	257	4	1	262
4:15 PM	234	3	0	237
4:30 PM	225	0	1	226
4:45 PM	223	3	1	227
5:00 PM	228	0	0	228
5:15 PM	229	2	0	231
5:30 PM	179	1	2	182
5:45 PM	165	3	0	168
6:00 PM	162	0	1	163
6:15 PM	170	1	0	171
6:30 PM	159	1	2	162
6:45 PM	143	0	1	144
7:00 PM	162	0	0	162
7:15 PM	142	0	0	142
7:30 PM	133	2	0	135
7:45 PM	112	1	0	113
8:00 PM	101	0	0	101
8:15 PM	110	0	0	110
8:30 PM	111	1	0	112
8:45 PM	82	1	1	84
9:00 PM	72	0	1	73
9:15 PM	82	0	0	82
9:30 PM	52	0	0	52
9:45 PM	57	0	0	57
10:00 PM	73	0	1	74
10:15 PM	35	0	0	35
10:30 PM	53	1	0	54
10:45 PM	44	0	0	44
11:00 PM	52	0	0	52
11:15 PM	39	0	0	39
11:30 PM	26	0	0	26
11:45 PM	19	0	0	19

AM Total	4634	157	87	4878
Percentage	95.00%	3.22%	1.78%	
AM Peak	7:00 AM	7:15 AM	7:00 AM	7:00 AM
Volume	757	35	19	806

PM Total	7238	98	37	7373
Percentage	98.17%	1.33%	0.50%	
PM Peak	4:00 PM	12:00 PM	12:30 PM	4:00 PM
Volume	939	26	10	952

Day Total	11872	255	124	12251
Percentage	96.91%	2.08%	1.01%	

New London Turnpike
north of I-95 SB Ramps
City, State: Coventry, RI
Client: VHB/ B. Menezes
Site Code: 73562



PDI File # 250553 ATR-A

Count Date: Saturday, April 12, 2025
Direction: SB

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	26	1	0	27
12:15 AM	22	0	0	22
12:30 AM	15	0	0	15
12:45 AM	12	0	0	12
1:00 AM	10	0	0	10
1:15 AM	7	0	1	8
1:30 AM	6	0	0	6
1:45 AM	4	0	0	4
2:00 AM	9	0	0	9
2:15 AM	7	0	0	7
2:30 AM	7	0	0	7
2:45 AM	9	0	0	9
3:00 AM	7	1	1	9
3:15 AM	11	0	1	12
3:30 AM	9	0	1	10
3:45 AM	11	0	0	11
4:00 AM	13	1	0	14
4:15 AM	15	0	2	17
4:30 AM	15	1	0	16
4:45 AM	14	1	2	17
5:00 AM	15	1	4	20
5:15 AM	32	0	0	32
5:30 AM	39	0	1	40
5:45 AM	25	0	0	25
6:00 AM	41	2	2	45
6:15 AM	53	0	3	56
6:30 AM	68	0	0	68
6:45 AM	64	0	1	65
7:00 AM	77	0	1	78
7:15 AM	83	3	0	86
7:30 AM	71	3	2	76
7:45 AM	98	1	1	100
8:00 AM	105	1	3	109
8:15 AM	125	1	2	128
8:30 AM	139	0	1	140
8:45 AM	159	3	1	163
9:00 AM	156	2	1	159
9:15 AM	157	3	0	160
9:30 AM	177	6	2	185
9:45 AM	177	3	0	180
10:00 AM	173	0	1	174
10:15 AM	185	0	0	185
10:30 AM	204	3	0	207
10:45 AM	233	1	0	234
11:00 AM	218	2	0	220
11:15 AM	227	1	1	229
11:30 AM	260	2	0	262
11:45 AM	193	2	0	195

AM Total	3783	45	35	3863
Percentage	97.93%	1.16%	0.91%	
AM Peak	10:45 AM	8:45 AM	4:15 AM	10:45 AM
Volume	938	14	8	945

PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	241	4	0	245
12:15 PM	197	3	2	202
12:30 PM	253	6	0	259
12:45 PM	230	1	0	231
1:00 PM	240	0	0	240
1:15 PM	246	1	0	247
1:30 PM	218	0	0	218
1:45 PM	215	1	0	216
2:00 PM	198	1	0	199
2:15 PM	229	1	0	230
2:30 PM	218	0	0	218
2:45 PM	196	2	1	199
3:00 PM	202	1	0	203
3:15 PM	217	1	0	218
3:30 PM	216	2	0	218
3:45 PM	206	1	0	207
4:00 PM	221	0	0	221
4:15 PM	182	1	1	184
4:30 PM	186	1	1	188
4:45 PM	192	1	1	194
5:00 PM	220	0	0	220
5:15 PM	187	0	0	187
5:30 PM	203	0	0	203
5:45 PM	209	0	0	209
6:00 PM	165	1	0	166
6:15 PM	157	1	0	158
6:30 PM	158	0	1	159
6:45 PM	133	0	0	133
7:00 PM	133	0	1	134
7:15 PM	123	0	0	123
7:30 PM	82	0	0	82
7:45 PM	103	2	0	105
8:00 PM	99	0	0	99
8:15 PM	103	0	0	103
8:30 PM	73	0	0	73
8:45 PM	76	3	0	79
9:00 PM	78	0	0	78
9:15 PM	76	0	0	76
9:30 PM	69	1	0	70
9:45 PM	59	0	0	59
10:00 PM	56	0	0	56
10:15 PM	65	0	0	65
10:30 PM	62	0	1	63
10:45 PM	32	0	1	33
11:00 PM	46	0	0	46
11:15 PM	29	0	0	29
11:30 PM	20	0	0	20
11:45 PM	11	1	0	12

PM Total	7130	37	10	7177
Percentage	99.35%	0.52%	0.14%	
PM Peak	12:30 PM	12:00 PM	4:00 PM	12:30 PM
Volume	969	14	3	977

Day Total	10913	82	45	11040
Percentage	98.85%	0.74%	0.41%	



PRECISION
DATA
INDUSTRIES, LLC

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

Weekly Report

Day	Thursday		Friday		Saturday										Week			
Date	04/10/25		04/11/25		04/12/25										Ave			
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
12:00	16	175	18	185	23	235	0	0	0	0	0	0	0	0	19	198		
12:15	22	178	32	190	33	245	0	0	0	0	0	0	0	0	29	204		
12:30	16	173	11	205	30	234	0	0	0	0	0	0	0	0	19	204		
12:45	16	180	14	215	24	213	0	0	0	0	0	0	0	0	18	203		
1:00	11	165	11	252	21	222	0	0	0	0	0	0	0	0	14	213		
1:15	6	179	21	246	16	252	0	0	0	0	0	0	0	0	14	226		
1:30	13	163	15	317	17	222	0	0	0	0	0	0	0	0	15	234		
1:45	13	208	11	237	8	206	0	0	0	0	0	0	0	0	11	217		
2:00	6	206	7	233	12	193	0	0	0	0	0	0	0	0	8	211		
2:15	2	194	2	238	12	199	0	0	0	0	0	0	0	0	5	210		
2:30	10	192	3	233	8	207	0	0	0	0	0	0	0	0	7	211		
2:45	0	227	3	224	12	218	0	0	0	0	0	0	0	0	5	223		
3:00	8	251	7	236	8	222	0	0	0	0	0	0	0	0	8	236		
3:15	4	248	6	265	7	199	0	0	0	0	0	0	0	0	6	237		
3:30	7	263	4	272	10	198	0	0	0	0	0	0	0	0	7	244		
3:45	11	279	10	282	14	191	0	0	0	0	0	0	0	0	12	251		
4:00	7	245	9	255	10	174	0	0	0	0	0	0	0	0	9	225		
4:15	11	256	13	293	7	175	0	0	0	0	0	0	0	0	10	241		
4:30	15	307	18	270	8	164	0	0	0	0	0	0	0	0	14	247		
4:45	19	280	18	259	12	194	0	0	0	0	0	0	0	0	16	244		
5:00	21	286	11	267	13	152	0	0	0	0	0	0	0	0	15	235		
5:15	26	279	25	255	13	175	0	0	0	0	0	0	0	0	21	236		
5:30	34	291	31	224	16	155	0	0	0	0	0	0	0	0	27	223		
5:45	43	248	47	219	28	152	0	0	0	0	0	0	0	0	39	206		
6:00	47	188	34	207	27	172	0	0	0	0	0	0	0	0	36	189		
6:15	68	179	67	182	30	150	0	0	0	0	0	0	0	0	55	170		
6:30	74	167	82	151	41	122	0	0	0	0	0	0	0	0	66	147		
6:45	111	174	99	179	53	120	0	0	0	0	0	0	0	0	88	158		
7:00	97	156	99	156	52	121	0	0	0	0	0	0	0	0	83	144		
7:15	126	144	129	164	62	111	0	0	0	0	0	0	0	0	106	140		
7:30	150	104	137	154	67	140	0	0	0	0	0	0	0	0	118	133		
7:45	148	119	137	103	100	107	0	0	0	0	0	0	0	0	128	110		
8:00	148	124	114	124	82	94	0	0	0	0	0	0	0	0	115	114		
8:15	108	106	121	124	112	93	0	0	0	0	0	0	0	0	114	108		
8:30	140	91	126	96	152	98	0	0	0	0	0	0	0	0	139	95		
8:45	154	72	148	91	134	93	0	0	0	0	0	0	0	0	145	85		
9:00	144	71	143	84	136	69	0	0	0	0	0	0	0	0	141	75		
9:15	135	92	158	81	156	79	0	0	0	0	0	0	0	0	150	84		
9:30	140	68	145	68	155	59	0	0	0	0	0	0	0	0	147	65		
9:45	141	66	155	63	142	64	0	0	0	0	0	0	0	0	146	64		
10:00	150	47	150	61	165	59	0	0	0	0	0	0	0	0	155	56		
10:15	157	38	140	62	175	83	0	0	0	0	0	0	0	0	157	61		
10:30	121	38	142	60	217	56	0	0	0	0	0	0	0	0	160	51		
10:45	126	32	162	59	201	59	0	0	0	0	0	0	0	0	163	50		
11:00	151	26	154	57	231	52	0	0	0	0	0	0	0	0	179	45		
11:15	163	43	169	39	217	36	0	0	0	0	0	0	0	0	183	39		
11:30	154	28	191	38	233	44	0	0	0	0	0	0	0	0	193	37		
11:45	164	27	188	33	220	22	0	0	0	0	0	0	0	0	191	27		
Total	3454	7673	3537	8308	3522	6900	0	0	0	0	0	0	0	0	3504.33	7627		
Day Total	11127		11845		10422		0		0		0		0		11131			
Peak HR	11:00 AM	4:30 PM	11:00 AM	3:30 PM	11:00 AM	12:00 PM											11:00 AM	03:00
Volume	632	1152	702	1102	901	927											745	969



PRECISION
DATA
INDUSTRIES, LLC

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

Weekly Report

Day	Thursday		Friday		Saturday										Week			
Date	04/10/25		04/11/25		04/12/25										Ave			
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
12:00	15	169	15	203	27	245	0	0	0	0	0	0	0	0	19	206		
12:15	14	177	19	184	22	202	0	0	0	0	0	0	0	0	18	188		
12:30	13	186	10	209	15	259	0	0	0	0	0	0	0	0	13	218		
12:45	12	171	7	209	12	231	0	0	0	0	0	0	0	0	10	204		
1:00	6	192	7	185	10	240	0	0	0	0	0	0	0	0	8	206		
1:15	7	194	7	195	8	247	0	0	0	0	0	0	0	0	7	212		
1:30	2	191	11	192	6	218	0	0	0	0	0	0	0	0	6	200		
1:45	9	162	9	222	4	216	0	0	0	0	0	0	0	0	7	200		
2:00	5	165	3	243	9	199	0	0	0	0	0	0	0	0	6	202		
2:15	9	196	8	220	7	230	0	0	0	0	0	0	0	0	8	215		
2:30	5	207	8	248	7	218	0	0	0	0	0	0	0	0	7	224		
2:45	11	189	4	217	9	199	0	0	0	0	0	0	0	0	8	202		
3:00	12	218	9	215	9	203	0	0	0	0	0	0	0	0	10	212		
3:15	5	212	8	217	12	218	0	0	0	0	0	0	0	0	8	216		
3:30	12	213	10	236	10	218	0	0	0	0	0	0	0	0	11	222		
3:45	15	201	16	211	11	207	0	0	0	0	0	0	0	0	14	206		
4:00	16	226	24	262	14	221	0	0	0	0	0	0	0	0	18	236		
4:15	35	213	45	237	17	184	0	0	0	0	0	0	0	0	32	211		
4:30	56	210	49	226	16	188	0	0	0	0	0	0	0	0	40	208		
4:45	55	195	62	227	17	194	0	0	0	0	0	0	0	0	45	205		
5:00	68	238	54	228	20	220	0	0	0	0	0	0	0	0	47	229		
5:15	78	218	73	231	32	187	0	0	0	0	0	0	0	0	61	212		
5:30	70	225	60	182	40	203	0	0	0	0	0	0	0	0	57	203		
5:45	80	211	84	168	25	209	0	0	0	0	0	0	0	0	63	196		
6:00	112	183	106	163	45	166	0	0	0	0	0	0	0	0	88	171		
6:15	187	179	158	171	56	158	0	0	0	0	0	0	0	0	134	169		
6:30	217	185	214	162	68	159	0	0	0	0	0	0	0	0	166	169		
6:45	199	151	173	144	65	133	0	0	0	0	0	0	0	0	146	143		
7:00	211	136	196	162	78	134	0	0	0	0	0	0	0	0	162	144		
7:15	214	131	212	142	86	123	0	0	0	0	0	0	0	0	171	132		
7:30	216	102	187	135	76	82	0	0	0	0	0	0	0	0	160	106		
7:45	218	107	211	113	100	105	0	0	0	0	0	0	0	0	176	108		
8:00	207	108	168	101	109	99	0	0	0	0	0	0	0	0	161	103		
8:15	218	79	198	110	128	103	0	0	0	0	0	0	0	0	181	97		
8:30	179	100	191	112	140	73	0	0	0	0	0	0	0	0	170	95		
8:45	182	58	167	84	163	79	0	0	0	0	0	0	0	0	171	74		
9:00	159	93	172	73	159	78	0	0	0	0	0	0	0	0	163	81		
9:15	164	58	158	82	160	76	0	0	0	0	0	0	0	0	161	72		
9:30	183	56	157	52	185	70	0	0	0	0	0	0	0	0	175	59		
9:45	157	48	146	57	180	59	0	0	0	0	0	0	0	0	161	55		
10:00	155	61	168	74	174	56	0	0	0	0	0	0	0	0	166	64		
10:15	172	43	168	35	185	65	0	0	0	0	0	0	0	0	175	48		
10:30	168	38	187	54	207	63	0	0	0	0	0	0	0	0	187	52		
10:45	164	27	183	44	234	33	0	0	0	0	0	0	0	0	194	35		
11:00	187	24	189	52	220	46	0	0	0	0	0	0	0	0	199	41		
11:15	166	23	176	39	229	29	0	0	0	0	0	0	0	0	190	30		
11:30	173	21	205	26	262	20	0	0	0	0	0	0	0	0	213	22		
11:45	185	16	186	19	195	12	0	0	0	0	0	0	0	0	189	16		
Total	5003	6806	4878	7373	3863	7177	0	0	0	0	0	0	0	0	4581.33	7118.67		
Day Total	11809		12251		11040		0		0		0		0		11700			
Peak HR	7:00 AM	5:00 PM	7:00 AM	4:00 PM	10:45 AM	12:30 PM											10:45 AM	03:15
Volume	859	892	806	952	945	977											796	881

Arnold Road
west of New London Turnpike
City, State: Coventry, RI
Client: VHB/ B. Menezes
Site Code: 73562



PDI File # 250553 ATR-B

Count Date: Thursday, April 10, 2025
Direction: EB

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	7	0	0	7
12:15 AM	9	1	0	10
12:30 AM	6	0	0	6
12:45 AM	6	0	0	6
1:00 AM	2	0	0	2
1:15 AM	1	0	0	1
1:30 AM	0	0	0	0
1:45 AM	4	0	0	4
2:00 AM	2	0	0	2
2:15 AM	3	0	0	3
2:30 AM	4	0	0	4
2:45 AM	5	0	0	5
3:00 AM	6	0	0	6
3:15 AM	3	0	0	3
3:30 AM	11	0	1	12
3:45 AM	10	0	0	10
4:00 AM	16	0	0	16
4:15 AM	24	0	0	24
4:30 AM	44	2	0	46
4:45 AM	34	0	0	34
5:00 AM	45	1	2	48
5:15 AM	53	1	1	55
5:30 AM	42	1	0	43
5:45 AM	66	0	0	66
6:00 AM	59	2	1	62
6:15 AM	114	1	1	116
6:30 AM	128	7	0	135
6:45 AM	126	4	3	133
7:00 AM	134	2	0	136
7:15 AM	129	4	2	135
7:30 AM	153	5	2	160
7:45 AM	147	6	0	153
8:00 AM	128	6	0	134
8:15 AM	143	2	3	148
8:30 AM	135	2	0	137
8:45 AM	151	4	3	158
9:00 AM	101	7	1	109
9:15 AM	106	4	0	110
9:30 AM	127	3	2	132
9:45 AM	109	3	0	112
10:00 AM	99	2	0	101
10:15 AM	138	1	0	139
10:30 AM	115	5	1	121
10:45 AM	120	2	2	124
11:00 AM	123	2	1	126
11:15 AM	102	1	2	105
11:30 AM	110	3	0	113
11:45 AM	131	4	1	136

AM Total	3331	88	29	3448
Percentage	96.61%	2.55%	0.84%	
AM Peak	7:30 AM	7:15 AM	6:45 AM	7:30 AM
Volume	571	21	7	595

PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	101	1	2	104
12:15 PM	104	2	0	106
12:30 PM	109	1	2	112
12:45 PM	125	2	1	128
1:00 PM	117	4	1	122
1:15 PM	96	7	0	103
1:30 PM	113	2	0	115
1:45 PM	100	3	3	106
2:00 PM	99	2	2	103
2:15 PM	119	3	0	122
2:30 PM	124	3	1	128
2:45 PM	143	1	1	145
3:00 PM	118	4	0	122
3:15 PM	102	0	0	102
3:30 PM	130	1	1	132
3:45 PM	130	0	1	131
4:00 PM	122	1	0	123
4:15 PM	102	0	0	102
4:30 PM	124	0	0	124
4:45 PM	106	2	0	108
5:00 PM	132	0	1	133
5:15 PM	118	1	0	119
5:30 PM	118	3	0	121
5:45 PM	118	2	0	120
6:00 PM	100	0	0	100
6:15 PM	93	1	0	94
6:30 PM	91	2	0	93
6:45 PM	78	1	0	79
7:00 PM	87	1	0	88
7:15 PM	63	0	0	63
7:30 PM	74	0	0	74
7:45 PM	60	0	0	60
8:00 PM	65	2	0	67
8:15 PM	55	0	0	55
8:30 PM	59	0	0	59
8:45 PM	34	0	0	34
9:00 PM	44	0	0	44
9:15 PM	33	1	0	34
9:30 PM	33	0	0	33
9:45 PM	29	0	0	29
10:00 PM	30	0	0	30
10:15 PM	28	1	1	30
10:30 PM	26	0	0	26
10:45 PM	16	0	0	16
11:00 PM	8	0	1	9
11:15 PM	18	0	0	18
11:30 PM	6	0	0	6
11:45 PM	10	0	0	10

PM Total	3910	54	18	3982
Percentage	98.19%	1.36%	0.45%	
PM Peak	2:15 PM	1:00 PM	1:45 PM	2:15 PM
Volume	504	16	6	517

Day Total	7241	142	47	7430
Percentage	97.46%	1.91%	0.63%	

Arnold Road
west of New London Turnpike
City, State: Coventry, RI
Client: VHB/ B. Menezes
Site Code: 73562



PDI File # 250553 ATR-B

Count Date: Friday, April 11, 2025
Direction: EB

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	9	0	0	9
12:15 AM	4	1	0	5
12:30 AM	2	0	0	2
12:45 AM	2	0	0	2
1:00 AM	3	0	0	3
1:15 AM	4	0	0	4
1:30 AM	5	1	0	6
1:45 AM	4	0	0	4
2:00 AM	1	0	0	1
2:15 AM	3	1	0	4
2:30 AM	5	0	0	5
2:45 AM	1	0	0	1
3:00 AM	4	0	0	4
3:15 AM	4	0	0	4
3:30 AM	8	0	0	8
3:45 AM	14	0	1	15
4:00 AM	17	0	0	17
4:15 AM	31	0	0	31
4:30 AM	41	0	0	41
4:45 AM	42	1	2	45
5:00 AM	26	1	0	27
5:15 AM	45	1	1	47
5:30 AM	35	0	1	36
5:45 AM	64	0	0	64
6:00 AM	68	0	0	68
6:15 AM	87	2	1	90
6:30 AM	142	5	0	147
6:45 AM	102	5	2	109
7:00 AM	123	4	1	128
7:15 AM	121	2	2	125
7:30 AM	139	2	1	142
7:45 AM	162	5	1	168
8:00 AM	143	4	0	147
8:15 AM	135	1	1	137
8:30 AM	130	1	1	132
8:45 AM	144	6	3	153
9:00 AM	134	6	2	142
9:15 AM	99	5	4	108
9:30 AM	121	4	1	126
9:45 AM	103	1	2	106
10:00 AM	125	1	2	128
10:15 AM	119	5	3	127
10:30 AM	126	5	2	133
10:45 AM	128	6	1	135
11:00 AM	120	4	3	127
11:15 AM	109	3	1	113
11:30 AM	118	6	2	126
11:45 AM	103	6	2	111

AM Total	3275	95	43	3413
Percentage	95.96%	2.78%	1.26%	
AM Peak	7:30 AM	8:45 AM	8:30 AM	7:30 AM
Volume	579	21	10	594

PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	137	6	0	143
12:15 PM	115	0	4	119
12:30 PM	119	5	3	127
12:45 PM	121	2	2	125
1:00 PM	127	4	2	133
1:15 PM	127	6	1	134
1:30 PM	122	0	3	125
1:45 PM	128	4	2	134
2:00 PM	122	2	0	124
2:15 PM	130	3	2	135
2:30 PM	125	2	0	127
2:45 PM	112	3	1	116
3:00 PM	135	2	0	137
3:15 PM	127	2	1	130
3:30 PM	133	1	0	134
3:45 PM	147	0	2	149
4:00 PM	127	2	0	129
4:15 PM	146	0	0	146
4:30 PM	117	0	0	117
4:45 PM	114	3	1	118
5:00 PM	122	0	0	122
5:15 PM	123	2	0	125
5:30 PM	109	1	1	111
5:45 PM	99	0	0	99
6:00 PM	92	0	0	92
6:15 PM	90	0	0	90
6:30 PM	95	1	0	96
6:45 PM	66	0	0	66
7:00 PM	79	0	0	79
7:15 PM	70	0	0	70
7:30 PM	80	2	0	82
7:45 PM	63	1	0	64
8:00 PM	53	1	0	54
8:15 PM	56	0	0	56
8:30 PM	45	1	0	46
8:45 PM	45	0	0	45
9:00 PM	51	0	1	52
9:15 PM	30	1	0	31
9:30 PM	34	0	0	34
9:45 PM	41	0	0	41
10:00 PM	45	0	1	46
10:15 PM	21	0	0	21
10:30 PM	32	1	0	33
10:45 PM	16	0	0	16
11:00 PM	17	1	0	18
11:15 PM	31	0	0	31
11:30 PM	13	0	0	13
11:45 PM	15	0	0	15

PM Total	4164	59	27	4250
Percentage	97.98%	1.39%	0.64%	
PM Peak	3:30 PM	12:30 PM	12:15 PM	3:30 PM
Volume	553	17	11	558

Day Total	7439	154	70	7663
Percentage	97.08%	2.01%	0.91%	

Arnold Road
west of New London Turnpike
City, State: Coventry, RI
Client: VHB/ B. Menezes
Site Code: 73562



PDI File # 250553 ATR-B

Count Date: Saturday, April 12, 2025
Direction: EB

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	15	0	0	15
12:15 AM	14	0	0	14
12:30 AM	7	0	0	7
12:45 AM	8	0	0	8
1:00 AM	2	0	0	2
1:15 AM	5	0	0	5
1:30 AM	1	0	0	1
1:45 AM	7	0	0	7
2:00 AM	5	1	0	6
2:15 AM	4	0	0	4
2:30 AM	6	0	0	6
2:45 AM	5	0	0	5
3:00 AM	6	0	0	6
3:15 AM	9	0	0	9
3:30 AM	10	0	1	11
3:45 AM	5	0	0	5
4:00 AM	3	0	0	3
4:15 AM	7	1	1	9
4:30 AM	13	0	0	13
4:45 AM	13	1	1	15
5:00 AM	13	1	2	16
5:15 AM	19	0	0	19
5:30 AM	27	0	0	27
5:45 AM	23	0	0	23
6:00 AM	23	0	0	23
6:15 AM	44	0	2	46
6:30 AM	46	1	0	47
6:45 AM	49	2	1	52
7:00 AM	44	1	1	46
7:15 AM	65	2	0	67
7:30 AM	81	1	0	82
7:45 AM	62	2	1	65
8:00 AM	75	0	2	77
8:15 AM	85	2	2	89
8:30 AM	90	0	0	90
8:45 AM	115	0	1	116
9:00 AM	107	3	0	110
9:15 AM	103	3	0	106
9:30 AM	128	1	0	129
9:45 AM	126	0	0	126
10:00 AM	134	2	1	137
10:15 AM	132	3	0	135
10:30 AM	156	1	0	157
10:45 AM	130	1	0	131
11:00 AM	150	1	0	151
11:15 AM	134	3	0	137
11:30 AM	119	0	1	120
11:45 AM	137	3	0	140

AM Total	2562	36	17	2615
Percentage	97.97%	1.38%	0.65%	
AM Peak	10:30 AM	8:45 AM	7:30 AM	10:30 AM
Volume	570	7	5	576

PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	140	0	0	140
12:15 PM	120	2	0	122
12:30 PM	131	1	0	132
12:45 PM	124	0	0	124
1:00 PM	121	1	0	122
1:15 PM	135	0	0	135
1:30 PM	126	1	1	128
1:45 PM	111	1	0	112
2:00 PM	123	2	0	125
2:15 PM	129	0	0	129
2:30 PM	108	1	0	109
2:45 PM	112	3	0	115
3:00 PM	130	0	0	130
3:15 PM	125	0	0	125
3:30 PM	109	1	0	110
3:45 PM	118	1	0	119
4:00 PM	105	0	0	105
4:15 PM	114	0	1	115
4:30 PM	125	2	0	127
4:45 PM	105	0	0	105
5:00 PM	97	0	1	98
5:15 PM	106	1	0	107
5:30 PM	92	2	0	94
5:45 PM	108	0	0	108
6:00 PM	88	2	0	90
6:15 PM	107	1	0	108
6:30 PM	84	0	0	84
6:45 PM	62	0	0	62
7:00 PM	77	0	0	77
7:15 PM	66	0	0	66
7:30 PM	62	1	0	63
7:45 PM	46	0	0	46
8:00 PM	44	0	0	44
8:15 PM	54	0	0	54
8:30 PM	34	0	0	34
8:45 PM	47	1	0	48
9:00 PM	46	0	0	46
9:15 PM	31	0	0	31
9:30 PM	41	0	0	41
9:45 PM	27	0	0	27
10:00 PM	26	1	0	27
10:15 PM	33	0	0	33
10:30 PM	40	1	0	41
10:45 PM	17	0	0	17
11:00 PM	23	0	0	23
11:15 PM	11	0	0	11
11:30 PM	13	0	0	13
11:45 PM	8	0	0	8

PM Total	3901	26	3	3930
Percentage	99.26%	0.66%	0.08%	
PM Peak	12:00 PM	2:00 PM	4:15 PM	12:00 PM
Volume	515	6	2	518

Day Total	6463	62	20	6545
Percentage	98.75%	0.95%	0.31%	

Arnold Road
west of New London Turnpike
City, State: Coventry, RI
Client: VHB/ B. Menezes
Site Code: 73562



PDI File # 250553 ATR-B

Count Date: Thursday, April 10, 2025
Direction: WB

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	12	1	0	13
12:15 AM	20	0	0	20
12:30 AM	6	0	0	6
12:45 AM	3	0	0	3
1:00 AM	6	0	0	6
1:15 AM	4	0	0	4
1:30 AM	7	0	0	7
1:45 AM	3	1	0	4
2:00 AM	6	0	1	7
2:15 AM	1	0	0	1
2:30 AM	4	1	1	6
2:45 AM	1	0	0	1
3:00 AM	1	0	0	1
3:15 AM	2	0	0	2
3:30 AM	2	0	1	3
3:45 AM	3	0	0	3
4:00 AM	1	0	0	1
4:15 AM	6	0	1	7
4:30 AM	3	0	0	3
4:45 AM	4	0	1	5
5:00 AM	9	0	0	9
5:15 AM	8	1	0	9
5:30 AM	18	2	0	20
5:45 AM	19	0	1	20
6:00 AM	29	1	1	31
6:15 AM	33	1	2	36
6:30 AM	39	4	0	43
6:45 AM	52	5	0	57
7:00 AM	56	1	1	58
7:15 AM	53	2	0	55
7:30 AM	63	4	1	68
7:45 AM	56	3	1	60
8:00 AM	48	1	2	51
8:15 AM	53	5	1	59
8:30 AM	72	3	1	76
8:45 AM	84	5	0	89
9:00 AM	61	5	0	66
9:15 AM	86	2	1	89
9:30 AM	91	4	0	95
9:45 AM	84	1	3	88
10:00 AM	83	3	0	86
10:15 AM	106	4	1	111
10:30 AM	74	1	0	75
10:45 AM	80	2	1	83
11:00 AM	97	3	0	100
11:15 AM	75	7	1	83
11:30 AM	90	2	1	93
11:45 AM	74	1	2	77

AM Total	1788	76	26	1890
Percentage	94.60%	4.02%	1.38%	
AM Peak	9:30 AM	8:15 AM	7:30 AM	9:30 AM
Volume	364	18	5	380

PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	104	6	1	111
12:15 PM	105	5	1	111
12:30 PM	111	4	0	115
12:45 PM	113	1	2	116
1:00 PM	93	2	1	96
1:15 PM	95	3	2	100
1:30 PM	117	2	0	119
1:45 PM	126	2	1	129
2:00 PM	108	3	0	111
2:15 PM	121	2	0	123
2:30 PM	117	2	3	122
2:45 PM	143	2	0	145
3:00 PM	163	3	1	167
3:15 PM	172	2	1	175
3:30 PM	164	2	2	168
3:45 PM	149	6	2	157
4:00 PM	153	2	0	155
4:15 PM	189	1	2	192
4:30 PM	186	1	0	187
4:45 PM	161	2	1	164
5:00 PM	158	0	0	158
5:15 PM	192	1	0	193
5:30 PM	166	2	0	168
5:45 PM	159	2	0	161
6:00 PM	132	1	0	133
6:15 PM	106	1	0	107
6:30 PM	101	1	0	102
6:45 PM	115	1	1	117
7:00 PM	94	1	0	95
7:15 PM	110	0	0	110
7:30 PM	77	0	0	77
7:45 PM	93	0	0	93
8:00 PM	78	0	0	78
8:15 PM	81	1	1	83
8:30 PM	73	0	0	73
8:45 PM	56	0	0	56
9:00 PM	43	0	1	44
9:15 PM	50	0	0	50
9:30 PM	38	1	1	40
9:45 PM	44	0	0	44
10:00 PM	32	0	0	32
10:15 PM	20	0	0	20
10:30 PM	24	0	0	24
10:45 PM	22	0	0	22
11:00 PM	25	0	0	25
11:15 PM	28	0	0	28
11:30 PM	15	0	0	15
11:45 PM	28	0	0	28

PM Total	4850	65	24	4939
Percentage	98.20%	1.32%	0.49%	
PM Peak	4:30 PM	12:00 PM	3:00 PM	4:30 PM
Volume	697	16	6	702

Day Total	6638	141	50	6829
Percentage	97.20%	2.06%	0.73%	

Arnold Road
west of New London Turnpike
City, State: Coventry, RI
Client: VHB/ B. Menezes
Site Code: 73562



PDI File # 250553 ATR-B

Count Date: Friday, April 11, 2025
Direction: WB

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	10	1	0	11
12:15 AM	18	1	0	19
12:30 AM	9	0	0	9
12:45 AM	7	0	0	7
1:00 AM	7	0	0	7
1:15 AM	11	0	0	11
1:30 AM	6	0	0	6
1:45 AM	4	0	0	4
2:00 AM	3	0	1	4
2:15 AM	4	1	0	5
2:30 AM	1	1	0	2
2:45 AM	1	0	0	1
3:00 AM	2	0	1	3
3:15 AM	1	0	1	2
3:30 AM	0	0	0	0
3:45 AM	1	0	1	2
4:00 AM	0	0	0	0
4:15 AM	6	1	0	7
4:30 AM	0	1	1	2
4:45 AM	7	0	0	7
5:00 AM	5	0	1	6
5:15 AM	8	1	0	9
5:30 AM	13	0	0	13
5:45 AM	17	1	1	19
6:00 AM	20	3	0	23
6:15 AM	25	2	0	27
6:30 AM	36	3	0	39
6:45 AM	38	1	0	39
7:00 AM	51	2	0	53
7:15 AM	58	3	3	64
7:30 AM	65	2	1	68
7:45 AM	60	2	2	64
8:00 AM	63	3	1	67
8:15 AM	48	8	2	58
8:30 AM	74	2	2	78
8:45 AM	72	1	0	73
9:00 AM	82	2	2	86
9:15 AM	71	2	1	74
9:30 AM	74	3	2	79
9:45 AM	74	5	0	79
10:00 AM	71	8	3	82
10:15 AM	73	2	0	75
10:30 AM	87	4	1	92
10:45 AM	95	0	0	95
11:00 AM	100	1	1	102
11:15 AM	108	7	0	115
11:30 AM	95	6	2	103
11:45 AM	108	7	2	117

AM Total	1789	87	32	1908
Percentage	93.76%	4.56%	1.68%	
AM Peak	11:00 AM	11:00 AM	7:15 AM	11:00 AM
Volume	411	21	7	437

PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	113	4	1	118
12:15 PM	117	2	2	121
12:30 PM	102	5	1	108
12:45 PM	110	3	4	117
1:00 PM	103	2	1	106
1:15 PM	119	4	0	123
1:30 PM	142	6	0	148
1:45 PM	147	3	1	151
2:00 PM	141	0	0	141
2:15 PM	180	6	5	191
2:30 PM	146	1	0	147
2:45 PM	152	4	2	158
3:00 PM	171	2	1	174
3:15 PM	183	0	0	183
3:30 PM	128	6	1	135
3:45 PM	147	1	1	149
4:00 PM	135	3	2	140
4:15 PM	195	3	0	198
4:30 PM	165	0	2	167
4:45 PM	177	2	2	181
5:00 PM	160	2	0	162
5:15 PM	158	0	0	158
5:30 PM	151	1	0	152
5:45 PM	155	1	0	156
6:00 PM	129	2	0	131
6:15 PM	104	0	0	104
6:30 PM	102	2	0	104
6:45 PM	115	0	1	116
7:00 PM	94	1	0	95
7:15 PM	84	3	1	88
7:30 PM	84	0	0	84
7:45 PM	83	2	0	85
8:00 PM	79	0	0	79
8:15 PM	76	1	1	78
8:30 PM	66	0	0	66
8:45 PM	65	0	0	65
9:00 PM	73	0	0	73
9:15 PM	58	0	0	58
9:30 PM	46	1	0	47
9:45 PM	59	0	0	59
10:00 PM	36	0	0	36
10:15 PM	46	0	0	46
10:30 PM	39	0	0	39
10:45 PM	41	0	0	41
11:00 PM	44	0	0	44
11:15 PM	28	0	0	28
11:30 PM	16	0	0	16
11:45 PM	17	0	0	17

PM Total	5081	73	29	5183
Percentage	98.03%	1.41%	0.56%	
PM Peak	4:15 PM	12:45 PM	12:00 PM	4:15 PM
Volume	697	15	8	708

Day Total	6870	160	61	7091
Percentage	96.88%	2.26%	0.86%	

Arnold Road
west of New London Turnpike
City, State: Coventry, RI
Client: VHB/ B. Menezes
Site Code: 73562



PDI File # 250553 ATR-B

Count Date: Saturday, April 12, 2025
Direction: WB

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	23	0	0	23
12:15 AM	28	0	0	28
12:30 AM	21	0	0	21
12:45 AM	10	0	0	10
1:00 AM	13	0	0	13
1:15 AM	11	0	0	11
1:30 AM	8	0	0	8
1:45 AM	7	0	0	7
2:00 AM	2	0	0	2
2:15 AM	4	1	1	6
2:30 AM	4	1	0	5
2:45 AM	3	0	0	3
3:00 AM	4	0	0	4
3:15 AM	5	0	0	5
3:30 AM	5	0	2	7
3:45 AM	3	0	0	3
4:00 AM	1	0	1	2
4:15 AM	2	0	0	2
4:30 AM	0	0	0	0
4:45 AM	2	0	0	2
5:00 AM	4	0	0	4
5:15 AM	4	0	0	4
5:30 AM	4	0	0	4
5:45 AM	7	1	0	8
6:00 AM	5	0	1	6
6:15 AM	14	0	1	15
6:30 AM	15	0	0	15
6:45 AM	16	1	1	18
7:00 AM	23	1	1	25
7:15 AM	32	1	0	33
7:30 AM	33	0	2	35
7:45 AM	34	0	1	35
8:00 AM	39	0	0	39
8:15 AM	45	1	0	46
8:30 AM	63	0	1	64
8:45 AM	49	0	0	49
9:00 AM	62	1	1	64
9:15 AM	74	0	3	77
9:30 AM	76	1	0	77
9:45 AM	76	1	0	77
10:00 AM	98	2	0	100
10:15 AM	87	2	0	89
10:30 AM	106	1	0	107
10:45 AM	90	3	0	93
11:00 AM	117	1	2	120
11:15 AM	124	0	0	124
11:30 AM	129	3	0	132
11:45 AM	116	3	0	119

AM Total	1698	25	18	1741
Percentage	97.53%	1.44%	1.03%	
AM Peak	11:00 AM	10:00 AM	8:30 AM	11:00 AM
Volume	486	8	5	495

PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	116	3	0	119
12:15 PM	148	1	0	149
12:30 PM	145	0	0	145
12:45 PM	125	0	0	125
1:00 PM	120	1	0	121
1:15 PM	113	3	0	116
1:30 PM	109	1	0	110
1:45 PM	105	3	1	109
2:00 PM	117	2	0	119
2:15 PM	138	3	0	141
2:30 PM	108	0	0	108
2:45 PM	134	1	0	135
3:00 PM	133	0	0	133
3:15 PM	120	1	0	121
3:30 PM	88	1	0	89
3:45 PM	108	1	1	110
4:00 PM	93	0	0	93
4:15 PM	121	1	0	122
4:30 PM	103	1	1	105
4:45 PM	115	0	0	115
5:00 PM	96	2	0	98
5:15 PM	112	0	0	112
5:30 PM	105	1	0	106
5:45 PM	92	1	0	93
6:00 PM	94	1	0	95
6:15 PM	95	1	0	96
6:30 PM	75	0	0	75
6:45 PM	77	1	0	78
7:00 PM	77	1	0	78
7:15 PM	79	0	0	79
7:30 PM	73	0	0	73
7:45 PM	63	0	0	63
8:00 PM	67	1	0	68
8:15 PM	56	0	0	56
8:30 PM	62	1	0	63
8:45 PM	55	0	0	55
9:00 PM	54	0	0	54
9:15 PM	47	2	0	49
9:30 PM	39	0	0	39
9:45 PM	49	0	0	49
10:00 PM	36	0	0	36
10:15 PM	52	0	0	52
10:30 PM	39	0	0	39
10:45 PM	34	0	0	34
11:00 PM	24	0	0	24
11:15 PM	27	0	0	27
11:30 PM	21	0	0	21
11:45 PM	14	0	0	14

PM Total	4073	35	3	4111
Percentage	99.08%	0.85%	0.07%	
PM Peak	12:15 PM	1:15 PM	3:45 PM	12:15 PM
Volume	538	9	2	540

Day Total	5771	60	21	5852
Percentage	98.62%	1.03%	0.36%	

**Arnold Road
west of New London Turnpike
City, State: Coventry, RI
Client: VHB/ B. Menezes
Site Code: 73562**



PDI File # 250553 ATR-B

Direction: EB

Weekly Report

Day	Thursday		Friday		Saturday										Week	
Date	04/10/25		04/11/25		04/12/25										Ave	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	7	104	9	143	15	140	0	0	0	0	0	0	0	0	10	129
12:15	10	106	5	119	14	122	0	0	0	0	0	0	0	0	10	116
12:30	6	112	2	127	7	132	0	0	0	0	0	0	0	0	5	124
12:45	6	128	2	125	8	124	0	0	0	0	0	0	0	0	5	126
1:00	2	122	3	133	2	122	0	0	0	0	0	0	0	0	2	126
1:15	1	103	4	134	5	135	0	0	0	0	0	0	0	0	3	124
1:30	0	115	6	125	1	128	0	0	0	0	0	0	0	0	2	123
1:45	4	106	4	134	7	112	0	0	0	0	0	0	0	0	5	117
2:00	2	103	1	124	6	125	0	0	0	0	0	0	0	0	3	117
2:15	3	122	4	135	4	129	0	0	0	0	0	0	0	0	4	129
2:30	4	128	5	127	6	109	0	0	0	0	0	0	0	0	5	121
2:45	5	145	1	116	5	115	0	0	0	0	0	0	0	0	4	125
3:00	6	122	4	137	6	130	0	0	0	0	0	0	0	0	5	130
3:15	3	102	4	130	9	125	0	0	0	0	0	0	0	0	5	119
3:30	12	132	8	134	11	110	0	0	0	0	0	0	0	0	10	125
3:45	10	131	15	149	5	119	0	0	0	0	0	0	0	0	10	133
4:00	16	123	17	129	3	105	0	0	0	0	0	0	0	0	12	119
4:15	24	102	31	146	9	115	0	0	0	0	0	0	0	0	21	121
4:30	46	124	41	117	13	127	0	0	0	0	0	0	0	0	33	123
4:45	34	108	45	118	15	105	0	0	0	0	0	0	0	0	31	110
5:00	48	133	27	122	16	98	0	0	0	0	0	0	0	0	30	118
5:15	55	119	47	125	19	107	0	0	0	0	0	0	0	0	40	117
5:30	43	121	36	111	27	94	0	0	0	0	0	0	0	0	35	109
5:45	66	120	64	99	23	108	0	0	0	0	0	0	0	0	51	109
6:00	62	100	68	92	23	90	0	0	0	0	0	0	0	0	51	94
6:15	116	94	90	90	46	108	0	0	0	0	0	0	0	0	84	97
6:30	135	93	147	96	47	84	0	0	0	0	0	0	0	0	110	91
6:45	133	79	109	66	52	62	0	0	0	0	0	0	0	0	98	69
7:00	136	88	128	79	46	77	0	0	0	0	0	0	0	0	103	81
7:15	135	63	125	70	67	66	0	0	0	0	0	0	0	0	109	66
7:30	160	74	142	82	82	63	0	0	0	0	0	0	0	0	128	73
7:45	153	60	168	64	65	46	0	0	0	0	0	0	0	0	129	57
8:00	134	67	147	54	77	44	0	0	0	0	0	0	0	0	119	55
8:15	148	55	137	56	89	54	0	0	0	0	0	0	0	0	125	55
8:30	137	59	132	46	90	34	0	0	0	0	0	0	0	0	120	46
8:45	158	34	153	45	116	48	0	0	0	0	0	0	0	0	142	42
9:00	109	44	142	52	110	46	0	0	0	0	0	0	0	0	120	47
9:15	110	34	108	31	106	31	0	0	0	0	0	0	0	0	108	32
9:30	132	33	126	34	129	41	0	0	0	0	0	0	0	0	129	36
9:45	112	29	106	41	126	27	0	0	0	0	0	0	0	0	115	32
10:00	101	30	128	46	137	27	0	0	0	0	0	0	0	0	122	34
10:15	139	30	127	21	135	33	0	0	0	0	0	0	0	0	134	28
10:30	121	26	133	33	157	41	0	0	0	0	0	0	0	0	137	33
10:45	124	16	135	16	131	17	0	0	0	0	0	0	0	0	130	16
11:00	126	9	127	18	151	23	0	0	0	0	0	0	0	0	135	17
11:15	105	18	113	31	137	11	0	0	0	0	0	0	0	0	118	20
11:30	113	6	126	13	120	13	0	0	0	0	0	0	0	0	120	11
11:45	136	10	111	15	140	8	0	0	0	0	0	0	0	0	129	11
Total	3448	3982	3413	4250	2615	3930	0	0	0	0	0	0	0	0	3158.67	4054
Day Total	7430		7663		6545		0		0		0		0		7213	
Peak HR	7:30 AM	2:15 PM	7:30 AM	3:30 PM	10:30 AM	12:00 PM									10:15 AM	03:00 PM
Volume	595	517	594	558	576	518									535	507



PRECISION
DATA
INDUSTRIES, LLC

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

Weekly Report

Day	Thursday		Friday		Saturday										Week			
Date	04/10/25		04/11/25		04/12/25										Ave			
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
12:00	13	111	11	118	23	119	0	0	0	0	0	0	0	0	16	116		
12:15	20	111	19	121	28	149	0	0	0	0	0	0	0	0	22	127		
12:30	6	115	9	108	21	145	0	0	0	0	0	0	0	0	12	123		
12:45	3	116	7	117	10	125	0	0	0	0	0	0	0	0	7	119		
1:00	6	96	7	106	13	121	0	0	0	0	0	0	0	0	9	108		
1:15	4	100	11	123	11	116	0	0	0	0	0	0	0	0	9	113		
1:30	7	119	6	148	8	110	0	0	0	0	0	0	0	0	7	126		
1:45	4	129	4	151	7	109	0	0	0	0	0	0	0	0	5	130		
2:00	7	111	4	141	2	119	0	0	0	0	0	0	0	0	4	124		
2:15	1	123	5	191	6	141	0	0	0	0	0	0	0	0	4	152		
2:30	6	122	2	147	5	108	0	0	0	0	0	0	0	0	4	126		
2:45	1	145	1	158	3	135	0	0	0	0	0	0	0	0	2	146		
3:00	1	167	3	174	4	133	0	0	0	0	0	0	0	0	3	158		
3:15	2	175	2	183	5	121	0	0	0	0	0	0	0	0	3	160		
3:30	3	168	0	135	7	89	0	0	0	0	0	0	0	0	3	131		
3:45	3	157	2	149	3	110	0	0	0	0	0	0	0	0	3	139		
4:00	1	155	0	140	2	93	0	0	0	0	0	0	0	0	1	129		
4:15	7	192	7	198	2	122	0	0	0	0	0	0	0	0	5	171		
4:30	3	187	2	167	0	105	0	0	0	0	0	0	0	0	2	153		
4:45	5	164	7	181	2	115	0	0	0	0	0	0	0	0	5	153		
5:00	9	158	6	162	4	98	0	0	0	0	0	0	0	0	6	139		
5:15	9	193	9	158	4	112	0	0	0	0	0	0	0	0	7	154		
5:30	20	168	13	152	4	106	0	0	0	0	0	0	0	0	12	142		
5:45	20	161	19	156	8	93	0	0	0	0	0	0	0	0	16	137		
6:00	31	133	23	131	6	95	0	0	0	0	0	0	0	0	20	120		
6:15	36	107	27	104	15	96	0	0	0	0	0	0	0	0	26	102		
6:30	43	102	39	104	15	75	0	0	0	0	0	0	0	0	32	94		
6:45	57	117	39	116	18	78	0	0	0	0	0	0	0	0	38	104		
7:00	58	95	53	95	25	78	0	0	0	0	0	0	0	0	45	89		
7:15	55	110	64	88	33	79	0	0	0	0	0	0	0	0	51	92		
7:30	68	77	68	84	35	73	0	0	0	0	0	0	0	0	57	78		
7:45	60	93	64	85	35	63	0	0	0	0	0	0	0	0	53	80		
8:00	51	78	67	79	39	68	0	0	0	0	0	0	0	0	52	75		
8:15	59	83	58	78	46	56	0	0	0	0	0	0	0	0	54	72		
8:30	76	73	78	66	64	63	0	0	0	0	0	0	0	0	73	67		
8:45	89	56	73	65	49	55	0	0	0	0	0	0	0	0	70	59		
9:00	66	44	86	73	64	54	0	0	0	0	0	0	0	0	72	57		
9:15	89	50	74	58	77	49	0	0	0	0	0	0	0	0	80	52		
9:30	95	40	79	47	77	39	0	0	0	0	0	0	0	0	84	42		
9:45	88	44	79	59	77	49	0	0	0	0	0	0	0	0	81	51		
10:00	86	32	82	36	100	36	0	0	0	0	0	0	0	0	89	35		
10:15	111	20	75	46	89	52	0	0	0	0	0	0	0	0	92	39		
10:30	75	24	92	39	107	39	0	0	0	0	0	0	0	0	91	34		
10:45	83	22	95	41	93	34	0	0	0	0	0	0	0	0	90	32		
11:00	100	25	102	44	120	24	0	0	0	0	0	0	0	0	107	31		
11:15	83	28	115	28	124	27	0	0	0	0	0	0	0	0	107	28		
11:30	93	15	103	16	132	21	0	0	0	0	0	0	0	0	109	17		
11:45	77	28	117	17	119	14	0	0	0	0	0	0	0	0	104	20		
Total	1890	4939	1908	5183	1741	4111	0	0	0	0	0	0	0	0	1846.33	4744.33		
Day Total	6829		7091		5852		0		0		0		0		6591			
Peak HR	9:30 AM	4:30 PM	11:00 AM	4:15 PM	11:00 AM	12:15 PM											11:00 AM	04:15
Volume	380	702	437	708	495	540											428	616

PDI File #: **250553 A**
 Location: **S: Grandview Street**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **6:30 AM**
 End Time: **8:30 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	Arnold Road				Grandview Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:30 AM	47	0	0	47	0	1	0	1	1	138	0	139	187
6:45 AM	59	1	0	60	0	1	0	1	5	143	0	148	209
Total	106	1	0	107	0	2	0	2	6	281	0	287	396
7:00 AM	58	0	0	58	2	5	0	7	1	158	0	159	224
7:15 AM	59	1	0	60	2	2	0	4	2	136	0	138	202
7:30 AM	75	0	0	75	0	1	0	1	2	177	0	179	255
7:45 AM	68	0	0	68	0	2	0	2	6	154	0	160	230
Total	260	1	0	261	4	10	0	14	11	625	0	636	911
8:00 AM	62	0	0	62	0	1	0	1	3	145	0	148	211
8:15 AM	57	2	0	59	0	1	0	1	3	151	0	154	214
Total	119	2	0	121	0	2	0	2	6	296	0	302	425
Grand Total	485	4	0	489	4	14	0	18	23	1202	0	1225	1732
Approach %	99.2	0.8	0.0		22.2	77.8	0.0		1.9	98.1	0.0		
Total %	28.0	0.2	0.0	28.2	0.2	0.8	0.0	1.0	1.3	69.4	0.0	70.7	
Exiting Leg Total	1206				27				499				1732
Cars	454	4	0	458	2	14	0	16	22	1133	0	1155	1629
% Cars	93.6	100.0	0.0	93.7	50.0	100.0	0.0	88.9	95.7	94.3	0.0	94.3	94.1
Exiting Leg Total	1135				26				468				1629
Heavy Vehicles	31	0	0	31	2	0	0	2	1	69	0	70	103
% Heavy Vehicles	6.4	0.0	0.0	6.3	50.0	0.0	0.0	11.1	4.3	5.7	0.0	5.7	5.9
Exiting Leg Total	71				1				31				103

Peak Hour Analysis from 06:30 AM to 08:30 AM begins at:

7:00 AM	Arnold Road				Grandview Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	58	0	0	58	2	5	0	7	1	158	0	159	224
7:15 AM	59	1	0	60	2	2	0	4	2	136	0	138	202
7:30 AM	75	0	0	75	0	1	0	1	2	177	0	179	255
7:45 AM	68	0	0	68	0	2	0	2	6	154	0	160	230
Total Volume	260	1	0	261	4	10	0	14	11	625	0	636	911
% Approach Total	99.6	0.4	0.0		28.6	71.4	0.0		1.7	98.3	0.0		
PHF	0.867	0.250	0.000	0.870	0.500	0.500	0.000	0.500	0.458	0.883	0.000	0.888	0.893
Cars	247	1	0	248	2	10	0	12	11	587	0	598	858
Cars %	95.0	100.0	0.0	95.0	50.0	100.0	0.0	85.7	100.0	93.9	0.0	94.0	94.2
Heavy Vehicles	13	0	0	13	2	0	0	2	0	38	0	38	53
Heavy Vehicles %	5.0	0.0	0.0	5.0	50.0	0.0	0.0	14.3	0.0	6.1	0.0	6.0	5.8
Cars Enter Leg	247	1	0	248	2	10	0	12	11	587	0	598	858
Heavy Enter Leg	13	0	0	13	2	0	0	2	0	38	0	38	53
Total Entering Leg	260	1	0	261	4	10	0	14	11	625	0	636	911
Cars Exiting Leg				589				12				257	858
Heavy Exiting Leg				40				0				13	53
Total Exiting Leg				629				12				270	911

PDI File #: **250553 A**
 Location: **S: Grandview Street**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **6:30 AM**
 End Time: **8:30 AM**
 Class:



Cars

	Arnold Road				Grandview Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:30 AM	43	0	0	43	0	1	0	1	1	130	0	131	175
6:45 AM	53	1	0	54	0	1	0	1	4	132	0	136	191
Total	96	1	0	97	0	2	0	2	5	262	0	267	366
7:00 AM	57	0	0	57	2	5	0	7	1	145	0	146	210
7:15 AM	55	1	0	56	0	2	0	2	2	131	0	133	191
7:30 AM	71	0	0	71	0	1	0	1	2	164	0	166	238
7:45 AM	64	0	0	64	0	2	0	2	6	147	0	153	219
Total	247	1	0	248	2	10	0	12	11	587	0	598	858
8:00 AM	60	0	0	60	0	1	0	1	3	139	0	142	203
8:15 AM	51	2	0	53	0	1	0	1	3	145	0	148	202
Total	111	2	0	113	0	2	0	2	6	284	0	290	405
Grand Total	454	4	0	458	2	14	0	16	22	1133	0	1155	1629
Approach %	99.1	0.9	0.0		12.5	87.5	0.0		1.9	98.1	0.0		
Total %	27.9	0.2	0.0	28.1	0.1	0.9	0.0	1.0	1.4	69.6	0.0	70.9	
Exiting Leg Total	1135				26				468				1629

Peak Hour Analysis from 06:30 AM to 08:30 AM begins at:

7:30 AM	Arnold Road				Grandview Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:30 AM	71	0	0	71	0	1	0	1	2	164	0	166	238
7:45 AM	64	0	0	64	0	2	0	2	6	147	0	153	219
8:00 AM	60	0	0	60	0	1	0	1	3	139	0	142	203
8:15 AM	51	2	0	53	0	1	0	1	3	145	0	148	202
Total Volume	246	2	0	248	0	5	0	5	14	595	0	609	862
% Approach Total	99.2	0.8	0.0		0.0	100.0	0.0		2.3	97.7	0.0		
PHF	0.866	0.250	0.000	0.873	0.000	0.625	0.000	0.625	0.583	0.907	0.000	0.917	0.905
Entering Leg	246	2	0	248	0	5	0	5	14	595	0	609	862
Exiting Leg				595				16				251	862
Total				843				21				860	1724

PDI File #: **250553 A**
 Location: **S: Grandview Street**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **6:30 AM**
 End Time: **8:30 AM**
 Class:



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

	Arnold Road				Grandview Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:30 AM	4	0	0	4	0	0	0	0	0	8	0	8	12
6:45 AM	6	0	0	6	0	0	0	0	1	11	0	12	18
Total	10	0	0	10	0	0	0	0	1	19	0	20	30
7:00 AM	1	0	0	1	0	0	0	0	0	13	0	13	14
7:15 AM	4	0	0	4	2	0	0	2	0	5	0	5	11
7:30 AM	4	0	0	4	0	0	0	0	0	13	0	13	17
7:45 AM	4	0	0	4	0	0	0	0	0	7	0	7	11
Total	13	0	0	13	2	0	0	2	0	38	0	38	53
8:00 AM	2	0	0	2	0	0	0	0	0	6	0	6	8
8:15 AM	6	0	0	6	0	0	0	0	0	6	0	6	12
Total	8	0	0	8	0	0	0	0	0	12	0	12	20
Grand Total	31	0	0	31	2	0	0	2	1	69	0	70	103
Approach %	100.0	0.0	0.0		100.0	0.0	0.0		1.4	98.6	0.0		
Total %	30.1	0.0	0.0	30.1	1.9	0.0	0.0	1.9	1.0	67.0	0.0	68.0	
Exiting Leg Total	71				1				31				103
Buses	4	0	0	4	0	0	0	0	0	5	0	5	9
% Buses	12.9	0.0	0.0	12.9	0.0	0.0	0.0	0.0	0.0	7.2	0.0	7.1	8.7
Exiting Leg Total	5				0				4				9
Single-Unit Trucks	22	0	0	22	0	0	0	0	1	46	0	47	69
% Single-Unit	71.0	0.0	0.0	71.0	0.0	0.0	0.0	0.0	100.0	66.7	0.0	67.1	67.0
Exiting Leg Total	46				1				22				69
Articulated Trucks	5	0	0	5	2	0	0	2	0	18	0	18	25
% Articulated	16.1	0.0	0.0	16.1	100.0	0.0	0.0	100.0	0.0	26.1	0.0	25.7	24.3
Exiting Leg Total	20				0				5				25

Peak Hour Analysis from 06:30 AM to 08:30 AM begins at:

6:45 AM	Arnold Road				Grandview Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:45 AM	6	0	0	6	0	0	0	0	1	11	0	12	18
7:00 AM	1	0	0	1	0	0	0	0	0	13	0	13	14
7:15 AM	4	0	0	4	2	0	0	2	0	5	0	5	11
7:30 AM	4	0	0	4	0	0	0	0	0	13	0	13	17
Total Volume	15	0	0	15	2	0	0	2	1	42	0	43	60
% Approach Total	100.0	0.0	0.0		100.0	0.0	0.0		2.3	97.7	0.0		
PHF	0.625	0.000	0.000	0.625	0.250	0.000	0.000	0.250	0.250	0.808	0.000	0.827	0.833
Buses	1	0	0	1	0	0	0	0	0	2	0	2	3
Buses %	6.7	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	4.8	0.0	4.7	5.0
Single-Unit Trucks	11	0	0	11	0	0	0	0	1	22	0	23	34
Single-Unit %	73.3	0.0	0.0	73.3	0.0	0.0	0.0	0.0	100.0	52.4	0.0	53.5	56.7
Articulated Trucks	3	0	0	3	2	0	0	2	0	18	0	18	23
Articulated %	20.0	0.0	0.0	20.0	100.0	0.0	0.0	100.0	0.0	42.9	0.0	41.9	38.3
Buses	1	0	0	1	0	0	0	0	0	2	0	2	3
Single-Unit Trucks	11	0	0	11	0	0	0	0	1	22	0	23	34
Articulated Trucks	3	0	0	3	2	0	0	2	0	18	0	18	23
Total Entering Leg	15	0	0	15	2	0	0	2	1	42	0	43	60
Buses	2				0				1				3
Single-Unit Trucks	22				1				11				34
Articulated Trucks	20				0				3				23
Total Exiting Leg	44				1				15				60

PDI File #: **250553 A**
 Location: **S: Grandview Street**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **6:30 AM**
 End Time: **8:30 AM**
 Class:



Buses

	Arnold Road				Grandview Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:30 AM	1	0	0	1	0	0	0	0	0	2	0	2	3
6:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	2	0	0	2	0	0	0	0	0	2	0	2	4
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	3	0	3	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	2	0	0	2	0	0	0	0	0	0	0	0	2
Total	2	0	0	2	0	0	0	0	0	0	0	0	2
Grand Total	4	0	0	4	0	0	0	0	0	5	0	5	9
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	44.4	0.0	0.0	44.4	0.0	0.0	0.0	0.0	0.0	55.6	0.0	55.6	
Exiting Leg Total	5				0				4				9

Peak Hour Analysis from 06:30 AM to 08:30 AM begins at:

6:30 AM	Arnold Road				Grandview Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:30 AM	1	0	0	1	0	0	0	0	0	2	0	2	3
6:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	2	0	0	2	0	0	0	0	0	4	0	4	6
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.500
Entering Leg	2	0	0	2	0	0	0	0	0	4	0	4	6
Exiting Leg				4				0				2	6
Total				6				0				6	12

PDI File #: **250553 A**
 Location: **S: Grandview Street**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **6:30 AM**
 End Time: **8:30 AM**
 Class:



Single-Unit Trucks

	Arnold Road				Grandview Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:30 AM	3	0	0	3	0	0	0	0	0	6	0	6	9
6:45 AM	4	0	0	4	0	0	0	0	1	5	0	6	10
Total	7	0	0	7	0	0	0	0	1	11	0	12	19
7:00 AM	1	0	0	1	0	0	0	0	0	4	0	4	5
7:15 AM	3	0	0	3	0	0	0	0	0	1	0	1	4
7:30 AM	3	0	0	3	0	0	0	0	0	12	0	12	15
7:45 AM	4	0	0	4	0	0	0	0	0	6	0	6	10
Total	11	0	0	11	0	0	0	0	0	23	0	23	34
8:00 AM	1	0	0	1	0	0	0	0	0	6	0	6	7
8:15 AM	3	0	0	3	0	0	0	0	0	6	0	6	9
Total	4	0	0	4	0	0	0	0	0	12	0	12	16
Grand Total	22	0	0	22	0	0	0	0	1	46	0	47	69
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		2.1	97.9	0.0		
Total %	31.9	0.0	0.0	31.9	0.0	0.0	0.0	0.0	1.4	66.7	0.0	68.1	
Exiting Leg Total	46				1				22				69

Peak Hour Analysis from 06:30 AM to 08:30 AM begins at:

7:30 AM	Arnold Road				Grandview Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:30 AM	3	0	0	3	0	0	0	0	0	12	0	12	15
7:45 AM	4	0	0	4	0	0	0	0	0	6	0	6	10
8:00 AM	1	0	0	1	0	0	0	0	0	6	0	6	7
8:15 AM	3	0	0	3	0	0	0	0	0	6	0	6	9
Total Volume	11	0	0	11	0	0	0	0	0	30	0	30	41
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.688	0.000	0.000	0.688	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.625	0.683
Entering Leg	11	0	0	11	0	0	0	0	0	30	0	30	41
Exiting Leg				30				0				11	41
Total				41				0				41	82

PDI File #: **250553 A**
 Location: **S: Grandview Street**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **6:30 AM**
 End Time: **8:30 AM**
 Class:



Articulated Trucks

	Arnold Road				Grandview Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	1	0	0	1	0	0	0	0	0	6	0	6	7
Total	1	0	0	1	0	0	0	0	0	6	0	6	7
7:00 AM	0	0	0	0	0	0	0	0	0	8	0	8	8
7:15 AM	1	0	0	1	2	0	0	2	0	3	0	3	6
7:30 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	2	2	0	0	2	0	12	0	12	16
8:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
8:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	2	0	0	2	0	0	0	0	0	0	0	0	2
Grand Total	5	0	0	5	2	0	0	2	0	18	0	18	25
Approach %	100.0	0.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
Total %	20.0	0.0	0.0	20.0	8.0	0.0	0.0	8.0	0.0	72.0	0.0	72.0	
Exiting Leg Total	20				0				5				25

Peak Hour Analysis from 06:30 AM to 08:30 AM begins at:

6:45 AM	Arnold Road				Grandview Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:45 AM	1	0	0	1	0	0	0	0	0	6	0	6	7
7:00 AM	0	0	0	0	0	0	0	0	0	8	0	8	8
7:15 AM	1	0	0	1	2	0	0	2	0	3	0	3	6
7:30 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
Total Volume	3	0	0	3	2	0	0	2	0	18	0	18	23
% Approach Total	100.0	0.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.750	0.000	0.000	0.750	0.250	0.000	0.000	0.250	0.000	0.563	0.000	0.563	0.719
Entering Leg	3	0	0	3	2	0	0	2	0	18	0	18	23
Exiting Leg				20				0				3	23
Total				23				2				21	46

PDI File #: **250553 A**
 Location: **S: Grandview Street**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **6:30 AM**
 End Time: **8:30 AM**



Class:

Bicycles (on Roadway and Crosswalks)

	Arnold Road						Grandview Street						Arnold Road						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0						0						0						0

Peak Hour Analysis from 06:30 AM to 08:30 AM begins at:

6:30 AM	Arnold Road						Grandview Street						Arnold Road						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0						0						0						0
Total	0						0						0						0

PDI File #: **250553 A**
 Location: **S: Grandview Street**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **6:30 AM**
 End Time: **8:30 AM**
 Class:



Pedestrians

	Arnold Road						Grandview Street						Arnold Road						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg Total	0						0						0						0

Peak Hour Analysis from 06:30 AM to 08:30 AM begins at:

6:30 AM	Arnold Road						Grandview Street						Arnold Road						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0						0						0						0
Total	0						0						0						0

PDI File #: **250553 A**
 Location: **S: Grandview Street**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **3:30 PM**
 End Time: **5:30 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Arnold Road				Grandview Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:30 PM	183	2	0	185	1	7	0	8	8	139	0	147	340
3:45 PM	163	0	0	163	0	7	0	7	6	136	0	142	312
Total	346	2	0	348	1	14	0	15	14	275	0	289	652
4:00 PM	154	0	0	154	1	13	0	14	6	123	0	129	297
4:15 PM	202	0	0	202	0	6	0	6	1	104	0	105	313
4:30 PM	200	0	0	200	1	4	0	5	6	135	0	141	346
4:45 PM	172	3	0	175	2	7	0	9	5	114	0	119	303
Total	728	3	0	731	4	30	0	34	18	476	0	494	1259
5:00 PM	168	3	0	171	0	11	0	11	4	138	0	142	324
5:15 PM	192	7	0	199	2	6	0	8	1	126	0	127	334
Total	360	10	0	370	2	17	0	19	5	264	0	269	658
Grand Total	1434	15	0	1449	7	61	0	68	37	1015	0	1052	2569
Approach %	99.0	1.0	0.0		10.3	89.7	0.0		3.5	96.5	0.0		
Total %	55.8	0.6	0.0	56.4	0.3	2.4	0.0	2.6	1.4	39.5	0.0	40.9	
Exiting Leg Total				1022				52				1495	2569
Cars	1409	15	0	1424	7	60	0	67	36	1005	0	1041	2532
% Cars	98.3	100.0	0.0	98.3	100.0	98.4	0.0	98.5	97.3	99.0	0.0	99.0	98.6
Exiting Leg Total				1012				51				1469	2532
Heavy Vehicles	25	0	0	25	0	1	0	1	1	10	0	11	37
% Heavy Vehicles	1.7	0.0	0.0	1.7	0.0	1.6	0.0	1.5	2.7	1.0	0.0	1.0	1.4
Exiting Leg Total				10				1				26	37

Peak Hour Analysis from 03:30 PM to 05:30 PM begins at:

4:30 PM	Arnold Road				Grandview Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:30 PM	200	0	0	200	1	4	0	5	6	135	0	141	346
4:45 PM	172	3	0	175	2	7	0	9	5	114	0	119	303
5:00 PM	168	3	0	171	0	11	0	11	4	138	0	142	324
5:15 PM	192	7	0	199	2	6	0	8	1	126	0	127	334
Total Volume	732	13	0	745	5	28	0	33	16	513	0	529	1307
% Approach Total	98.3	1.7	0.0		15.2	84.8	0.0		3.0	97.0	0.0		
PHF	0.915	0.464	0.000	0.931	0.625	0.636	0.000	0.750	0.667	0.929	0.000	0.931	0.944
Cars	726	13	0	739	5	27	0	32	15	508	0	523	1294
Cars %	99.2	100.0	0.0	99.2	100.0	96.4	0.0	97.0	93.8	99.0	0.0	98.9	99.0
Heavy Vehicles	6	0	0	6	0	1	0	1	1	5	0	6	13
Heavy Vehicles %	0.8	0.0	0.0	0.8	0.0	3.6	0.0	3.0	6.3	1.0	0.0	1.1	1.0
Cars Enter Leg	726	13	0	739	5	27	0	32	15	508	0	523	1294
Heavy Enter Leg	6	0	0	6	0	1	0	1	1	5	0	6	13
Total Entering Leg	732	13	0	745	5	28	0	33	16	513	0	529	1307
Cars Exiting Leg				513				28				753	1294
Heavy Exiting Leg				5				1				7	13
Total Exiting Leg				518				29				760	1307

PDI File #: **250553 A**
 Location: **S: Grandview Street**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **3:30 PM**
 End Time: **5:30 PM**
 Class:



Cars

	Arnold Road				Grandview Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:30 PM	177	2	0	179	1	7	0	8	8	136	0	144	331
3:45 PM	156	0	0	156	0	7	0	7	6	135	0	141	304
Total	333	2	0	335	1	14	0	15	14	271	0	285	635
4:00 PM	152	0	0	152	1	13	0	14	6	122	0	128	294
4:15 PM	198	0	0	198	0	6	0	6	1	104	0	105	309
4:30 PM	198	0	0	198	1	4	0	5	5	135	0	140	343
4:45 PM	170	3	0	173	2	6	0	8	5	112	0	117	298
Total	718	3	0	721	4	29	0	33	17	473	0	490	1244
5:00 PM	167	3	0	170	0	11	0	11	4	136	0	140	321
5:15 PM	191	7	0	198	2	6	0	8	1	125	0	126	332
Total	358	10	0	368	2	17	0	19	5	261	0	266	653
Grand Total	1409	15	0	1424	7	60	0	67	36	1005	0	1041	2532
Approach %	98.9	1.1	0.0		10.4	89.6	0.0		3.5	96.5	0.0		
Total %	55.6	0.6	0.0	56.2	0.3	2.4	0.0	2.6	1.4	39.7	0.0	41.1	
Exiting Leg Total	1012				51				1469				2532

Peak Hour Analysis from 03:30 PM to 05:30 PM begins at:

4:30 PM	Arnold Road				Grandview Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:30 PM	198	0	0	198	1	4	0	5	5	135	0	140	343
4:45 PM	170	3	0	173	2	6	0	8	5	112	0	117	298
5:00 PM	167	3	0	170	0	11	0	11	4	136	0	140	321
5:15 PM	191	7	0	198	2	6	0	8	1	125	0	126	332
Total Volume	726	13	0	739	5	27	0	32	15	508	0	523	1294
% Approach Total	98.2	1.8	0.0		15.6	84.4	0.0		2.9	97.1	0.0		
PHF	0.917	0.464	0.000	0.933	0.625	0.614	0.000	0.727	0.750	0.934	0.000	0.934	0.943
Entering Leg	726	13	0	739	5	27	0	32	15	508	0	523	1294
Exiting Leg				513				28				753	1294
Total				1252				60				1276	2588

PDI File #: **250553 A**
 Location: **S: Grandview Street**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **3:30 PM**
 End Time: **5:30 PM**



Class:

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

	Arnold Road				Grandview Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:30 PM	6	0	0	6	0	0	0	0	0	3	0	3	9
3:45 PM	7	0	0	7	0	0	0	0	0	1	0	1	8
Total	13	0	0	13	0	0	0	0	0	4	0	4	17
4:00 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
4:15 PM	4	0	0	4	0	0	0	0	0	0	0	0	4
4:30 PM	2	0	0	2	0	0	0	0	1	0	0	1	3
4:45 PM	2	0	0	2	0	1	0	1	0	2	0	2	5
Total	10	0	0	10	0	1	0	1	1	3	0	4	15
5:00 PM	1	0	0	1	0	0	0	0	0	2	0	2	3
5:15 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
Total	2	0	0	2	0	0	0	0	0	3	0	3	5
Grand Total	25	0	0	25	0	1	0	1	1	10	0	11	37
Approach %	100.0	0.0	0.0		0.0	100.0	0.0		9.1	90.9	0.0		
Total %	67.6	0.0	0.0	67.6	0.0	2.7	0.0	2.7	2.7	27.0	0.0	29.7	
Exiting Leg Total	10				1				26				37
Buses	3	0	0	3	0	0	0	0	0	3	0	3	6
% Buses	12.0	0.0	0.0	12.0	0.0	0.0	0.0	0.0	0.0	30.0	0.0	27.3	16.2
Exiting Leg Total	3				0				3				6
Single-Unit Trucks	16	0	0	16	0	1	0	1	1	5	0	6	23
% Single-Unit	64.0	0.0	0.0	64.0	0.0	100.0	0.0	100.0	100.0	50.0	0.0	54.5	62.2
Exiting Leg Total	5				1				17				23
Articulated Trucks	6	0	0	6	0	0	0	0	0	2	0	2	8
% Articulated	24.0	0.0	0.0	24.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	18.2	21.6
Exiting Leg Total	2				0				6				8

Peak Hour Analysis from 03:30 PM to 05:30 PM begins at:

3:30 PM	Arnold Road				Grandview Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:30 PM	6	0	0	6	0	0	0	0	0	3	0	3	9
3:45 PM	7	0	0	7	0	0	0	0	0	1	0	1	8
4:00 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
4:15 PM	4	0	0	4	0	0	0	0	0	0	0	0	4
Total Volume	19	0	0	19	0	0	0	0	0	5	0	5	24
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.679	0.000	0.000	0.679	0.000	0.000	0.000	0.000	0.000	0.417	0.000	0.417	0.667
Buses	3	0	0	3	0	0	0	0	0	2	0	2	5
Buses %	15.8	0.0	0.0	15.8	0.0	0.0	0.0	0.0	0.0	40.0	0.0	40.0	20.8
Single-Unit Trucks	11	0	0	11	0	0	0	0	0	2	0	2	13
Single-Unit %	57.9	0.0	0.0	57.9	0.0	0.0	0.0	0.0	0.0	40.0	0.0	40.0	54.2
Articulated Trucks	5	0	0	5	0	0	0	0	0	1	0	1	6
Articulated %	26.3	0.0	0.0	26.3	0.0	0.0	0.0	0.0	0.0	20.0	0.0	20.0	25.0
Buses	3	0	0	3	0	0	0	0	0	2	0	2	5
Single-Unit Trucks	11	0	0	11	0	0	0	0	0	2	0	2	13
Articulated Trucks	5	0	0	5	0	0	0	0	0	1	0	1	6
Total Entering Leg	19	0	0	19	0	0	0	0	0	5	0	5	24
Buses	2				0				3				5
Single-Unit Trucks	2				0				11				13
Articulated Trucks	1				0				5				6
Total Exiting Leg	5				0				19				24

PDI File #: **250553 A**
 Location: **S: Grandview Street**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **3:30 PM**
 End Time: **5:30 PM**
 Class:



Buses

	Arnold Road				Grandview Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:30 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
3:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	2	0	0	2	0	0	0	0	0	1	0	1	3
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:15 PM	1	0	0	1	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
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	1	0	1	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	3	0	0	3	0	0	0	0	0	3	0	3	6
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	
Exiting Leg Total	3				0				3				6

Peak Hour Analysis from 03:30 PM to 05:30 PM begins at:

3:30 PM	Arnold Road				Grandview Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:30 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
3:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	3	0	0	3	0	0	0	0	0	2	0	2	5
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.750	0.00	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.625
Entering Leg	3	0	0	3	0	0	0	0	0	2	0	2	5
Exiting Leg				2				0				3	5
Total				5				0				5	10

PDI File #: **250553 A**
 Location: **S: Grandview Street**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **3:30 PM**
 End Time: **5:30 PM**
 Class:



Single-Unit Trucks

	Arnold Road				Grandview Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:30 PM	3	0	0	3	0	0	0	0	0	1	0	1	4
3:45 PM	5	0	0	5	0	0	0	0	0	1	0	1	6
Total	8	0	0	8	0	0	0	0	0	2	0	2	10
4:00 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
4:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
4:30 PM	2	0	0	2	0	0	0	0	1	0	0	1	3
4:45 PM	1	0	0	1	0	1	0	1	0	2	0	2	4
Total	6	0	0	6	0	1	0	1	1	2	0	3	10
5:00 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
5:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	2	0	0	2	0	0	0	0	0	1	0	1	3
Grand Total	16	0	0	16	0	1	0	1	1	5	0	6	23
Approach %	100.0	0.0	0.0		0.0	100.0	0.0		16.7	83.3	0.0		
Total %	69.6	0.0	0.0	69.6	0.0	4.3	0.0	4.3	4.3	21.7	0.0	26.1	
Exiting Leg Total	5				1				17				23

Peak Hour Analysis from 03:30 PM to 05:30 PM begins at:

3:30 PM	Arnold Road				Grandview Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:30 PM	3	0	0	3	0	0	0	0	0	1	0	1	4
3:45 PM	5	0	0	5	0	0	0	0	0	1	0	1	6
4:00 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
4:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	11	0	0	11	0	0	0	0	0	2	0	2	13
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.550	0.000	0.000	0.550	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.542
Entering Leg	11	0	0	11	0	0	0	0	0	2	0	2	13
Exiting Leg				2				0				11	13
Total				13				0				13	26

PDI File #: **250553 A**
 Location: **S: Grandview Street**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **3:30 PM**
 End Time: **5:30 PM**
 Class:



Articulated Trucks

	Arnold Road				Grandview Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:30 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
3:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	3	0	0	3	0	0	0	0	0	1	0	1	4
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	3	0	0	3	0	0	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	6	0	0	6	0	0	0	0	0	2	0	2	8
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	75.0	0.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	25.0	
Exiting Leg Total	2				0				6				8

Peak Hour Analysis from 03:30 PM to 05:30 PM begins at:

3:30 PM	Arnold Road				Grandview Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:30 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
3:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
Total Volume	5	0	0	5	0	0	0	0	0	1	0	1	6
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.625	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.500
Entering Leg	5	0	0	5	0	0	0	0	0	1	0	1	6
Exiting Leg				1				0				5	6
Total				6				0				6	12

PDI File #: **250553 A**
 Location: **S: Grandview Street**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **3:30 PM**
 End Time: **5:30 PM**



Class: **Bicycles (on Roadway and Crosswalks)**

	Arnold Road						Grandview Street						Arnold Road						Total	
	from East						from South						from West							
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total		
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0		
Exiting Leg Total	1						0						0						1	

Peak Hour Analysis from 03:30 PM to 05:30 PM begins at:

3:30 PM	Arnold Road						Grandview Street						Arnold Road						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Exiting Leg	1						0						0						1
Total	1						0						1						2

PDI File #: **250553 A**
 Location: **S: Grandview Street**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **3:30 PM**
 End Time: **5:30 PM**
 Class:



Pedestrians

	Arnold Road						Grandview Street						Arnold Road						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg Total	0						0						0						0

Peak Hour Analysis from 03:30 PM to 05:30 PM begins at:

3:30 PM	Arnold Road						Grandview Street						Arnold Road						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0						0						0						0
Total	0						0						0						0

PDI File #: **250553 A**
 Location: **S: Grandview Street**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Saturday, April 12, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Arnold Road				Grandview Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:00 AM	116	0	0	116	0	5	0	5	7	151	0	158	279
11:15 AM	118	1	0	119	1	6	0	7	4	147	0	151	277
11:30 AM	134	0	0	134	0	6	0	6	3	128	0	131	271
11:45 AM	112	0	0	112	1	3	0	4	6	148	0	154	270
Total	480	1	0	481	2	20	0	22	20	574	0	594	1097
12:00 PM	134	0	0	134	0	9	0	9	7	144	0	151	294
12:15 PM	155	0	0	155	0	7	0	7	5	129	0	134	296
12:30 PM	149	0	0	149	0	4	0	4	2	136	0	138	291
12:45 PM	120	0	0	120	1	3	0	4	5	131	0	136	260
Total	558	0	0	558	1	23	0	24	19	540	0	559	1141
1:00 PM	137	0	0	137	0	7	0	7	4	131	0	135	279
1:15 PM	117	0	0	117	0	2	0	2	0	143	0	143	262
1:30 PM	122	1	0	123	1	4	0	5	6	128	0	134	262
1:45 PM	111	0	0	111	1	4	0	5	5	126	0	131	247
Total	487	1	0	488	2	17	0	19	15	528	0	543	1050
Grand Total	1525	2	0	1527	5	60	0	65	54	1642	0	1696	3288
Approach %	99.9	0.1	0.0		7.7	92.3	0.0		3.2	96.8	0.0		
Total %	46.4	0.1	0.0	46.4	0.2	1.8	0.0	2.0	1.6	49.9	0.0	51.6	
Exiting Leg Total	1647				56				1585				3288
Cars	1504	2	0	1506	5	60	0	65	54	1626	0	1680	3251
% Cars	98.6	100.0	0.0	98.6	100.0	100.0	0.0	100.0	100.0	99.0	0.0	99.1	98.9
Exiting Leg Total	1631				56				1564				3251
Heavy Vehicles	21	0	0	21	0	0	0	0	0	16	0	16	37
% Heavy Vehicles	1.4	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.9	1.1
Exiting Leg Total	16				0				21				37

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:45 AM	Arnold Road				Grandview Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:45 AM	112	0	0	112	1	3	0	4	6	148	0	154	270
12:00 PM	134	0	0	134	0	9	0	9	7	144	0	151	294
12:15 PM	155	0	0	155	0	7	0	7	5	129	0	134	296
12:30 PM	149	0	0	149	0	4	0	4	2	136	0	138	291
Total Volume	550	0	0	550	1	23	0	24	20	557	0	577	1151
% Approach Total	100.0	0.0	0.0		4.2	95.8	0.0		3.5	96.5	0.0		
PHF	0.887	0.000	0.000	0.887	0.250	0.639	0.000	0.667	0.714	0.941	0.000	0.937	0.972
Cars	543	0	0	543	1	23	0	24	20	551	0	571	1138
Cars %	98.7	0.0	0.0	98.7	100.0	100.0	0.0	100.0	100.0	98.9	0.0	99.0	98.9
Heavy Vehicles	7	0	0	7	0	0	0	0	0	6	0	6	13
Heavy Vehicles %	1.3	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	1.1	0.0	1.0	1.1
Cars Enter Leg	543	0	0	543	1	23	0	24	20	551	0	571	1138
Heavy Enter Leg	7	0	0	7	0	0	0	0	0	6	0	6	13
Total Entering Leg	550	0	0	550	1	23	0	24	20	557	0	577	1151
Cars Exiting Leg				552				20				566	1138
Heavy Exiting Leg				6				0				7	13
Total Exiting Leg				558				20				573	1151

PDI File #: **250553 A**
 Location: **S: Grandview Street**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Saturday, April 12, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Cars

	Arnold Road				Grandview Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:00 AM	113	0	0	113	0	5	0	5	7	150	0	157	275
11:15 AM	118	1	0	119	1	6	0	7	4	144	0	148	274
11:30 AM	133	0	0	133	0	6	0	6	3	127	0	130	269
11:45 AM	109	0	0	109	1	3	0	4	6	145	0	151	264
Total	473	1	0	474	2	20	0	22	20	566	0	586	1082
12:00 PM	131	0	0	131	0	9	0	9	7	144	0	151	291
12:15 PM	154	0	0	154	0	7	0	7	5	127	0	132	293
12:30 PM	149	0	0	149	0	4	0	4	2	135	0	137	290
12:45 PM	120	0	0	120	1	3	0	4	5	131	0	136	260
Total	554	0	0	554	1	23	0	24	19	537	0	556	1134
1:00 PM	136	0	0	136	0	7	0	7	4	129	0	133	276
1:15 PM	114	0	0	114	0	2	0	2	0	142	0	142	258
1:30 PM	120	1	0	121	1	4	0	5	6	126	0	132	258
1:45 PM	107	0	0	107	1	4	0	5	5	126	0	131	243
Total	477	1	0	478	2	17	0	19	15	523	0	538	1035
Grand Total	1504	2	0	1506	5	60	0	65	54	1626	0	1680	3251
Approach %	99.9	0.1	0.0		7.7	92.3	0.0		3.2	96.8	0.0		
Total %	46.3	0.1	0.0	46.3	0.2	1.8	0.0	2.0	1.7	50.0	0.0	51.7	
Exiting Leg Total	1631				56				1564				3251

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:45 AM	Arnold Road				Grandview Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:45 AM	109	0	0	109	1	3	0	4	6	145	0	151	264
12:00 PM	131	0	0	131	0	9	0	9	7	144	0	151	291
12:15 PM	154	0	0	154	0	7	0	7	5	127	0	132	293
12:30 PM	149	0	0	149	0	4	0	4	2	135	0	137	290
Total Volume	543	0	0	543	1	23	0	24	20	551	0	571	1138
% Approach Total	100.0	0.0	0.0		4.2	95.8	0.0		3.5	96.5	0.0		
PHF	0.881	0.000	0.000	0.881	0.250	0.639	0.000	0.667	0.714	0.950	0.000	0.945	0.971
Entering Leg	543	0	0	543	1	23	0	24	20	551	0	571	1138
Exiting Leg				552				20				566	1138
Total				1095				44				1137	2276

PDI File #: **250553 A**
 Location: **S: Grandview Street**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Saturday, April 12, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



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

	Arnold Road				Grandview Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:00 AM	3	0	0	3	0	0	0	0	0	1	0	1	4
11:15 AM	0	0	0	0	0	0	0	0	0	3	0	3	3
11:30 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
11:45 AM	3	0	0	3	0	0	0	0	0	3	0	3	6
Total	7	0	0	7	0	0	0	0	0	8	0	8	15
12:00 PM	3	0	0	3	0	0	0	0	0	0	0	0	3
12:15 PM	1	0	0	1	0	0	0	0	0	2	0	2	3
12:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	0	0	4	0	0	0	0	0	3	0	3	7
1:00 PM	1	0	0	1	0	0	0	0	0	2	0	2	3
1:15 PM	3	0	0	3	0	0	0	0	0	1	0	1	4
1:30 PM	2	0	0	2	0	0	0	0	0	2	0	2	4
1:45 PM	4	0	0	4	0	0	0	0	0	0	0	0	4
Total	10	0	0	10	0	0	0	0	0	5	0	5	15
Grand Total	21	0	0	21	0	0	0	0	0	16	0	16	37
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	56.8	0.0	0.0	56.8	0.0	0.0	0.0	0.0	0.0	43.2	0.0	43.2	
Exiting Leg Total				16				0				21	37
Buses	2	0	0	2	0	0	0	0	0	3	0	3	5
% Buses	9.5	0.0	0.0	9.5	0.0	0.0	0.0	0.0	0.0	18.8	0.0	18.8	13.5
Exiting Leg Total				3				0				2	5
Single-Unit Trucks	16	0	0	16	0	0	0	0	0	13	0	13	29
% Single-Unit	76.2	0.0	0.0	76.2	0.0	0.0	0.0	0.0	0.0	81.3	0.0	81.3	78.4
Exiting Leg Total				13				0				16	29
Articulated Trucks	3	0	0	3	0	0	0	0	0	0	0	0	3
% Articulated	14.3	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.1
Exiting Leg Total				0				0				3	3

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	Arnold Road				Grandview Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:00 AM	3	0	0	3	0	0	0	0	0	1	0	1	4
11:15 AM	0	0	0	0	0	0	0	0	0	3	0	3	3
11:30 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
11:45 AM	3	0	0	3	0	0	0	0	0	3	0	3	6
Total Volume	7	0	0	7	0	0	0	0	0	8	0	8	15
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.583	0.000	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.667	0.000	0.667	0.625
Buses	0	0	0	0	0	0	0	0	0	2	0	2	2
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	25.0	13.3
Single-Unit Trucks	6	0	0	6	0	0	0	0	0	6	0	6	12
Single-Unit %	85.7	0.0	0.0	85.7	0.0	0.0	0.0	0.0	0.0	75.0	0.0	75.0	80.0
Articulated Trucks	1	0	0	1	0	0	0	0	0	0	0	0	1
Articulated %	14.3	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.7
Buses	0	0	0	0	0	0	0	0	0	2	0	2	2
Single-Unit Trucks	6	0	0	6	0	0	0	0	0	6	0	6	12
Articulated Trucks	1	0	0	1	0	0	0	0	0	0	0	0	1
Total Entering Leg	7	0	0	7	0	0	0	0	0	8	0	8	15
Buses				2				0				0	2
Single-Unit Trucks				6				0				6	12
Articulated Trucks				0				0				1	1
Total Exiting Leg				8				0				7	15

PDI File #: **250553 A**
 Location: **S: Grandview Street**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Saturday, April 12, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Buses

	Arnold Road				Grandview Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:00 AM	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
11:30 AM	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	2	0	2	2
Total	0	0	0	0	0	0	0	0	0	2	0	2	2
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
12:30 PM	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
Total	1	0	0	1	0	0	0	0	0	0	0	0	1
1:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	1	0	1	2
Grand Total	2	0	0	2	0	0	0	0	0	3	0	3	5
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	40.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	60.0	0.0	60.0	
Exiting Leg Total	3				0				2				5

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:30 AM	Arnold Road				Grandview Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:30 AM	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	2	0	2	2
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	1	0	0	1	0	0	0	0	0	2	0	2	3
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.250	0.00	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.375
Entering Leg	1	0	0	1	0	0	0	0	0	2	0	2	3
Exiting Leg				2				0				1	3
Total				3				0				3	6

PDI File #: **250553 A**
 Location: **S: Grandview Street**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Saturday, April 12, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Single-Unit Trucks

	Arnold Road				Grandview Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:00 AM	2	0	0	2	0	0	0	0	0	1	0	1	3
11:15 AM	0	0	0	0	0	0	0	0	0	3	0	3	3
11:30 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
11:45 AM	3	0	0	3	0	0	0	0	0	1	0	1	4
Total	6	0	0	6	0	0	0	0	0	6	0	6	12
12:00 PM	3	0	0	3	0	0	0	0	0	0	0	0	3
12:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
12:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	0	0	3	0	0	0	0	0	3	0	3	6
1:00 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
1:15 PM	3	0	0	3	0	0	0	0	0	1	0	1	4
1:30 PM	1	0	0	1	0	0	0	0	0	2	0	2	3
1:45 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
Total	7	0	0	7	0	0	0	0	0	4	0	4	11
Grand Total	16	0	0	16	0	0	0	0	0	13	0	13	29
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	55.2	0.0	0.0	55.2	0.0	0.0	0.0	0.0	0.0	44.8	0.0	44.8	
Exiting Leg Total	13				0				16				29

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	Arnold Road				Grandview Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:00 AM	2	0	0	2	0	0	0	0	0	1	0	1	3
11:15 AM	0	0	0	0	0	0	0	0	0	3	0	3	3
11:30 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
11:45 AM	3	0	0	3	0	0	0	0	0	1	0	1	4
Total Volume	6	0	0	6	0	0	0	0	0	6	0	6	12
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.750
Entering Leg	6	0	0	6	0	0	0	0	0	6	0	6	12
Exiting Leg				6				0				6	12
Total				12				0				12	24

PDI File #: **250553 A**
 Location: **S: Grandview Street**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Saturday, April 12, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Articulated Trucks

	Arnold Road				Grandview Street				Arnold Road				Total	
	from East				from South				from West					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
11:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
11:15 AM	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
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	0	0	0	0	1
12:00 PM	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
12:30 PM	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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	2
Total	2	0	0	2	0	0	0	0	0	0	0	0	0	2
Grand Total	3	0	0	3	0	0	0	0	0	0	0	0	0	3
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0			
Total %	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total	0				0				3				3	

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

1:00 PM	Arnold Road				Grandview Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
Total Volume	2	0	0	2	0	0	0	0	0	0	0	0	2
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	2	0	0	2	0	0	0	0	0	0	0	0	2
Exiting Leg				0				0				2	2
Total				2				0				2	4

PDI File #: **250553 A**
 Location: **S: Grandview Street**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Saturday, April 12, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**



Class:

Bicycles (on Roadway and Crosswalks)

	Arnold Road						Grandview Street						Arnold Road						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	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	0	0	0
11:30 AM	0	0	0	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	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	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	0	0	0
12:30 PM	0	0	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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0						0						0						0

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	Arnold Road						Grandview Street						Arnold Road						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	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	0	0	0
11:30 AM	0	0	0	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	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0						0						0						0
Total	0						0						0						0

PDI File #: **250553 A**
 Location: **S: Grandview Street**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Saturday, April 12, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Pedestrians

	Arnold Road						Grandview Street						Arnold Road						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	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	0	0	0
11:30 AM	0	0	0	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	1	1	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
12:00 PM	0	0	0	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	0	0	0
12:30 PM	0	0	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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
Approach %	0	0	0	0	0		0	0	0	0	100		0	0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	100	100	0	0	0	0	0	0	
Exiting Leg Total	0						1						0						1

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	Arnold Road						Grandview Street						Arnold Road						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	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	0	0	0
11:30 AM	0	0	0	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	1	1	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
Exiting Leg	0						1						0						1
Total	0						2						0						2

PDI File #: **250553 B**
 Location: **S: Gay Street**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **6:30 AM**
 End Time: **8:30 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	Arnold Road				Gay Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:30 AM	44	0	0	44	3	2	0	5	2	143	0	145	194
6:45 AM	58	0	0	58	5	1	0	6	3	142	0	145	209
Total	102	0	0	102	8	3	0	11	5	285	0	290	403
7:00 AM	56	1	0	57	5	4	1	10	14	146	0	160	227
7:15 AM	57	0	0	57	6	2	0	8	1	138	0	139	204
7:30 AM	70	1	0	71	5	4	0	9	8	167	0	175	255
7:45 AM	64	1	0	65	8	4	0	12	5	150	0	155	232
Total	247	3	0	250	24	14	1	39	28	601	0	629	918
8:00 AM	54	0	0	54	5	7	0	12	5	138	0	143	209
8:15 AM	59	0	0	59	6	3	0	9	7	146	0	153	221
Total	113	0	0	113	11	10	0	21	12	284	0	296	430
Grand Total	462	3	0	465	43	27	1	71	45	1170	0	1215	1751
Approach %	99.4	0.6	0.0		60.6	38.0	1.4		3.7	96.3	0.0		
Total %	26.4	0.2	0.0	26.6	2.5	1.5	0.1	4.1	2.6	66.8	0.0	69.4	
Exiting Leg Total	1213				49				489				1751
Cars	426	3	0	429	36	27	1	64	26	1123	0	1149	1642
% Cars	92.2	100.0	0.0	92.3	83.7	100.0	100.0	90.1	57.8	96.0	0.0	94.6	93.8
Exiting Leg Total	1159				30				453				1642
Heavy Vehicles	36	0	0	36	7	0	0	7	19	47	0	66	109
% Heavy Vehicles	7.8	0.0	0.0	7.7	16.3	0.0	0.0	9.9	42.2	4.0	0.0	5.4	6.2
Exiting Leg Total	54				19				36				109

Peak Hour Analysis from 06:30 AM to 08:30 AM begins at:

7:00 AM	Arnold Road				Gay Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	56	1	0	57	5	4	1	10	14	146	0	160	227
7:15 AM	57	0	0	57	6	2	0	8	1	138	0	139	204
7:30 AM	70	1	0	71	5	4	0	9	8	167	0	175	255
7:45 AM	64	1	0	65	8	4	0	12	5	150	0	155	232
Total Volume	247	3	0	250	24	14	1	39	28	601	0	629	918
% Approach Total	98.8	1.2	0.0		61.5	35.9	2.6		4.5	95.5	0.0		
PHF	0.882	0.750	0.000	0.880	0.750	0.875	0.250	0.813	0.500	0.900	0.000	0.899	0.900
Cars	230	3	0	233	22	14	1	37	15	576	0	591	861
Cars %	93.1	100.0	0.0	93.2	91.7	100.0	100.0	94.9	53.6	95.8	0.0	94.0	93.8
Heavy Vehicles	17	0	0	17	2	0	0	2	13	25	0	38	57
Heavy Vehicles %	6.9	0.0	0.0	6.8	8.3	0.0	0.0	5.1	46.4	4.2	0.0	6.0	6.2
Cars Enter Leg	230	3	0	233	22	14	1	37	15	576	0	591	861
Heavy Enter Leg	17	0	0	17	2	0	0	2	13	25	0	38	57
Total Entering Leg	247	3	0	250	24	14	1	39	28	601	0	629	918
Cars Exiting Leg				598				19				244	861
Heavy Exiting Leg				27				13				17	57
Total Exiting Leg				625				32				261	918

PDI File #: **250553 B**
 Location: **S: Gay Street**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **6:30 AM**
 End Time: **8:30 AM**
 Class:



Cars

	Arnold Road				Gay Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:30 AM	40	0	0	40	3	2	0	5	1	137	0	138	183
6:45 AM	52	0	0	52	4	1	0	5	1	134	0	135	192
Total	92	0	0	92	7	3	0	10	2	271	0	273	375
7:00 AM	53	1	0	54	5	4	1	10	5	140	0	145	209
7:15 AM	53	0	0	53	6	2	0	8	1	133	0	134	195
7:30 AM	66	1	0	67	4	4	0	8	6	158	0	164	239
7:45 AM	58	1	0	59	7	4	0	11	3	145	0	148	218
Total	230	3	0	233	22	14	1	37	15	576	0	591	861
8:00 AM	51	0	0	51	3	7	0	10	5	133	0	138	199
8:15 AM	53	0	0	53	4	3	0	7	4	143	0	147	207
Total	104	0	0	104	7	10	0	17	9	276	0	285	406
Grand Total	426	3	0	429	36	27	1	64	26	1123	0	1149	1642
Approach %	99.3	0.7	0.0		56.3	42.2	1.6		2.3	97.7	0.0		
Total %	25.9	0.2	0.0	26.1	2.2	1.6	0.1	3.9	1.6	68.4	0.0	70.0	
Exiting Leg Total	1159				30				453				1642

Peak Hour Analysis from 06:30 AM to 08:30 AM begins at:

7:30 AM	Arnold Road				Gay Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:30 AM	66	1	0	67	4	4	0	8	6	158	0	164	239
7:45 AM	58	1	0	59	7	4	0	11	3	145	0	148	218
8:00 AM	51	0	0	51	3	7	0	10	5	133	0	138	199
8:15 AM	53	0	0	53	4	3	0	7	4	143	0	147	207
Total Volume	228	2	0	230	18	18	0	36	18	579	0	597	863
% Approach Total	99.1	0.9	0.0		50.0	50.0	0.0		3.0	97.0	0.0		
PHF	0.864	0.500	0.000	0.858	0.643	0.643	0.000	0.818	0.750	0.916	0.000	0.910	0.903
Entering Leg	228	2	0	230	18	18	0	36	18	579	0	597	863
Exiting Leg				597				20				246	863
Total				827				56				843	1726

PDI File #: **250553 B**
 Location: **S: Gay Street**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **6:30 AM**
 End Time: **8:30 AM**
 Class:



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

	Arnold Road				Gay Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:30 AM	4	0	0	4	0	0	0	0	1	6	0	7	11
6:45 AM	6	0	0	6	1	0	0	1	2	8	0	10	17
Total	10	0	0	10	1	0	0	1	3	14	0	17	28
7:00 AM	3	0	0	3	0	0	0	0	9	6	0	15	18
7:15 AM	4	0	0	4	0	0	0	0	0	5	0	5	9
7:30 AM	4	0	0	4	1	0	0	1	2	9	0	11	16
7:45 AM	6	0	0	6	1	0	0	1	2	5	0	7	14
Total	17	0	0	17	2	0	0	2	13	25	0	38	57
8:00 AM	3	0	0	3	2	0	0	2	0	5	0	5	10
8:15 AM	6	0	0	6	2	0	0	2	3	3	0	6	14
Total	9	0	0	9	4	0	0	4	3	8	0	11	24
Grand Total	36	0	0	36	7	0	0	7	19	47	0	66	109
Approach %	100.0	0.0	0.0		100.0	0.0	0.0		28.8	71.2	0.0		
Total %	33.0	0.0	0.0	33.0	6.4	0.0	0.0	6.4	17.4	43.1	0.0	60.6	
Exiting Leg Total	54				19				36				109
Buses	4	0	0	4	0	0	0	0	0	5	0	5	9
% Buses	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	10.6	0.0	7.6	8.3
Exiting Leg Total	5				0				4				9
Single-Unit Trucks	24	0	0	24	5	0	0	5	12	35	0	47	76
% Single-Unit	66.7	0.0	0.0	66.7	71.4	0.0	0.0	71.4	63.2	74.5	0.0	71.2	69.7
Exiting Leg Total	40				12				24				76
Articulated Trucks	8	0	0	8	2	0	0	2	7	7	0	14	24
% Articulated	22.2	0.0	0.0	22.2	28.6	0.0	0.0	28.6	36.8	14.9	0.0	21.2	22.0
Exiting Leg Total	9				7				8				24

Peak Hour Analysis from 06:30 AM to 08:30 AM begins at:

6:45 AM	Arnold Road				Gay Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:45 AM	6	0	0	6	1	0	0	1	2	8	0	10	17
7:00 AM	3	0	0	3	0	0	0	0	9	6	0	15	18
7:15 AM	4	0	0	4	0	0	0	0	0	5	0	5	9
7:30 AM	4	0	0	4	1	0	0	1	2	9	0	11	16
Total Volume	17	0	0	17	2	0	0	2	13	28	0	41	60
% Approach Total	100.0	0.0	0.0		100.0	0.0	0.0		31.7	68.3	0.0		
PHF	0.708	0.000	0.000	0.708	0.500	0.000	0.000	0.500	0.361	0.778	0.000	0.683	0.833
Buses	1	0	0	1	0	0	0	0	0	2	0	2	3
Buses %	5.9	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	7.1	0.0	4.9	5.0
Single-Unit Trucks	12	0	0	12	2	0	0	2	6	19	0	25	39
Single-Unit %	70.6	0.0	0.0	70.6	100.0	0.0	0.0	100.0	46.2	67.9	0.0	61.0	65.0
Articulated Trucks	4	0	0	4	0	0	0	0	7	7	0	14	18
Articulated %	23.5	0.0	0.0	23.5	0.0	0.0	0.0	0.0	53.8	25.0	0.0	34.1	30.0
Buses	1	0	0	1	0	0	0	0	0	2	0	2	3
Single-Unit Trucks	12	0	0	12	2	0	0	2	6	19	0	25	39
Articulated Trucks	4	0	0	4	0	0	0	0	7	7	0	14	18
Total Entering Leg	17	0	0	17	2	0	0	2	13	28	0	41	60
Buses	2				0				1				3
Single-Unit Trucks	21				6				12				39
Articulated Trucks	7				7				4				18
Total Exiting Leg	30				13				17				60

PDI File #: **250553 B**
 Location: **S: Gay Street**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **6:30 AM**
 End Time: **8:30 AM**
 Class:



Buses

	Arnold Road				Gay Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:30 AM	1	0	0	1	0	0	0	0	0	2	0	2	3
6:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	2	0	0	2	0	0	0	0	0	2	0	2	4
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	3	0	3	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	2	0	0	2	0	0	0	0	0	0	0	0	2
Total	2	0	0	2	0	0	0	0	0	0	0	0	2
Grand Total	4	0	0	4	0	0	0	0	0	5	0	5	9
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	44.4	0.0	0.0	44.4	0.0	0.0	0.0	0.0	0.0	55.6	0.0	55.6	
Exiting Leg Total	5				0				4				9

Peak Hour Analysis from 06:30 AM to 08:30 AM begins at:

6:30 AM	Arnold Road				Gay Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:30 AM	1	0	0	1	0	0	0	0	0	2	0	2	3
6:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	2	0	0	2	0	0	0	0	0	4	0	4	6
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.500
Entering Leg	2	0	0	2	0	0	0	0	0	4	0	4	6
Exiting Leg				4				0				2	6
Total				6				0				6	12

PDI File #: **250553 B**
 Location: **S: Gay Street**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **6:30 AM**
 End Time: **8:30 AM**
 Class:



Single-Unit Trucks

	Arnold Road				Gay Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:30 AM	3	0	0	3	0	0	0	0	1	4	0	5	8
6:45 AM	4	0	0	4	1	0	0	1	2	5	0	7	12
Total	7	0	0	7	1	0	0	1	3	9	0	12	20
7:00 AM	2	0	0	2	0	0	0	0	2	4	0	6	8
7:15 AM	4	0	0	4	0	0	0	0	0	2	0	2	6
7:30 AM	2	0	0	2	1	0	0	1	2	8	0	10	13
7:45 AM	5	0	0	5	1	0	0	1	2	4	0	6	12
Total	13	0	0	13	2	0	0	2	6	18	0	24	39
8:00 AM	1	0	0	1	2	0	0	2	0	5	0	5	8
8:15 AM	3	0	0	3	0	0	0	0	3	3	0	6	9
Total	4	0	0	4	2	0	0	2	3	8	0	11	17
Grand Total	24	0	0	24	5	0	0	5	12	35	0	47	76
Approach %	100.0	0.0	0.0		100.0	0.0	0.0		25.5	74.5	0.0		
Total %	31.6	0.0	0.0	31.6	6.6	0.0	0.0	6.6	15.8	46.1	0.0	61.8	
Exiting Leg Total	40				12				24				76

Peak Hour Analysis from 06:30 AM to 08:30 AM begins at:

7:30 AM	Arnold Road				Gay Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:30 AM	2	0	0	2	1	0	0	1	2	8	0	10	13
7:45 AM	5	0	0	5	1	0	0	1	2	4	0	6	12
8:00 AM	1	0	0	1	2	0	0	2	0	5	0	5	8
8:15 AM	3	0	0	3	0	0	0	0	3	3	0	6	9
Total Volume	11	0	0	11	4	0	0	4	7	20	0	27	42
% Approach Total	100.0	0.0	0.0		100.0	0.0	0.0		25.9	74.1	0.0		
PHF	0.550	0.000	0.000	0.550	0.500	0.000	0.000	0.500	0.583	0.625	0.000	0.675	0.808
Entering Leg	11	0	0	11	4	0	0	4	7	20	0	27	42
Exiting Leg				24				7				11	42
Total				35				11				38	84

PDI File #: **250553 B**
 Location: **S: Gay Street**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **6:30 AM**
 End Time: **8:30 AM**
 Class:



Articulated Trucks

	Arnold Road				Gay Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	1	0	0	1	0	0	0	0	0	3	0	3	4
Total	1	0	0	1	0	0	0	0	0	3	0	3	4
7:00 AM	1	0	0	1	0	0	0	0	7	1	0	8	9
7:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	2
7:30 AM	2	0	0	2	0	0	0	0	0	1	0	1	3
7:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	4	0	0	4	0	0	0	0	7	4	0	11	15
8:00 AM	2	0	0	2	0	0	0	0	0	0	0	0	2
8:15 AM	1	0	0	1	2	0	0	2	0	0	0	0	3
Total	3	0	0	3	2	0	0	2	0	0	0	0	5
Grand Total	8	0	0	8	2	0	0	2	7	7	0	14	24
Approach %	100.0	0.0	0.0		100.0	0.0	0.0		50.0	50.0	0.0		
Total %	33.3	0.0	0.0	33.3	8.3	0.0	0.0	8.3	29.2	29.2	0.0	58.3	
Exiting Leg Total	9				7				8				24

Peak Hour Analysis from 06:30 AM to 08:30 AM begins at:

6:45 AM	Arnold Road				Gay Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:45 AM	1	0	0	1	0	0	0	0	0	3	0	3	4
7:00 AM	1	0	0	1	0	0	0	0	7	1	0	8	9
7:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	2
7:30 AM	2	0	0	2	0	0	0	0	0	1	0	1	3
Total Volume	4	0	0	4	0	0	0	0	7	7	0	14	18
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		50.0	50.0	0.0		
PHF	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.250	0.583	0.000	0.438	0.500
Entering Leg	4	0	0	4	0	0	0	0	7	7	0	14	18
Exiting Leg				7				7				4	18
Total				11				7				18	36

PDI File #: **250553 B**
 Location: **S: Gay Street**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **6:30 AM**
 End Time: **8:30 AM**



Class:

Bicycles (on Roadway and Crosswalks)

	Arnold Road						Gay Street						Arnold Road						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0						0						0						0

Peak Hour Analysis from 06:30 AM to 08:30 AM begins at:

6:30 AM	Arnold Road						Gay Street						Arnold Road						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0						0						0						0
Total	0						0						0						0

PDI File #: **250553 B**
 Location: **S: Gay Street**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **6:30 AM**
 End Time: **8:30 AM**
 Class:



Pedestrians

	Arnold Road						Gay Street						Arnold Road						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg Total	0						0						0						0

Peak Hour Analysis from 06:30 AM to 08:30 AM begins at:

6:30 AM	Arnold Road						Gay Street						Arnold Road						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0						0						0						0
Total	0						0						0						0

PDI File #: **250553 B**
 Location: **S: Gay Street**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **3:30 PM**
 End Time: **5:30 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Arnold Road				Gay Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:30 PM	169	1	0	170	2	9	0	11	5	135	0	140	321
3:45 PM	161	1	0	162	6	10	0	16	5	128	0	133	311
Total	330	2	0	332	8	19	0	27	10	263	0	273	632
4:00 PM	159	0	0	159	5	4	0	9	6	121	0	127	295
4:15 PM	190	1	0	191	3	5	0	8	6	98	0	104	303
4:30 PM	196	0	0	196	2	6	0	8	5	132	0	137	341
4:45 PM	173	1	0	174	7	2	0	9	10	106	1	117	300
Total	718	2	0	720	17	17	0	34	27	457	1	485	1239
5:00 PM	159	1	0	160	8	13	0	21	6	131	0	137	318
5:15 PM	195	0	0	195	7	9	0	16	12	118	0	130	341
Total	354	1	0	355	15	22	0	37	18	249	0	267	659
Grand Total	1402	5	0	1407	40	58	0	98	55	969	1	1025	2530
Approach %	99.6	0.4	0.0		40.8	59.2	0.0		5.4	94.5	0.1		
Total %	55.4	0.2	0.0	55.6	1.6	2.3	0.0	3.9	2.2	38.3	0.0	40.5	
Exiting Leg Total	1009				60				1461				2530
Cars	1378	5	0	1383	40	58	0	98	55	959	1	1015	2496
% Cars	98.3	100.0	0.0	98.3	100.0	100.0	0.0	100.0	100.0	99.0	100.0	99.0	98.7
Exiting Leg Total	999				60				1437				2496
Heavy Vehicles	24	0	0	24	0	0	0	0	0	10	0	10	34
% Heavy Vehicles	1.7	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	1.0	0.0	1.0	1.3
Exiting Leg Total	10				0				24				34

Peak Hour Analysis from 03:30 PM to 05:30 PM begins at:

4:30 PM	Arnold Road				Gay Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:30 PM	196	0	0	196	2	6	0	8	5	132	0	137	341
4:45 PM	173	1	0	174	7	2	0	9	10	106	1	117	300
5:00 PM	159	1	0	160	8	13	0	21	6	131	0	137	318
5:15 PM	195	0	0	195	7	9	0	16	12	118	0	130	341
Total Volume	723	2	0	725	24	30	0	54	33	487	1	521	1300
% Approach Total	99.7	0.3	0.0		44.4	55.6	0.0		6.3	93.5	0.2		
PHF	0.922	0.500	0.000	0.925	0.750	0.577	0.000	0.643	0.688	0.922	0.250	0.951	0.953
Cars	719	2	0	721	24	30	0	54	33	483	1	517	1292
Cars %	99.4	100.0	0.0	99.4	100.0	100.0	0.0	100.0	100.0	99.2	100.0	99.2	99.4
Heavy Vehicles	4	0	0	4	0	0	0	0	0	4	0	4	8
Heavy Vehicles %	0.6	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.8	0.6
Cars Enter Leg	719	2	0	721	24	30	0	54	33	483	1	517	1292
Heavy Enter Leg	4	0	0	4	0	0	0	0	0	4	0	4	8
Total Entering Leg	723	2	0	725	24	30	0	54	33	487	1	521	1300
Cars Exiting Leg				507				35				750	1292
Heavy Exiting Leg				4				0				4	8
Total Exiting Leg				511				35				754	1300

PDI File #: **250553 B**
 Location: **S: Gay Street**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **3:30 PM**
 End Time: **5:30 PM**
 Class:



Cars

	Arnold Road				Gay Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:30 PM	162	1	0	163	2	9	0	11	5	133	0	138	312
3:45 PM	153	1	0	154	6	10	0	16	5	127	0	132	302
Total	315	2	0	317	8	19	0	27	10	260	0	270	614
4:00 PM	157	0	0	157	5	4	0	9	6	119	0	125	291
4:15 PM	187	1	0	188	3	5	0	8	6	97	0	103	299
4:30 PM	195	0	0	195	2	6	0	8	5	132	0	137	340
4:45 PM	171	1	0	172	7	2	0	9	10	105	1	116	297
Total	710	2	0	712	17	17	0	34	27	453	1	481	1227
5:00 PM	159	1	0	160	8	13	0	21	6	129	0	135	316
5:15 PM	194	0	0	194	7	9	0	16	12	117	0	129	339
Total	353	1	0	354	15	22	0	37	18	246	0	264	655
Grand Total	1378	5	0	1383	40	58	0	98	55	959	1	1015	2496
Approach %	99.6	0.4	0.0		40.8	59.2	0.0		5.4	94.5	0.1		
Total %	55.2	0.2	0.0	55.4	1.6	2.3	0.0	3.9	2.2	38.4	0.0	40.7	
Exiting Leg Total	999				60				1437				2496

Peak Hour Analysis from 03:30 PM to 05:30 PM begins at:

4:30 PM	Arnold Road				Gay Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:30 PM	195	0	0	195	2	6	0	8	5	132	0	137	340
4:45 PM	171	1	0	172	7	2	0	9	10	105	1	116	297
5:00 PM	159	1	0	160	8	13	0	21	6	129	0	135	316
5:15 PM	194	0	0	194	7	9	0	16	12	117	0	129	339
Total Volume	719	2	0	721	24	30	0	54	33	483	1	517	1292
% Approach Total	99.7	0.3	0.0		44.4	55.6	0.0		6.4	93.4	0.2		
PHF	0.922	0.500	0.000	0.924	0.750	0.577	0.000	0.643	0.688	0.915	0.250	0.943	0.950
Entering Leg	719	2	0	721	24	30	0	54	33	483	1	517	1292
Exiting Leg				507				35				750	1292
Total				1228				89				1267	2584

PDI File #: **250553 B**
 Location: **S: Gay Street**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **3:30 PM**
 End Time: **5:30 PM**
 Class:



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

	Arnold Road				Gay Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:30 PM	7	0	0	7	0	0	0	0	0	2	0	2	9
3:45 PM	8	0	0	8	0	0	0	0	0	1	0	1	9
Total	15	0	0	15	0	0	0	0	0	3	0	3	18
4:00 PM	2	0	0	2	0	0	0	0	0	2	0	2	4
4:15 PM	3	0	0	3	0	0	0	0	0	1	0	1	4
4:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
4:45 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
Total	8	0	0	8	0	0	0	0	0	4	0	4	12
5:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
5:15 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
Total	1	0	0	1	0	0	0	0	0	3	0	3	4
Grand Total	24	0	0	24	0	0	0	0	0	10	0	10	34
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	70.6	0.0	0.0	70.6	0.0	0.0	0.0	0.0	0.0	29.4	0.0	29.4	
Exiting Leg Total	10				0				24				34
Buses	4	0	0	4	0	0	0	0	0	3	0	3	7
% Buses	16.7	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	30.0	0.0	30.0	20.6
Exiting Leg Total	3				0				4				7
Single-Unit Trucks	14	0	0	14	0	0	0	0	0	4	0	4	18
% Single-Unit	58.3	0.0	0.0	58.3	0.0	0.0	0.0	0.0	0.0	40.0	0.0	40.0	52.9
Exiting Leg Total	4				0				14				18
Articulated Trucks	6	0	0	6	0	0	0	0	0	3	0	3	9
% Articulated	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	30.0	0.0	30.0	26.5
Exiting Leg Total	3				0				6				9

Peak Hour Analysis from 03:30 PM to 05:30 PM begins at:

3:30 PM	Arnold Road					Gay Street					Arnold Road					Total
	from East					from South					from West					
	Thru	Left	U-Turn	Total		Right	Left	U-Turn	Total		Right	Thru	U-Turn	Total		
3:30 PM	7	0	0	7		0	0	0	0		0	2	0	2		9
3:45 PM	8	0	0	8		0	0	0	0		0	1	0	1		9
4:00 PM	2	0	0	2		0	0	0	0		0	2	0	2		4
4:15 PM	3	0	0	3		0	0	0	0		0	1	0	1		4
Total Volume	20	0	0	20		0	0	0	0		0	6	0	6		26
% Approach Total	100.0	0.0	0.0			0.0	0.0	0.0			0.0	100.0	0.0			
PHF	0.625	0.000	0.000	0.625		0.000	0.000	0.000	0.000		0.000	0.750	0.000	0.750		0.722
Buses	4	0	0	4		0	0	0	0		0	2	0	2		6
Buses %	20.0	0.0	0.0	20.0		0.0	0.0	0.0	0.0		0.0	33.3	0.0	33.3		23.1
Single-Unit Trucks	11	0	0	11		0	0	0	0		0	2	0	2		13
Single-Unit %	55.0	0.0	0.0	55.0		0.0	0.0	0.0	0.0		0.0	33.3	0.0	33.3		50.0
Articulated Trucks	5	0	0	5		0	0	0	0		0	2	0	2		7
Articulated %	25.0	0.0	0.0	25.0		0.0	0.0	0.0	0.0		0.0	33.3	0.0	33.3		26.9
Buses	4	0	0	4		0	0	0	0		0	2	0	2		6
Single-Unit Trucks	11	0	0	11		0	0	0	0		0	2	0	2		13
Articulated Trucks	5	0	0	5		0	0	0	0		0	2	0	2		7
Total Entering Leg	20	0	0	20		0	0	0	0		0	6	0	6		26
Buses	2					0					4					6
Single-Unit Trucks	2					0					11					13
Articulated Trucks	2					0					5					7
Total Exiting Leg	6					0					20					26

PDI File #: **250553 B**
 Location: **S: Gay Street**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **3:30 PM**
 End Time: **5:30 PM**
 Class:



Buses

	Arnold Road				Gay Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:30 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
3:45 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
Total	3	0	0	3	0	0	0	0	0	1	0	1	4
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:15 PM	1	0	0	1	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
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	1	0	1	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	4	0	0	4	0	0	0	0	0	3	0	3	7
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	57.1	0.0	0.0	57.1	0.0	0.0	0.0	0.0	0.0	42.9	0.0	42.9	
Exiting Leg Total	3				0				4				7

Peak Hour Analysis from 03:30 PM to 05:30 PM begins at:

3:30 PM	Arnold Road				Gay Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:30 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
3:45 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	4	0	0	4	0	0	0	0	0	2	0	2	6
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.500	0.00	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.750
Entering Leg	4	0	0	4	0	0	0	0	0	2	0	2	6
Exiting Leg				2				0				4	6
Total				6				0				6	12

PDI File #: **250553 B**
 Location: **S: Gay Street**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **3:30 PM**
 End Time: **5:30 PM**
 Class:



Single-Unit Trucks

	Arnold Road				Gay Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:30 PM	4	0	0	4	0	0	0	0	0	0	0	0	4
3:45 PM	5	0	0	5	0	0	0	0	0	0	0	0	5
Total	9	0	0	9	0	0	0	0	0	0	0	0	9
4:00 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
4:45 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
Total	4	0	0	4	0	0	0	0	0	3	0	3	7
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
5:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	0	0	0	0	1	0	1	2
Grand Total	14	0	0	14	0	0	0	0	0	4	0	4	18
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	77.8	0.0	0.0	77.8	0.0	0.0	0.0	0.0	0.0	22.2	0.0	22.2	
Exiting Leg Total	4				0				14				18

Peak Hour Analysis from 03:30 PM to 05:30 PM begins at:

3:30 PM	Arnold Road				Gay Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:30 PM	4	0	0	4	0	0	0	0	0	0	0	0	4
3:45 PM	5	0	0	5	0	0	0	0	0	0	0	0	5
4:00 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	11	0	0	11	0	0	0	0	0	2	0	2	13
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.550	0.000	0.000	0.550	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.650
Entering Leg	11	0	0	11	0	0	0	0	0	2	0	2	13
Exiting Leg				2				0				11	13
Total				13				0				13	26

PDI File #: **250553 B**
 Location: **S: Gay Street**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **3:30 PM**
 End Time: **5:30 PM**
 Class:



Articulated Trucks

	Arnold Road				Gay Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:30 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
3:45 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
Total	3	0	0	3	0	0	0	0	0	2	0	2	5
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	3	0	0	3	0	0	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	6	0	0	6	0	0	0	0	0	3	0	3	9
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	66.7	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	33.3	0.0	33.3	
Exiting Leg Total	3				0				6				9

Peak Hour Analysis from 03:30 PM to 05:30 PM begins at:

3:30 PM	Arnold Road				Gay Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:30 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
3:45 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
Total Volume	5	0	0	5	0	0	0	0	0	2	0	2	7
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.625	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.583
Entering Leg	5	0	0	5	0	0	0	0	0	2	0	2	7
Exiting Leg				2				0				5	7
Total				7				0				7	14

PDI File #: **250553 B**
 Location: **S: Gay Street**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **3:30 PM**
 End Time: **5:30 PM**



Class:

Bicycles (on Roadway and Crosswalks)

	Arnold Road						Gay Street						Arnold Road						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	
Exiting Leg Total	1						0						0						1

Peak Hour Analysis from 03:30 PM to 05:30 PM begins at:

3:30 PM	Arnold Road						Gay Street						Arnold Road						Total		
	from East						from South						from West								
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total			
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0				
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250		0.250	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	
Exiting Leg	1						0						0						0		1
Total	1						0						1								2

PDI File #: **250553 B**
 Location: **S: Gay Street**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **3:30 PM**
 End Time: **5:30 PM**
 Class:



Pedestrians

	Arnold Road						Gay Street						Arnold Road						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
Approach %	0	0	0	0	0		0	0	0	0	100		0	0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	100	100	0	0	0	0	0	0	
Exiting Leg Total	0						1						0						1

Peak Hour Analysis from 03:30 PM to 05:30 PM begins at:

4:30 PM	Arnold Road						Gay Street						Arnold Road						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
Exiting Leg	0						1						0						1
Total	0						2						0						2

PDI File #: **250553 B**
 Location: **S: Gay Street**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Saturday, April 12, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Arnold Road				Gay Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:00 AM	117	3	0	120	5	3	0	8	6	144	0	150	278
11:15 AM	121	0	0	121	5	1	0	6	8	140	0	148	275
11:30 AM	135	2	0	137	5	6	0	11	4	125	0	129	277
11:45 AM	111	1	0	112	3	3	0	6	8	137	0	145	263
Total	484	6	0	490	18	13	0	31	26	546	0	572	1093
12:00 PM	131	1	0	132	3	4	0	7	3	144	0	147	286
12:15 PM	149	0	0	149	3	5	0	8	10	118	0	128	285
12:30 PM	144	1	0	145	3	5	0	8	6	133	0	139	292
12:45 PM	119	0	0	119	3	2	0	5	7	125	0	132	256
Total	543	2	0	545	12	16	0	28	26	520	0	546	1119
1:00 PM	134	0	0	134	3	2	0	5	9	123	0	132	271
1:15 PM	113	2	0	115	2	5	0	7	7	135	0	142	264
1:30 PM	120	1	0	121	2	1	0	3	0	129	0	129	253
1:45 PM	108	1	0	109	4	6	0	10	8	115	0	123	242
Total	475	4	0	479	11	14	0	25	24	502	0	526	1030
Grand Total	1502	12	0	1514	41	43	0	84	76	1568	0	1644	3242
Approach %	99.2	0.8	0.0		48.8	51.2	0.0		4.6	95.4	0.0		
Total %	46.3	0.4	0.0	46.7	1.3	1.3	0.0	2.6	2.3	48.4	0.0	50.7	
Exiting Leg Total	1609				88				1545				3242
Cars	1477	12	0	1489	41	43	0	84	76	1551	0	1627	3200
% Cars	98.3	100.0	0.0	98.3	100.0	100.0	0.0	100.0	100.0	98.9	0.0	99.0	98.7
Exiting Leg Total	1592				88				1520				3200
Heavy Vehicles	25	0	0	25	0	0	0	0	0	17	0	17	42
% Heavy Vehicles	1.7	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	1.1	0.0	1.0	1.3
Exiting Leg Total	17				0				25				42

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:45 AM	Arnold Road				Gay Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:45 AM	111	1	0	112	3	3	0	6	8	137	0	145	263
12:00 PM	131	1	0	132	3	4	0	7	3	144	0	147	286
12:15 PM	149	0	0	149	3	5	0	8	10	118	0	128	285
12:30 PM	144	1	0	145	3	5	0	8	6	133	0	139	292
Total Volume	535	3	0	538	12	17	0	29	27	532	0	559	1126
% Approach Total	99.4	0.6	0.0		41.4	58.6	0.0		4.8	95.2	0.0		
PHF	0.898	0.750	0.000	0.903	1.000	0.850	0.000	0.906	0.675	0.924	0.000	0.951	0.964
Cars	528	3	0	531	12	17	0	29	27	526	0	553	1113
Cars %	98.7	100.0	0.0	98.7	100.0	100.0	0.0	100.0	100.0	98.9	0.0	98.9	98.8
Heavy Vehicles	7	0	0	7	0	0	0	0	0	6	0	6	13
Heavy Vehicles %	1.3	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	1.1	0.0	1.1	1.2
Cars Enter Leg	528	3	0	531	12	17	0	29	27	526	0	553	1113
Heavy Enter Leg	7	0	0	7	0	0	0	0	0	6	0	6	13
Total Entering Leg	535	3	0	538	12	17	0	29	27	532	0	559	1126
Cars Exiting Leg				538				30				545	1113
Heavy Exiting Leg				6				0				7	13
Total Exiting Leg				544				30				552	1126

PDI File #: **250553 B**
 Location: **S: Gay Street**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Saturday, April 12, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Cars

	Arnold Road				Gay Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:00 AM	114	3	0	117	5	3	0	8	6	143	0	149	274
11:15 AM	121	0	0	121	5	1	0	6	8	137	0	145	272
11:30 AM	133	2	0	135	5	6	0	11	4	124	0	128	274
11:45 AM	108	1	0	109	3	3	0	6	8	134	0	142	257
Total	476	6	0	482	18	13	0	31	26	538	0	564	1077
12:00 PM	128	1	0	129	3	4	0	7	3	144	0	147	283
12:15 PM	148	0	0	148	3	5	0	8	10	116	0	126	282
12:30 PM	144	1	0	145	3	5	0	8	6	132	0	138	291
12:45 PM	117	0	0	117	3	2	0	5	7	125	0	132	254
Total	537	2	0	539	12	16	0	28	26	517	0	543	1110
1:00 PM	132	0	0	132	3	2	0	5	9	121	0	130	267
1:15 PM	110	2	0	112	2	5	0	7	7	134	0	141	260
1:30 PM	118	1	0	119	2	1	0	3	0	127	0	127	249
1:45 PM	104	1	0	105	4	6	0	10	8	114	0	122	237
Total	464	4	0	468	11	14	0	25	24	496	0	520	1013
Grand Total	1477	12	0	1489	41	43	0	84	76	1551	0	1627	3200
Approach %	99.2	0.8	0.0		48.8	51.2	0.0		4.7	95.3	0.0		
Total %	46.2	0.4	0.0	46.5	1.3	1.3	0.0	2.6	2.4	48.5	0.0	50.8	
Exiting Leg Total	1592				88				1520				3200

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:45 AM	Arnold Road				Gay Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:45 AM	108	1	0	109	3	3	0	6	8	134	0	142	257
12:00 PM	128	1	0	129	3	4	0	7	3	144	0	147	283
12:15 PM	148	0	0	148	3	5	0	8	10	116	0	126	282
12:30 PM	144	1	0	145	3	5	0	8	6	132	0	138	291
Total Volume	528	3	0	531	12	17	0	29	27	526	0	553	1113
% Approach Total	99.4	0.6	0.0		41.4	58.6	0.0		4.9	95.1	0.0		
PHF	0.892	0.750	0.000	0.897	1.000	0.850	0.000	0.906	0.675	0.913	0.000	0.940	0.956
Entering Leg	528	3	0	531	12	17	0	29	27	526	0	553	1113
Exiting Leg				538				30				545	1113
Total				1069				59				1098	2226

PDI File #: **250553 B**
 Location: **S: Gay Street**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Saturday, April 12, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



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

	Arnold Road				Gay Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:00 AM	3	0	0	3	0	0	0	0	0	1	0	1	4
11:15 AM	0	0	0	0	0	0	0	0	0	3	0	3	3
11:30 AM	2	0	0	2	0	0	0	0	0	1	0	1	3
11:45 AM	3	0	0	3	0	0	0	0	0	3	0	3	6
Total	8	0	0	8	0	0	0	0	0	8	0	8	16
12:00 PM	3	0	0	3	0	0	0	0	0	0	0	0	3
12:15 PM	1	0	0	1	0	0	0	0	0	2	0	2	3
12:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
12:45 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
Total	6	0	0	6	0	0	0	0	0	3	0	3	9
1:00 PM	2	0	0	2	0	0	0	0	0	2	0	2	4
1:15 PM	3	0	0	3	0	0	0	0	0	1	0	1	4
1:30 PM	2	0	0	2	0	0	0	0	0	2	0	2	4
1:45 PM	4	0	0	4	0	0	0	0	0	1	0	1	5
Total	11	0	0	11	0	0	0	0	0	6	0	6	17
Grand Total	25	0	0	25	0	0	0	0	0	17	0	17	42
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	59.5	0.0	0.0	59.5	0.0	0.0	0.0	0.0	0.0	40.5	0.0	40.5	
Exiting Leg Total				17				0				25	42
Buses	2	0	0	2	0	0	0	0	0	3	0	3	5
% Buses	8.0	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0	17.6	0.0	17.6	11.9
Exiting Leg Total				3				0				2	5
Single-Unit Trucks	19	0	0	19	0	0	0	0	0	13	0	13	32
% Single-Unit	76.0	0.0	0.0	76.0	0.0	0.0	0.0	0.0	0.0	76.5	0.0	76.5	76.2
Exiting Leg Total				13				0				19	32
Articulated Trucks	4	0	0	4	0	0	0	0	0	1	0	1	5
% Articulated	16.0	0.0	0.0	16.0	0.0	0.0	0.0	0.0	0.0	5.9	0.0	5.9	11.9
Exiting Leg Total				1				0				4	5

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

1:00 PM	Arnold Road				Gay Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
1:00 PM	2	0	0	2	0	0	0	0	0	2	0	2	4
1:15 PM	3	0	0	3	0	0	0	0	0	1	0	1	4
1:30 PM	2	0	0	2	0	0	0	0	0	2	0	2	4
1:45 PM	4	0	0	4	0	0	0	0	0	1	0	1	5
Total Volume	11	0	0	11	0	0	0	0	0	6	0	6	17
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.688	0.000	0.000	0.688	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.750	0.850
Buses	1	0	0	1	0	0	0	0	0	1	0	1	2
Buses %	9.1	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	16.7	0.0	16.7	11.8
Single-Unit Trucks	7	0	0	7	0	0	0	0	0	4	0	4	11
Single-Unit %	63.6	0.0	0.0	63.6	0.0	0.0	0.0	0.0	0.0	66.7	0.0	66.7	64.7
Articulated Trucks	3	0	0	3	0	0	0	0	0	1	0	1	4
Articulated %	27.3	0.0	0.0	27.3	0.0	0.0	0.0	0.0	0.0	16.7	0.0	16.7	23.5
Buses	1	0	0	1	0	0	0	0	0	1	0	1	2
Single-Unit Trucks	7	0	0	7	0	0	0	0	0	4	0	4	11
Articulated Trucks	3	0	0	3	0	0	0	0	0	1	0	1	4
Total Entering Leg	11	0	0	11	0	0	0	0	0	6	0	6	17
Buses				1				0				1	2
Single-Unit Trucks				4				0				7	11
Articulated Trucks				1				0				3	4
Total Exiting Leg				6				0				11	17

PDI File #: **250553 B**
 Location: **S: Gay Street**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Saturday, April 12, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Buses

	Arnold Road				Gay Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:00 AM	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
11:30 AM	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	2	0	2	2
Total	0	0	0	0	0	0	0	0	0	2	0	2	2
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
12:30 PM	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
Total	1	0	0	1	0	0	0	0	0	0	0	0	1
1:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	1	0	1	2
Grand Total	2	0	0	2	0	0	0	0	0	3	0	3	5
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	40.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	60.0	0.0	60.0	
Exiting Leg Total	3				0				2				5

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:30 AM	Arnold Road				Gay Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:30 AM	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	2	0	2	2
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	1	0	0	1	0	0	0	0	0	2	0	2	3
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.250	0.00	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.375
Entering Leg	1	0	0	1	0	0	0	0	0	2	0	2	3
Exiting Leg				2				0				1	3
Total				3				0				3	6

PDI File #: **250553 B**
 Location: **S: Gay Street**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Saturday, April 12, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Single-Unit Trucks

	Arnold Road				Gay Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:00 AM	2	0	0	2	0	0	0	0	0	1	0	1	3
11:15 AM	0	0	0	0	0	0	0	0	0	3	0	3	3
11:30 AM	2	0	0	2	0	0	0	0	0	1	0	1	3
11:45 AM	3	0	0	3	0	0	0	0	0	1	0	1	4
Total	7	0	0	7	0	0	0	0	0	6	0	6	13
12:00 PM	3	0	0	3	0	0	0	0	0	0	0	0	3
12:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
12:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
12:45 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
Total	5	0	0	5	0	0	0	0	0	3	0	3	8
1:00 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
1:15 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
1:30 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
1:45 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
Total	7	0	0	7	0	0	0	0	0	4	0	4	11
Grand Total	19	0	0	19	0	0	0	0	0	13	0	13	32
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	59.4	0.0	0.0	59.4	0.0	0.0	0.0	0.0	0.0	40.6	0.0	40.6	
Exiting Leg Total	13				0				19				32

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	Arnold Road				Gay Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:00 AM	2	0	0	2	0	0	0	0	0	1	0	1	3
11:15 AM	0	0	0	0	0	0	0	0	0	3	0	3	3
11:30 AM	2	0	0	2	0	0	0	0	0	1	0	1	3
11:45 AM	3	0	0	3	0	0	0	0	0	1	0	1	4
Total Volume	7	0	0	7	0	0	0	0	0	6	0	6	13
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.583	0.000	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.813
Entering Leg	7	0	0	7	0	0	0	0	0	6	0	6	13
Exiting Leg				6				0				7	13
Total				13				0				13	26

PDI File #: **250553 B**
 Location: **S: Gay Street**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Saturday, April 12, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Articulated Trucks

	Arnold Road				Gay Street				Arnold Road				Total	
	from East				from South				from West					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
11:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
11:15 AM	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
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	0	0	0	0	1
12:00 PM	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
12:30 PM	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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
1:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	1
1:45 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	2
Total	3	0	0	3	0	0	0	0	0	0	1	0	1	4
Grand Total	4	0	0	4	0	0	0	0	0	0	1	0	1	5
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0			
Total %	80.0	0.0	0.0	80.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	20.0		
Exiting Leg Total	1				0				4				5	

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

1:00 PM	Arnold Road				Gay Street				Arnold Road				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
1:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
1:45 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
Total Volume	3	0	0	3	0	0	0	0	0	1	0	1	4
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.375	0.00	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.500
Entering Leg	3	0	0	3	0	0	0	0	0	1	0	1	4
Exiting Leg				1				0				3	4
Total				4				0				4	8

PDI File #: **250553 B**
 Location: **S: Gay Street**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Saturday, April 12, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**



Class:

Bicycles (on Roadway and Crosswalks)

	Arnold Road						Gay Street						Arnold Road						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	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	0	0	0
11:30 AM	0	0	0	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	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	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	0	0	0
12:30 PM	0	0	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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0						0						0						0

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	Arnold Road						Gay Street						Arnold Road						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	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	0	0	0
11:30 AM	0	0	0	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	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0						0						0						0
Total	0						0						0						0

PDI File #: **250553 B**
 Location: **S: Gay Street**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Saturday, April 12, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Pedestrians

	Arnold Road						Gay Street						Arnold Road						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	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	0	0	0
11:30 AM	0	0	0	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	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	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	0	0	0
12:30 PM	0	0	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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg Total	0						0						0						0

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	Arnold Road						Gay Street						Arnold Road						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	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	0	0	0
11:30 AM	0	0	0	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	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0						0						0						0
Total	0						0						0						0

PDI File #: **250553 C**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **6:30 AM**
 End Time: **8:30 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	New London Turnpike					Arnold Road					New London Turnpike					Arnold Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:30 AM	11	85	6	0	102	2	5	3	0	10	3	11	29	0	43	86	44	8	0	138	293
6:45 AM	10	77	13	0	100	2	9	5	0	16	2	17	37	0	56	85	41	8	0	134	306
Total	21	162	19	0	202	4	14	8	0	26	5	28	66	0	99	171	85	16	0	272	599
7:00 AM	9	88	6	0	103	2	7	8	0	17	6	33	42	0	81	83	42	14	0	139	340
7:15 AM	6	84	10	0	100	3	8	6	0	17	5	27	40	0	72	79	50	14	0	143	332
7:30 AM	13	101	8	0	122	5	11	8	0	24	5	44	46	0	95	80	68	16	0	164	405
7:45 AM	6	74	13	0	93	8	15	5	0	28	3	41	39	0	83	83	56	14	0	153	357
Total	34	347	37	0	418	18	41	27	0	86	19	145	167	0	331	325	216	58	0	599	1434
8:00 AM	8	80	10	0	98	8	12	9	0	29	8	46	32	0	86	80	50	8	0	138	351
8:15 AM	8	70	11	0	89	6	14	17	0	37	14	38	39	0	91	87	41	14	0	142	359
Total	16	150	21	0	187	14	26	26	0	66	22	84	71	0	177	167	91	22	0	280	710
Grand Total	71	659	77	0	807	36	81	61	0	178	46	257	304	0	607	663	392	96	0	1151	2743
Approach %	8.8	81.7	9.5	0.0		20.2	45.5	34.3	0.0		7.6	42.3	50.1	0.0		57.6	34.1	8.3	0.0		
Total %	2.6	24.0	2.8	0.0	29.4	1.3	3.0	2.2	0.0	6.5	1.7	9.4	11.1	0.0	22.1	24.2	14.3	3.5	0.0	42.0	
Exiting Leg Total	389					515					1383					456					2743
Cars	68	650	76	0	794	34	77	59	0	170	45	255	279	0	579	630	385	85	0	1100	2643
% Cars	95.8	98.6	98.7	0.0	98.4	94.4	95.1	96.7	0.0	95.5	97.8	99.2	91.8	0.0	95.4	95.0	98.2	88.5	0.0	95.6	96.4
Exiting Leg Total	374					506					1339					424					2643
Heavy Vehicles	3	9	1	0	13	2	4	2	0	8	1	2	25	0	28	33	7	11	0	51	100
% Heavy Vehicles	4.2	1.4	1.3	0.0	1.6	5.6	4.9	3.3	0.0	4.5	2.2	0.8	8.2	0.0	4.6	5.0	1.8	11.5	0.0	4.4	3.6
Exiting Leg Total	15					9					44					32					100

Peak Hour Analysis from 06:30 AM to 08:30 AM begins at:

7:30 AM	New London Turnpike					Arnold Road					New London Turnpike					Arnold Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:30 AM	13	101	8	0	122	5	11	8	0	24	5	44	46	0	95	80	68	16	0	164	405
7:45 AM	6	74	13	0	93	8	15	5	0	28	3	41	39	0	83	83	56	14	0	153	357
8:00 AM	8	80	10	0	98	8	12	9	0	29	8	46	32	0	86	80	50	8	0	138	351
8:15 AM	8	70	11	0	89	6	14	17	0	37	14	38	39	0	91	87	41	14	0	142	359
Total Volume	35	325	42	0	402	27	52	39	0	118	30	169	156	0	355	330	215	52	0	597	1472
% Approach Total	8.7	80.8	10.4	0.0		22.9	44.1	33.1	0.0		8.5	47.6	43.9	0.0		55.3	36.0	8.7	0.0		
PHF	0.673	0.804	0.808	0.000	0.824	0.844	0.867	0.574	0.000	0.797	0.536	0.918	0.848	0.000	0.934	0.948	0.790	0.813	0.000	0.910	0.909
Cars	34	322	41	0	397	26	48	39	0	113	29	168	143	0	340	308	211	50	0	569	1419
Cars %	97.1	99.1	97.6	0.0	98.8	96.3	92.3	100.0	0.0	95.8	96.7	99.4	91.7	0.0	95.8	93.3	98.1	96.2	0.0	95.3	96.4
Heavy Vehicles	1	3	1	0	5	1	4	0	0	5	1	1	13	0	15	22	4	2	0	28	53
Heavy Vehicles %	2.9	0.9	2.4	0.0	1.2	3.7	7.7	0.0	0.0	4.2	3.3	0.6	8.3	0.0	4.2	6.7	1.9	3.8	0.0	4.7	3.6
Cars Enter Leg	34	322	41	0	397	26	48	39	0	113	29	168	143	0	340	308	211	50	0	569	1419
Heavy Enter Leg	1	3	1	0	5	1	4	0	0	5	1	1	13	0	15	22	4	2	0	28	53
Total Entering Leg	35	325	42	0	402	27	52	39	0	118	30	169	156	0	355	330	215	52	0	597	1472
Cars Exiting Leg	244					281					669					225					1419
Heavy Exiting Leg	4					6					25					18					53
Total Exiting Leg	248					287					694					243					1472

PDI File #: **250553 C**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **6:30 AM**
 End Time: **8:30 AM**
 Class:



Cars

	New London Turnpike					Arnold Road					New London Turnpike					Arnold Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:30 AM	10	83	6	0	99	2	5	3	0	10	3	11	26	0	40	82	43	5	0	130	279
6:45 AM	10	77	13	0	100	1	9	5	0	15	2	16	32	0	50	81	39	7	0	127	292
Total	20	160	19	0	199	3	14	8	0	25	5	27	58	0	90	163	82	12	0	257	571
7:00 AM	9	86	6	0	101	2	7	7	0	16	6	33	40	0	79	82	42	13	0	137	333
7:15 AM	5	82	10	0	97	3	8	5	0	16	5	27	38	0	70	77	50	10	0	137	320
7:30 AM	13	99	8	0	120	4	10	8	0	22	5	44	43	0	92	74	66	14	0	154	388
7:45 AM	6	73	13	0	92	8	14	5	0	27	3	41	35	0	79	76	56	14	0	146	344
Total	33	340	37	0	410	17	39	25	0	81	19	145	156	0	320	309	214	51	0	574	1385
8:00 AM	8	80	9	0	97	8	12	9	0	29	7	45	29	0	81	75	48	8	0	131	338
8:15 AM	7	70	11	0	88	6	12	17	0	35	14	38	36	0	88	83	41	14	0	138	349
Total	15	150	20	0	185	14	24	26	0	64	21	83	65	0	169	158	89	22	0	269	687
Grand Total	68	650	76	0	794	34	77	59	0	170	45	255	279	0	579	630	385	85	0	1100	2643
Approach %	8.6	81.9	9.6	0.0		20.0	45.3	34.7	0.0		7.8	44.0	48.2	0.0		57.3	35.0	7.7	0.0		
Total %	2.6	24.6	2.9	0.0	30.0	1.3	2.9	2.2	0.0	6.4	1.7	9.6	10.6	0.0	21.9	23.8	14.6	3.2	0.0	41.6	
Exiting Leg Total	374					506					1339					424					2643

Peak Hour Analysis from 06:30 AM to 08:30 AM begins at:

7:30 AM	New London Turnpike					Arnold Road					New London Turnpike					Arnold Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:30 AM	13	99	8	0	120	4	10	8	0	22	5	44	43	0	92	74	66	14	0	154	388
7:45 AM	6	73	13	0	92	8	14	5	0	27	3	41	35	0	79	76	56	14	0	146	344
8:00 AM	8	80	9	0	97	8	12	9	0	29	7	45	29	0	81	75	48	8	0	131	338
8:15 AM	7	70	11	0	88	6	12	17	0	35	14	38	36	0	88	83	41	14	0	138	349
Total Volume	34	322	41	0	397	26	48	39	0	113	29	168	143	0	340	308	211	50	0	569	1419
% Approach Total	8.6	81.1	10.3	0.0		23.0	42.5	34.5	0.0		8.5	49.4	42.1	0.0		54.1	37.1	8.8	0.0		
PHF	0.654	0.813	0.788	0.000	0.827	0.813	0.857	0.574	0.000	0.807	0.518	0.933	0.831	0.000	0.924	0.928	0.799	0.893	0.000	0.924	0.914
Entering Leg	34	322	41	0	397	26	48	39	0	113	29	168	143	0	340	308	211	50	0	569	1419
Exiting Leg	244					281					669					225					1419
Total	641					394					1009					794					2838

PDI File #: **250553 C**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **6:30 AM**
 End Time: **8:30 AM**
 Class:



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

	New London Turnpike					Arnold Road					New London Turnpike					Arnold Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:30 AM	1	2	0	0	3	0	0	0	0	0	0	0	3	0	3	4	1	3	0	8	14
6:45 AM	0	0	0	0	0	1	0	0	0	1	0	1	5	0	6	4	2	1	0	7	14
Total	1	2	0	0	3	1	0	0	0	1	0	1	8	0	9	8	3	4	0	15	28
7:00 AM	0	2	0	0	2	0	0	1	0	1	0	0	2	0	2	1	0	1	0	2	7
7:15 AM	1	2	0	0	3	0	0	1	0	1	0	0	2	0	2	2	0	4	0	6	12
7:30 AM	0	2	0	0	2	1	1	0	0	2	0	0	3	0	3	6	2	2	0	10	17
7:45 AM	0	1	0	0	1	0	1	0	0	1	0	0	4	0	4	7	0	0	0	7	13
Total	1	7	0	0	8	1	2	2	0	5	0	0	11	0	11	16	2	7	0	25	49
8:00 AM	0	0	1	0	1	0	0	0	0	0	1	1	3	0	5	5	2	0	0	7	13
8:15 AM	1	0	0	0	1	0	2	0	0	2	0	0	3	0	3	4	0	0	0	4	10
Total	1	0	1	0	2	0	2	0	0	2	1	1	6	0	8	9	2	0	0	11	23
Grand Total	3	9	1	0	13	2	4	2	0	8	1	2	25	0	28	33	7	11	0	51	100
Approach %	23.1	69.2	7.7	0.0		25.0	50.0	25.0	0.0		3.6	7.1	89.3	0.0		64.7	13.7	21.6	0.0		
Total %	3.0	9.0	1.0	0.0	13.0	2.0	4.0	2.0	0.0	8.0	1.0	2.0	25.0	0.0	28.0	33.0	7.0	11.0	0.0	51.0	
Exiting Leg Total	15					9					44					32					100
Buses	1	2	1	0	4	1	1	2	0	4	0	0	2	0	2	2	0	5	0	7	17
% Buses	33.3	22.2	100.0	0.0	30.8	50.0	25.0	100.0	0.0	50.0	0.0	0.0	8.0	0.0	7.1	6.1	0.0	45.5	0.0	13.7	17.0
Exiting Leg Total	6					1					6					4					17
Single-Unit Trucks	2	5	0	0	7	1	3	0	0	4	1	2	17	0	20	24	7	6	0	37	68
% Single-Unit	66.7	55.6	0.0	0.0	53.8	50.0	75.0	0.0	0.0	50.0	100.0	100.0	68.0	0.0	71.4	72.7	100.0	54.5	0.0	72.5	68.0
Exiting Leg Total	9					8					29					22					68
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	0	6	0	6	7	0	0	0	7	15
% Articulated	0.0	22.2	0.0	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.0	0.0	21.4	21.2	0.0	0.0	0.0	13.7	15.0
Exiting Leg Total	0					0					9					6					15

Peak Hour Analysis from 06:30 AM to 08:30 AM begins at:

7:15 AM	New London Turnpike					Arnold Road					New London Turnpike					Arnold Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:15 AM	1	2	0	0	3	0	0	1	0	1	0	0	2	0	2	2	0	4	0	6	12
7:30 AM	0	2	0	0	2	1	1	0	0	2	0	0	3	0	3	6	2	2	0	10	17
7:45 AM	0	1	0	0	1	0	1	0	0	1	0	0	4	0	4	7	0	0	0	7	13
8:00 AM	0	0	1	0	1	0	0	0	0	0	1	1	3	0	5	5	2	0	0	7	13
Total Volume	1	5	1	0	7	1	2	1	0	4	1	1	12	0	14	20	4	6	0	30	55
% Approach Total	14.3	71.4	14.3	0.0		25.0	50.0	25.0	0.0		7.1	7.1	85.7	0.0		66.7	13.3	20.0	0.0		
PHF	0.250	0.625	0.250	0.000	0.583	0.250	0.500	0.250	0.000	0.500	0.250	0.250	0.750	0.000	0.700	0.714	0.500	0.375	0.000	0.750	0.809
Buses	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	1	0	4	0	5	7
Buses %	0.0	0.0	100.0	0.0	14.3	0.0	0.0	100.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	66.7	0.0	16.7	12.7
Single-Unit Trucks	1	3	0	0	4	1	2	0	0	3	1	1	8	0	10	17	4	2	0	23	40
Single-Unit %	100.0	60.0	0.0	0.0	57.1	100.0	100.0	0.0	0.0	75.0	100.0	100.0	66.7	0.0	71.4	85.0	100.0	33.3	0.0	76.7	72.7
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	0	4	0	4	2	0	0	0	2	8
Articulated %	0.0	40.0	0.0	0.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	28.6	10.0	0.0	0.0	0.0	6.7	14.5
Buses	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	1	0	4	0	5	7
Single-Unit Trucks	1	3	0	0	4	1	2	0	0	3	1	1	8	0	10	17	4	2	0	23	40
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	0	4	0	4	2	0	0	0	2	8
Total Entering Leg	1	5	1	0	7	1	2	1	0	4	1	1	12	0	14	20	4	6	0	30	55
Buses	4					1					2					0					7
Single-Unit Trucks	4					5					20					11					40
Articulated Trucks	0					0					4					4					8
Total Exiting Leg	8					6					26					15					55

PDI File #: **250553 C**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **6:30 AM**
 End Time: **8:30 AM**
 Class:



Buses

	New London Turnpike					Arnold Road					New London Turnpike					Arnold Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:30 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	4
6:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	2
Total	1	1	0	0	2	1	0	0	0	1	0	0	1	0	1	1	0	1	0	2	6
7:00 AM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	3	0	3	4
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	1	0	0	1	0	0	2	0	2	0	0	0	0	0	1	0	4	0	5	8
8:00 AM	0	0	1	0	1	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	1	0	0	1	0	0	1	0	1	0	0	0	0	0	2
Total	0	0	1	0	1	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	3
Grand Total	1	2	1	0	4	1	1	2	0	4	0	0	2	0	2	2	0	5	0	7	17
Approach %	25.0	50.0	25.0	0.0		25.0	25.0	50.0	0.0		0.0	0.0	100.0	0.0		28.6	0.0	71.4	0.0		
Total %	5.9	11.8	5.9	0.0	23.5	5.9	5.9	11.8	0.0	23.5	0.0	0.0	11.8	0.0	11.8	11.8	0.0	29.4	0.0	41.2	
Exiting Leg Total	6					1					6					4					17

Peak Hour Analysis from 06:30 AM to 08:30 AM begins at:

6:30 AM	New London Turnpike					Arnold Road					New London Turnpike					Arnold Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:30 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	4
6:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	2
7:00 AM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	3	0	3	4
Total Volume	1	2	0	0	3	1	0	2	0	3	0	0	1	0	1	1	0	4	0	5	12
% Approach Total	33.3	66.7	0.0	0.0		33.3	0.0	66.7	0.0		0.0	0.0	100.0	0.0		20.0	0.0	80.0	0.0		
PHF	0.250	0.500	0.000	0.000	0.375	0.250	0.000	0.500	0.000	0.750	0.000	0.000	0.250	0.000	0.250	0.250	0.000	0.333	0.000	0.417	0.750
Entering Leg	1	2	0	0	3	1	0	2	0	3	0	0	1	0	1	1	0	4	0	5	12
Exiting Leg	5					0					5					2					12
Total	8					3					6					7					24

PDI File #: **250553 C**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **6:30 AM**
 End Time: **8:30 AM**
 Class:



Single-Unit Trucks

	New London Turnpike					Arnold Road					New London Turnpike					Arnold Road					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
6:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	3	0	3	3	1	2	0	0	6	10
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	4	0	5	1	2	1	0	4	9	
Total	0	1	0	0	1	0	0	0	0	0	0	1	7	0	8	4	3	3	0	10	19	
7:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	1	0	1	0	2	4	
7:15 AM	1	2	0	0	3	0	0	0	0	0	0	0	2	0	2	1	0	1	0	2	7	
7:30 AM	0	0	0	0	0	1	1	0	0	2	0	0	2	0	2	5	2	1	0	8	12	
7:45 AM	0	1	0	0	1	0	1	0	0	1	0	0	3	0	3	6	0	0	0	6	11	
Total	1	4	0	0	5	1	2	0	0	3	0	0	8	0	8	13	2	3	0	18	34	
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	1	0	3	5	2	0	0	7	10	
8:15 AM	1	0	0	0	1	0	1	0	0	1	0	0	1	0	1	2	0	0	0	2	5	
Total	1	0	0	0	1	0	1	0	0	1	1	1	2	0	4	7	2	0	0	9	15	
Grand Total	2	5	0	0	7	1	3	0	0	4	1	2	17	0	20	24	7	6	0	37	68	
Approach %	28.6	71.4	0.0	0.0		25.0	75.0	0.0	0.0		5.0	10.0	85.0	0.0		64.9	18.9	16.2	0.0			
Total %	2.9	7.4	0.0	0.0	10.3	1.5	4.4	0.0	0.0	5.9	1.5	2.9	25.0	0.0	29.4	35.3	10.3	8.8	0.0	54.4		
Exiting Leg Total	9					8					29					22					68	

Peak Hour Analysis from 06:30 AM to 08:30 AM begins at:

7:15 AM	New London Turnpike					Arnold Road					New London Turnpike					Arnold Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:15 AM	1	2	0	0	3	0	0	0	0	0	0	0	2	0	2	1	0	1	0	2	7
7:30 AM	0	0	0	0	0	1	1	0	0	2	0	0	2	0	2	5	2	1	0	8	12
7:45 AM	0	1	0	0	1	0	1	0	0	1	0	0	3	0	3	6	0	0	0	6	11
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	1	0	3	5	2	0	0	7	10
Total Volume	1	3	0	0	4	1	2	0	0	3	1	1	8	0	10	17	4	2	0	23	40
% Approach Total	25.0	75.0	0.0	0.0		33.3	66.7	0.0	0.0		10.0	10.0	80.0	0.0		73.9	17.4	8.7	0.0		
PHF	0.250	0.375	0.000	0.000	0.333	0.250	0.500	0.000	0.000	0.375	0.250	0.250	0.667	0.000	0.833	0.708	0.500	0.500	0.000	0.719	0.833
Entering Leg	1	3	0	0	4	1	2	0	0	3	1	1	8	0	10	17	4	2	0	23	40
Exiting Leg	4					5					20					11					40
Total	8					8					30					34					80

PDI File #: **250553 C**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **6:30 AM**
 End Time: **8:30 AM**
 Class:



Articulated Trucks

	New London Turnpike					Arnold Road					New London Turnpike					Arnold Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
7:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	4
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total	0	2	0	0	2	0	0	0	0	0	0	0	3	0	3	2	0	0	0	2	7
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	3
Total	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	2	0	0	0	2	5
Grand Total	0	2	0	0	2	0	0	0	0	0	0	0	6	0	6	7	0	0	0	7	15
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		100.0	0.0	0.0	0.0		
Total %	0.0	13.3	0.0	0.0	13.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	40.0	46.7	0.0	0.0	0.0	46.7	
Exiting Leg Total	0					0					9					6					15

Peak Hour Analysis from 06:30 AM to 08:30 AM begins at:

7:30 AM	New London Turnpike					Arnold Road					New London Turnpike					Arnold Road					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
7:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	1	4
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	2	3
Total Volume	0	2	0	0	2	0	0	0	0	0	0	0	5	0	5	3	0	0	0	0	3	10
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		100.0	0.0	0.0	0.0			
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.625	0.375	0.000	0.000	0.000	0.375	0.625	
Entering Leg	0	2	0	0	2	0	0	0	0	0	0	0	5	0	5	3	0	0	0	0	3	10
Exiting Leg	0					0					5					5					10	
Total	2					0					10					8					20	

PDI File #: **250553 C**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **6:30 AM**
 End Time: **8:30 AM**
 Class:



Bicycles (on Roadway and Crosswalks)

	New London Turnpike							Arnold Road							New London Turnpike							Arnold Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0							0							0							0							0

Peak Hour Analysis from 06:30 AM to 08:30 AM begins at:

6:30 AM	New London Turnpike							Arnold Road							New London Turnpike							Arnold Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: 250553 C
 Location: N: New London Turnpike S: New London Turnpike
 Location: E: Arnold Road W: Arnold Road
 City, State: Coventry, RI
 Client: VHB/ B. Menezes
 Site Code: 73562.00
 Count Date: Thursday, April 10, 2025
 Start Time: 6:30 AM
 End Time: 8:30 AM
 Class:



Pedestrians

	New London Turnpike							Arnold Road							New London Turnpike							Arnold Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		1
Approach %	0	0	0	0	0	0	100		0	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0		
Total %	0	0	0	0	0	0	100	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Exiting Leg Total	1							0							0							0							1

Peak Hour Analysis from 06:30 AM to 08:30 AM begins at:

7:15 AM	New London Turnpike								Arnold Road								New London Turnpike								Arnold Road								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total					
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8:00 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
Total Volume	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
% Approach Total	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0						
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250					
Entering Leg	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1					
Exiting Leg	1								0								0								0								1
Total	2								0								0								0								2

PDI File #: **250553 C**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **3:30 PM**
 End Time: **5:30 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	New London Turnpike					Arnold Road					New London Turnpike					Arnold Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:30 PM	14	63	6	0	83	10	52	18	0	80	8	111	102	0	221	88	22	19	0	129	513
3:45 PM	7	72	6	0	85	22	60	24	0	106	9	95	90	0	194	77	28	27	0	132	517
Total	21	135	12	0	168	32	112	42	0	186	17	206	192	0	415	165	50	46	0	261	1030
4:00 PM	11	63	3	0	77	15	44	18	0	77	6	108	101	0	215	83	26	16	0	125	494
4:15 PM	7	55	6	0	68	33	69	26	0	128	12	106	113	0	231	62	27	14	0	103	530
4:30 PM	9	71	10	0	90	20	62	30	0	112	11	104	115	0	230	79	26	20	0	125	557
4:45 PM	12	67	4	0	83	28	45	31	0	104	5	103	109	0	217	64	19	17	0	100	504
Total	39	256	23	0	318	96	220	105	0	421	34	421	438	0	893	288	98	67	0	453	2085
5:00 PM	15	43	4	0	62	19	53	35	0	107	3	109	88	0	200	77	30	23	0	130	499
5:15 PM	14	74	13	0	101	20	63	19	0	102	10	80	112	0	202	76	24	22	0	122	527
Total	29	117	17	0	163	39	116	54	0	209	13	189	200	0	402	153	54	45	0	252	1026
Grand Total	89	508	52	0	649	167	448	201	0	816	64	816	830	0	1710	606	202	158	0	966	4141
Approach %	13.7	78.3	8.0	0.0		20.5	54.9	24.6	0.0		3.7	47.7	48.5	0.0		62.7	20.9	16.4	0.0		
Total %	2.1	12.3	1.3	0.0	15.7	4.0	10.8	4.9	0.0	19.7	1.5	19.7	20.0	0.0	41.3	14.6	4.9	3.8	0.0	23.3	
Exiting Leg Total	1141					318					1315					1367					4141
Cars	86	504	52	0	642	167	445	199	0	811	63	811	810	0	1684	599	202	157	0	958	4095
% Cars	96.6	99.2	100.0	0.0	98.9	100.0	99.3	99.0	0.0	99.4	98.4	99.4	97.6	0.0	98.5	98.8	100.0	99.4	0.0	99.2	98.9
Exiting Leg Total	1135					317					1302					1341					4095
Heavy Vehicles	3	4	0	0	7	0	3	2	0	5	1	5	20	0	26	7	0	1	0	8	46
% Heavy Vehicles	3.4	0.8	0.0	0.0	1.1	0.0	0.7	1.0	0.0	0.6	1.6	0.6	2.4	0.0	1.5	1.2	0.0	0.6	0.0	0.8	1.1
Exiting Leg Total	6					1					13					26					46

Peak Hour Analysis from 03:30 PM to 05:30 PM begins at:

3:45 PM	New London Turnpike					Arnold Road					New London Turnpike					Arnold Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:45 PM	7	72	6	0	85	22	60	24	0	106	9	95	90	0	194	77	28	27	0	132	517
4:00 PM	11	63	3	0	77	15	44	18	0	77	6	108	101	0	215	83	26	16	0	125	494
4:15 PM	7	55	6	0	68	33	69	26	0	128	12	106	113	0	231	62	27	14	0	103	530
4:30 PM	9	71	10	0	90	20	62	30	0	112	11	104	115	0	230	79	26	20	0	125	557
Total Volume	34	261	25	0	320	90	235	98	0	423	38	413	419	0	870	301	107	77	0	485	2098
% Approach Total	10.6	81.6	7.8	0.0		21.3	55.6	23.2	0.0		4.4	47.5	48.2	0.0		62.1	22.1	15.9	0.0		
PHF	0.773	0.906	0.625	0.000	0.889	0.682	0.851	0.817	0.000	0.826	0.792	0.956	0.911	0.000	0.942	0.907	0.955	0.713	0.000	0.919	0.942
Cars	34	259	25	0	318	90	233	96	0	419	37	410	406	0	853	298	107	77	0	482	2072
Cars %	100.0	99.2	100.0	0.0	99.4	100.0	99.1	98.0	0.0	99.1	97.4	99.3	96.9	0.0	98.0	99.0	100.0	100.0	0.0	99.4	98.8
Heavy Vehicles	0	2	0	0	2	0	2	2	0	4	1	3	13	0	17	3	0	0	0	3	26
Heavy Vehicles %	0.0	0.8	0.0	0.0	0.6	0.0	0.9	2.0	0.0	0.9	2.6	0.7	3.1	0.0	2.0	1.0	0.0	0.0	0.0	0.6	1.2
Cars Enter Leg	34	259	25	0	318	90	233	96	0	419	37	410	406	0	853	298	107	77	0	482	2072
Heavy Enter Leg	0	2	0	0	2	0	2	2	0	4	1	3	13	0	17	3	0	0	0	3	26
Total Entering Leg	34	261	25	0	320	90	235	98	0	423	38	413	419	0	870	301	107	77	0	485	2098
Cars Exiting Leg					577					169					653					673	2072
Heavy Exiting Leg					3					1					7					15	26
Total Exiting Leg					580					170					660					688	2098

PDI File #: **250553 C**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **3:30 PM**
 End Time: **5:30 PM**
 Class:



Cars

	New London Turnpike					Arnold Road					New London Turnpike					Arnold Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:30 PM	12	61	6	0	79	10	51	18	0	79	8	110	98	0	216	87	22	18	0	127	501
3:45 PM	7	72	6	0	85	22	58	24	0	104	9	95	84	0	188	76	28	27	0	131	508
Total	19	133	12	0	164	32	109	42	0	183	17	205	182	0	404	163	50	45	0	258	1009
4:00 PM	11	62	3	0	76	15	44	17	0	76	6	107	99	0	212	81	26	16	0	123	487
4:15 PM	7	54	6	0	67	33	69	25	0	127	11	105	110	0	226	62	27	14	0	103	523
4:30 PM	9	71	10	0	90	20	62	30	0	112	11	103	113	0	227	79	26	20	0	125	554
4:45 PM	11	67	4	0	82	28	45	31	0	104	5	102	107	0	214	63	19	17	0	99	499
Total	38	254	23	0	315	96	220	103	0	419	33	417	429	0	879	285	98	67	0	450	2063
5:00 PM	15	43	4	0	62	19	53	35	0	107	3	109	88	0	200	76	30	23	0	129	498
5:15 PM	14	74	13	0	101	20	63	19	0	102	10	80	111	0	201	75	24	22	0	121	525
Total	29	117	17	0	163	39	116	54	0	209	13	189	199	0	401	151	54	45	0	250	1023
Grand Total	86	504	52	0	642	167	445	199	0	811	63	811	810	0	1684	599	202	157	0	958	4095
Approach %	13.4	78.5	8.1	0.0		20.6	54.9	24.5	0.0		3.7	48.2	48.1	0.0		62.5	21.1	16.4	0.0		
Total %	2.1	12.3	1.3	0.0	15.7	4.1	10.9	4.9	0.0	19.8	1.5	19.8	19.8	0.0	41.1	14.6	4.9	3.8	0.0	23.4	
Exiting Leg Total	1135					317					1302					1341					4095

Peak Hour Analysis from 03:30 PM to 05:30 PM begins at:

4:30 PM	New London Turnpike					Arnold Road					New London Turnpike					Arnold Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	9	71	10	0	90	20	62	30	0	112	11	103	113	0	227	79	26	20	0	125	554
4:45 PM	11	67	4	0	82	28	45	31	0	104	5	102	107	0	214	63	19	17	0	99	499
5:00 PM	15	43	4	0	62	19	53	35	0	107	3	109	88	0	200	76	30	23	0	129	498
5:15 PM	14	74	13	0	101	20	63	19	0	102	10	80	111	0	201	75	24	22	0	121	525
Total Volume	49	255	31	0	335	87	223	115	0	425	29	394	419	0	842	293	99	82	0	474	2076
% Approach Total	14.6	76.1	9.3	0.0		20.5	52.5	27.1	0.0		3.4	46.8	49.8	0.0		61.8	20.9	17.3	0.0		
PHF	0.817	0.861	0.596	0.000	0.829	0.777	0.885	0.821	0.000	0.949	0.659	0.904	0.927	0.000	0.927	0.927	0.825	0.891	0.000	0.919	0.937
Entering Leg	49	255	31	0	335	87	223	115	0	425	29	394	419	0	842	293	99	82	0	474	2076
Exiting Leg	563					159					663					691					2076
Total	898					584					1505					1165					4152

PDI File #: **250553 C**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **3:30 PM**
 End Time: **5:30 PM**
 Class:



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

	New London Turnpike					Arnold Road					New London Turnpike					Arnold Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:30 PM	2	2	0	0	4	0	1	0	0	1	0	1	4	0	5	1	0	1	0	2	12
3:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	6	0	6	1	0	0	0	1	9
Total	2	2	0	0	4	0	3	0	0	3	0	1	10	0	11	2	0	1	0	3	21
4:00 PM	0	1	0	0	1	0	0	1	0	1	0	1	2	0	3	2	0	0	0	2	7
4:15 PM	0	1	0	0	1	0	0	1	0	1	1	1	3	0	5	0	0	0	0	0	7
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	3
4:45 PM	1	0	0	0	1	0	0	0	0	0	0	1	2	0	3	1	0	0	0	1	5
Total	1	2	0	0	3	0	0	2	0	2	1	4	9	0	14	3	0	0	0	3	22
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	3
Grand Total	3	4	0	0	7	0	3	2	0	5	1	5	20	0	26	7	0	1	0	8	46
Approach %	42.9	57.1	0.0	0.0		0.0	60.0	40.0	0.0		3.8	19.2	76.9	0.0		87.5	0.0	12.5	0.0		
Total %	6.5	8.7	0.0	0.0	15.2	0.0	6.5	4.3	0.0	10.9	2.2	10.9	43.5	0.0	56.5	15.2	0.0	2.2	0.0	17.4	
Exiting Leg Total	6					1					13					26					46
Buses	1	1	0	0	2	0	0	1	0	1	0	0	2	0	2	2	0	1	0	3	8
% Buses	33.3	25.0	0.0	0.0	28.6	0.0	0.0	50.0	0.0	20.0	0.0	0.0	10.0	0.0	7.7	28.6	0.0	100.0	0.0	37.5	17.4
Exiting Leg Total	1					0					4					3					8
Single-Unit Trucks	2	2	0	0	4	0	3	1	0	4	1	4	11	0	16	2	0	0	0	2	26
% Single-Unit	66.7	50.0	0.0	0.0	57.1	0.0	100.0	50.0	0.0	80.0	100.0	80.0	55.0	0.0	61.5	28.6	0.0	0.0	0.0	25.0	56.5
Exiting Leg Total	4					1					5					16					26
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	1	7	0	8	3	0	0	0	3	12
% Articulated	0.0	25.0	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	20.0	35.0	0.0	30.8	42.9	0.0	0.0	0.0	37.5	26.1
Exiting Leg Total	1					0					4					7					12

Peak Hour Analysis from 03:30 PM to 05:30 PM begins at:

3:30 PM	New London Turnpike					Arnold Road					New London Turnpike					Arnold Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:30 PM	2	2	0	0	4	0	1	0	0	1	0	1	4	0	5	1	0	1	0	2	12
3:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	6	0	6	1	0	0	0	1	9
4:00 PM	0	1	0	0	1	0	0	1	0	1	0	1	2	0	3	2	0	0	0	2	7
4:15 PM	0	1	0	0	1	0	0	1	0	1	1	1	3	0	5	0	0	0	0	0	7
Total Volume	2	4	0	0	6	0	3	2	0	5	1	3	15	0	19	4	0	1	0	5	35
% Approach Total	33.3	66.7	0.0	0.0		0.0	60.0	40.0	0.0		5.3	15.8	78.9	0.0		80.0	0.0	20.0	0.0		
PHF	0.250	0.500	0.000	0.000	0.375	0.000	0.375	0.500	0.000	0.625	0.250	0.750	0.625	0.000	0.792	0.500	0.000	0.250	0.000	0.625	0.729
Buses	1	1	0	0	2	0	0	1	0	1	0	0	2	0	2	1	0	1	0	2	7
Buses %	50.0	25.0	0.0	0.0	33.3	0.0	0.0	50.0	0.0	20.0	0.0	0.0	13.3	0.0	10.5	25.0	0.0	100.0	0.0	40.0	20.0
Single-Unit Trucks	1	2	0	0	3	0	3	1	0	4	1	2	8	0	11	1	0	0	0	1	19
Single-Unit %	50.0	50.0	0.0	0.0	50.0	0.0	100.0	50.0	0.0	80.0	100.0	66.7	53.3	0.0	57.9	25.0	0.0	0.0	0.0	20.0	54.3
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	1	5	0	6	2	0	0	0	2	9
Articulated %	0.0	25.0	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	33.3	33.3	0.0	31.6	50.0	0.0	0.0	0.0	40.0	25.7
Buses	1	1	0	0	2	0	0	1	0	1	0	0	2	0	2	1	0	1	0	2	7
Single-Unit Trucks	1	2	0	0	3	0	3	1	0	4	1	2	8	0	11	1	0	0	0	1	19
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	1	5	0	6	2	0	0	0	2	9
Total Entering Leg	2	4	0	0	6	0	3	2	0	5	1	3	15	0	19	4	0	1	0	5	35
Buses	1					0					3					3					7
Single-Unit Trucks	2					1					4					12					19
Articulated Trucks	1					0					3					5					9
Total Exiting Leg	4					1					10					20					35

PDI File #: **250553 C**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **3:30 PM**
 End Time: **5:30 PM**
 Class:



Buses

	New London Turnpike					Arnold Road					New London Turnpike					Arnold Road					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
3:30 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total	1	1	0	0	2	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	4
4:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	1	1	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Grand Total	1	1	0	0	2	0	0	1	0	1	0	0	2	0	2	2	0	1	0	3		8
Approach %	50.0	50.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	0.0	100.0	0.0		66.7	0.0	33.3	0.0			
Total %	12.5	12.5	0.0	0.0	25.0	0.0	0.0	12.5	0.0	12.5	0.0	0.0	25.0	0.0	25.0	25.0	0.0	12.5	0.0	37.5		
Exiting Leg Total	1					0					4					3					8	

Peak Hour Analysis from 03:30 PM to 05:30 PM begins at:

3:30 PM	New London Turnpike					Arnold Road					New London Turnpike					Arnold Road					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
3:30 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
4:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	0	1	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
Total Volume	1	1	0	0	2	0	0	1	0	1	0	0	2	0	2	1	0	1	0	2		7
% Approach Total	50.0	50.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	0.0	100.0	0.0		50.0	0.0	50.0	0.0			
PHF	0.250	0.250	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.500	0.000	0.500	0.250	0.000	0.250	0.000	0.500		0.583
Entering Leg	1	1	0	0	2	0	0	1	0	1	0	0	2	0	2	1	0	1	0	2		7
Exiting Leg					1					0				3						3		7
Total	3					1					5					5						14

PDI File #: **250553 C**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **3:30 PM**
 End Time: **5:30 PM**
 Class:



Single-Unit Trucks

	New London Turnpike					Arnold Road					New London Turnpike					Arnold Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:30 PM	1	1	0	0	2	0	1	0	0	1	0	1	2	0	3	0	0	0	0	0	6
3:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	4	0	4	0	0	0	0	0	6
Total	1	1	0	0	2	0	3	0	0	3	0	1	6	0	7	0	0	0	0	0	12
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	1	0	0	0	1	4
4:15 PM	0	0	0	0	0	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	2
4:45 PM	1	0	0	0	1	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	4
Total	1	1	0	0	2	0	0	1	0	1	1	3	4	0	8	2	0	0	0	2	13
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Grand Total	2	2	0	0	4	0	3	1	0	4	1	4	11	0	16	2	0	0	0	2	26
Approach %	50.0	50.0	0.0	0.0		0.0	75.0	25.0	0.0		6.3	25.0	68.8	0.0		100.0	0.0	0.0	0.0		
Total %	7.7	7.7	0.0	0.0	15.4	0.0	11.5	3.8	0.0	15.4	3.8	15.4	42.3	0.0	61.5	7.7	0.0	0.0	0.0	7.7	
Exiting Leg Total	4					1					5					16					26

Peak Hour Analysis from 03:30 PM to 05:30 PM begins at:

3:30 PM	New London Turnpike					Arnold Road					New London Turnpike					Arnold Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:30 PM	1	1	0	0	2	0	1	0	0	1	0	1	2	0	3	0	0	0	0	0	6
3:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	4	0	4	0	0	0	0	0	6
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	1	0	0	0	1	4
4:15 PM	0	0	0	0	0	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	3
Total Volume	1	2	0	0	3	0	3	1	0	4	1	2	8	0	11	1	0	0	0	1	19
% Approach Total	33.3	66.7	0.0	0.0		0.0	75.0	25.0	0.0		9.1	18.2	72.7	0.0		100.0	0.0	0.0	0.0		
PHF	0.250	0.500	0.000	0.000	0.375	0.000	0.375	0.250	0.000	0.500	0.250	0.500	0.500	0.000	0.688	0.250	0.000	0.000	0.000	0.250	0.792
Entering Leg	1	2	0	0	3	0	3	1	0	4	1	2	8	0	11	1	0	0	0	1	19
Exiting Leg	2					1					4					12					19
Total	5					5					15					13					38

PDI File #: **250553 C**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **3:30 PM**
 End Time: **5:30 PM**
 Class:



Articulated Trucks

	New London Turnpike					Arnold Road					New London Turnpike					Arnold Road					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	0	1	3
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	2	0	0	0	2	5
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	0	1	4	0	5	0	0	0	0	0	6
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Grand Total	0	1	0	0	1	0	0	0	0	0	0	0	1	7	0	8	3	0	0	0	3	12
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	12.5	87.5	0.0			100.0	0.0	0.0	0.0		
Total %	0.0	8.3	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	8.3	58.3	0.0	66.7		25.0	0.0	0.0	0.0	25.0	
Exiting Leg Total	1					0					4					7					12	

Peak Hour Analysis from 03:30 PM to 05:30 PM begins at:

3:30 PM	New London Turnpike					Arnold Road					New London Turnpike					Arnold Road					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	0	0	1	3
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	1	2
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	3
Total Volume	0	1	0	0	1	0	0	0	0	0	0	1	5	0	6	2	0	0	0	0	2	9
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	16.7	83.3	0.0		100.0	0.0	0.0	0.0			
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.625	0.000	0.750	0.500	0.000	0.000	0.000	0.500	0.750	
Entering Leg	0	1	0	0	1	0	0	0	0	0	0	1	5	0	6	2	0	0	0	0	2	9
Exiting Leg	1					0					3					5					9	
Total	2					0					9					7					18	

PDI File #: **250553 C**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **3:30 PM**
 End Time: **5:30 PM**
 Class:



Bicycles (on Roadway and Crosswalks)

	New London Turnpike								Arnold Road								New London Turnpike								Arnold Road								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total					
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0						
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Exiting Leg Total	0							0							0							0							0				

Peak Hour Analysis from 03:30 PM to 05:30 PM begins at:

3:30 PM	New London Turnpike							Arnold Road							New London Turnpike							Arnold Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: **250553 C**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **3:30 PM**
 End Time: **5:30 PM**
 Class:



Pedestrians

	New London Turnpike							Arnold Road							New London Turnpike							Arnold Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3
Total	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	2	3	5
Approach %	0	0	0	0	100	0		0	0	0	0	0	0		0	0	0	0	0	100		0	0	0	0	33.3	66.7		
Total %	0	0	0	0	20	0	20	0	0	0	0	0	0	0	0	0	0	0	0	20	20	0	0	0	0	20	40	60	
Exiting Leg Total	1							0							1							3							5

Peak Hour Analysis from 03:30 PM to 05:30 PM begins at:

3:30 PM	New London Turnpike							Arnold Road							New London Turnpike							Arnold Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	4
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	4
% Approach Total	0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	33.3	66.7		
PHF	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.250	0.250
Entering Leg	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	4
Exiting Leg	1							0							0							3							4
Total	2							0							0							6							8

PDI File #: **250553 C**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Saturday, April 12, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	New London Turnpike					Arnold Road					New London Turnpike					Arnold Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	18	68	10	0	96	6	22	29	0	57	8	69	82	0	159	109	23	18	0	150	462
11:15 AM	7	87	11	0	105	9	32	15	0	56	11	72	86	0	169	97	20	15	0	132	462
11:30 AM	10	106	6	0	122	6	26	24	0	56	4	72	91	0	167	83	24	14	0	121	466
11:45 AM	10	78	3	0	91	10	14	20	0	44	5	83	92	0	180	102	21	13	0	136	451
Total	45	339	30	0	414	31	94	88	0	213	28	296	351	0	675	391	88	60	0	539	1841
12:00 PM	13	79	6	0	98	10	23	19	0	52	9	86	83	0	178	103	20	17	0	140	468
12:15 PM	12	70	7	0	89	12	40	24	0	76	10	70	97	0	177	83	26	15	0	124	466
12:30 PM	12	95	8	0	115	12	26	21	0	59	10	105	107	0	222	99	20	12	0	131	527
12:45 PM	9	86	3	0	98	13	18	23	0	54	10	100	97	0	207	92	19	13	0	124	483
Total	46	330	24	0	400	47	107	87	0	241	39	361	384	0	784	377	85	57	0	519	1944
1:00 PM	12	71	4	0	87	10	28	22	0	60	8	78	81	0	167	97	13	12	0	122	436
1:15 PM	11	74	7	0	92	11	23	22	0	56	8	89	82	0	179	99	21	15	0	135	462
1:30 PM	10	79	4	0	93	13	17	21	0	51	7	78	79	0	164	99	18	10	0	127	435
1:45 PM	9	89	7	0	105	6	19	16	0	41	12	63	82	0	157	85	18	10	0	113	416
Total	42	313	22	0	377	40	87	81	0	208	35	308	324	0	667	380	70	47	0	497	1749
Grand Total	133	982	76	0	1191	118	288	256	0	662	102	965	1059	0	2126	1148	243	164	0	1555	5534
Approach %	11.2	82.5	6.4	0.0		17.8	43.5	38.7	0.0		4.8	45.4	49.8	0.0		73.8	15.6	10.5	0.0		
Total %	2.4	17.7	1.4	0.0	21.5	2.1	5.2	4.6	0.0	12.0	1.8	17.4	19.1	0.0	38.4	20.7	4.4	3.0	0.0	28.1	
Exiting Leg Total	1247					421					2386					1480					5534
Cars	130	973	76	0	1179	116	284	255	0	655	101	961	1042	0	2104	1135	240	164	0	1539	5477
% Cars	97.7	99.1	100.0	0.0	99.0	98.3	98.6	99.6	0.0	98.9	99.0	99.6	98.4	0.0	99.0	98.9	98.8	100.0	0.0	99.0	99.0
Exiting Leg Total	1241					417					2363					1456					5477
Heavy Vehicles	3	9	0	0	12	2	4	1	0	7	1	4	17	0	22	13	3	0	0	16	57
% Heavy Vehicles	2.3	0.9	0.0	0.0	1.0	1.7	1.4	0.4	0.0	1.1	1.0	0.4	1.6	0.0	1.0	1.1	1.2	0.0	0.0	1.0	1.0
Exiting Leg Total	6					4					23					24					57

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:00 PM	New London Turnpike					Arnold Road					New London Turnpike					Arnold Road					Total				
	from North					from East					from South					from West									
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total					
12:00 PM	13	79	6	0	98	10	23	19	0	52	9	86	83	0	178	103	20	17	0	140	468				
12:15 PM	12	70	7	0	89	12	40	24	0	76	10	70	97	0	177	83	26	15	0	124	466				
12:30 PM	12	95	8	0	115	12	26	21	0	59	10	105	107	0	222	99	20	12	0	131	527				
12:45 PM	9	86	3	0	98	13	18	23	0	54	10	100	97	0	207	92	19	13	0	124	483				
Total Volume	46	330	24	0	400	47	107	87	0	241	39	361	384	0	784	377	85	57	0	519	1944				
% Approach Total	11.5	82.5	6.0	0.0		19.5	44.4	36.1	0.0		5.0	46.0	49.0	0.0		72.6	16.4	11.0	0.0						
PHF	0.885	0.868	0.750	0.000	0.870	0.904	0.669	0.906	0.000	0.793	0.975	0.860	0.897	0.000	0.883	0.915	0.817	0.838	0.000	0.927	0.922				
Cars	45	325	24	0	394	47	106	86	0	239	39	360	381	0	780	375	84	57	0	516	1929				
Cars %	97.8	98.5	100.0	0.0	98.5	100.0	99.1	98.9	0.0	99.2	100.0	99.7	99.2	0.0	99.5	99.5	98.8	100.0	0.0	99.4	99.2				
Heavy Vehicles	1	5	0	0	6	0	1	1	0	2	0	1	3	0	4	2	1	0	0	3	15				
Heavy Vehicles %	2.2	1.5	0.0	0.0	1.5	0.0	0.9	1.1	0.0	0.8	0.0	0.3	0.8	0.0	0.5	0.5	1.2	0.0	0.0	0.6	0.8				
Cars Enter Leg	45	325	24	0	394	47	106	86	0	239	39	360	381	0	780	375	84	57	0	516	1929				
Heavy Enter Leg	1	5	0	0	6	0	1	1	0	2	0	1	3	0	4	2	1	0	0	3	15				
Total Entering Leg	46	330	24	0	400	47	107	87	0	241	39	361	384	0	784	377	85	57	0	519	1944				
Cars Exiting Leg																									
Heavy Exiting Leg	464					147					786					532					1929				
Total Exiting Leg	1					1					8					5					15				
Total Exiting Leg	465					148					794					537					1944				

PDI File #: **250553 C**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Saturday, April 12, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Cars

	New London Turnpike					Arnold Road					New London Turnpike					Arnold Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	18	67	10	0	95	6	22	29	0	57	8	69	79	0	156	108	23	18	0	149	457
11:15 AM	7	86	11	0	104	9	32	15	0	56	11	72	86	0	169	95	19	15	0	129	458
11:30 AM	10	106	6	0	122	6	25	24	0	55	4	72	89	0	165	82	24	14	0	120	462
11:45 AM	10	78	3	0	91	10	14	20	0	44	5	82	89	0	176	99	21	13	0	133	444
Total	45	337	30	0	412	31	93	88	0	212	28	295	343	0	666	384	87	60	0	531	1821
12:00 PM	13	77	6	0	96	10	22	19	0	51	9	86	81	0	176	103	20	17	0	140	463
12:15 PM	12	69	7	0	88	12	40	24	0	76	10	70	96	0	176	82	25	15	0	122	462
12:30 PM	12	93	8	0	113	12	26	20	0	58	10	104	107	0	221	98	20	12	0	130	522
12:45 PM	8	86	3	0	97	13	18	23	0	54	10	100	97	0	207	92	19	13	0	124	482
Total	45	325	24	0	394	47	106	86	0	239	39	360	381	0	780	375	84	57	0	516	1929
1:00 PM	11	70	4	0	85	8	28	22	0	58	7	78	81	0	166	96	13	12	0	121	430
1:15 PM	11	73	7	0	91	11	22	22	0	55	8	89	80	0	177	99	20	15	0	134	457
1:30 PM	10	79	4	0	93	13	17	21	0	51	7	76	77	0	160	97	18	10	0	125	429
1:45 PM	8	89	7	0	104	6	18	16	0	40	12	63	80	0	155	84	18	10	0	112	411
Total	40	311	22	0	373	38	85	81	0	204	34	306	318	0	658	376	69	47	0	492	1727
Grand Total	130	973	76	0	1179	116	284	255	0	655	101	961	1042	0	2104	1135	240	164	0	1539	5477
Approach %	11.0	82.5	6.4	0.0		17.7	43.4	38.9	0.0		4.8	45.7	49.5	0.0		73.7	15.6	10.7	0.0		
Total %	2.4	17.8	1.4	0.0	21.5	2.1	5.2	4.7	0.0	12.0	1.8	17.5	19.0	0.0	38.4	20.7	4.4	3.0	0.0	28.1	
Exiting Leg Total	1241					417					2363					1456					5477

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:00 PM	New London Turnpike					Arnold Road					New London Turnpike					Arnold Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:00 PM	13	77	6	0	96	10	22	19	0	51	9	86	81	0	176	103	20	17	0	140	463
12:15 PM	12	69	7	0	88	12	40	24	0	76	10	70	96	0	176	82	25	15	0	122	462
12:30 PM	12	93	8	0	113	12	26	20	0	58	10	104	107	0	221	98	20	12	0	130	522
12:45 PM	8	86	3	0	97	13	18	23	0	54	10	100	97	0	207	92	19	13	0	124	482
Total Volume	45	325	24	0	394	47	106	86	0	239	39	360	381	0	780	375	84	57	0	516	1929
% Approach Total	11.4	82.5	6.1	0.0		19.7	44.4	36.0	0.0		5.0	46.2	48.8	0.0		72.7	16.3	11.0	0.0		
PHF	0.865	0.874	0.750	0.000	0.872	0.904	0.663	0.896	0.000	0.786	0.975	0.865	0.890	0.000	0.882	0.910	0.840	0.838	0.000	0.921	0.924
Entering Leg	45	325	24	0	394	47	106	86	0	239	39	360	381	0	780	375	84	57	0	516	1929
Exiting Leg	464					147					786					532					1929
Total	858					386					1566					1048					3858

PDI File #: **250553 C**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Saturday, April 12, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



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

	New London Turnpike					Arnold Road					New London Turnpike					Arnold Road					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
11:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	3	0	3	1	0	0	0	0	1	5
11:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	4
11:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	1	0	0	0	0	1	4
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	3	0	4	3	0	0	0	0	3	7
Total	0	2	0	0	2	0	1	0	0	1	0	1	8	0	9	7	1	0	0	0	8	20
12:00 PM	0	2	0	0	2	0	1	0	0	1	0	0	2	0	2	0	0	0	0	0	0	5
12:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	1	1	0	0	0	2	4
12:30 PM	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	1	0	0	0	0	1	5
12:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	5	0	0	6	0	1	1	0	2	0	1	3	0	4	2	1	0	0	0	3	15
1:00 PM	1	1	0	0	2	2	0	0	0	2	1	0	0	0	1	1	0	0	0	0	1	6
1:15 PM	0	1	0	0	1	0	1	0	0	1	0	0	2	0	2	0	1	0	0	0	1	5
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	2	0	4	2	0	0	0	0	2	6
1:45 PM	1	0	0	0	1	0	1	0	0	1	0	0	2	0	2	1	0	0	0	0	1	5
Total	2	2	0	0	4	2	2	0	0	4	1	2	6	0	9	4	1	0	0	0	5	22
Grand Total	3	9	0	0	12	2	4	1	0	7	1	4	17	0	22	13	3	0	0	0	16	57
Approach %	25.0	75.0	0.0	0.0		28.6	57.1	14.3	0.0		4.5	18.2	77.3	0.0		81.3	18.8	0.0	0.0			
Total %	5.3	15.8	0.0	0.0	21.1	3.5	7.0	1.8	0.0	12.3	1.8	7.0	29.8	0.0	38.6	22.8	5.3	0.0	0.0	0.0	28.1	
Exiting Leg Total	6					4					23					24					57	
Buses	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	3	0	0	0	0	3	6
% Buses	0.0	11.1	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.8	0.0	9.1	23.1	0.0	0.0	0.0	0.0	18.8	10.5
Exiting Leg Total	0					0					4					2					6	
Single-Unit Trucks	2	6	0	0	8	1	4	1	0	6	1	4	13	0	18	9	3	0	0	0	12	44
% Single-Unit	66.7	66.7	0.0	0.0	66.7	50.0	100.0	100.0	0.0	85.7	100.0	100.0	76.5	0.0	81.8	69.2	100.0	0.0	0.0	0.0	75.0	77.2
Exiting Leg Total	5					4					16					19					44	
Articulated Trucks	1	2	0	0	3	1	0	0	0	1	0	0	2	0	2	1	0	0	0	0	1	7
% Articulated	33.3	22.2	0.0	0.0	25.0	50.0	0.0	0.0	0.0	14.3	0.0	0.0	11.8	0.0	9.1	7.7	0.0	0.0	0.0	0.0	6.3	12.3
Exiting Leg Total	1					0					3					3					7	

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

1:00 PM	New London Turnpike					Arnold Road					New London Turnpike					Arnold Road					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
1:00 PM	1	1	0	0	2	2	0	0	0	2	1	0	0	0	1	1	0	0	0	0	1	6
1:15 PM	0	1	0	0	1	0	1	0	0	1	0	0	2	0	2	0	1	0	0	0	1	5
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	2	0	4	2	0	0	0	0	2	6
1:45 PM	1	0	0	0	1	0	1	0	0	1	0	0	2	0	2	1	0	0	0	0	1	5
Total Volume	2	2	0	0	4	2	2	0	0	4	1	2	6	0	9	4	1	0	0	0	5	22
% Approach Total	50.0	50.0	0.0	0.0		50.0	50.0	0.0	0.0		11.1	22.2	66.7	0.0		80.0	20.0	0.0	0.0			
PHF	0.500	0.500	0.000	0.000	0.500	0.250	0.500	0.000	0.000	0.500	0.250	0.250	0.750	0.000	0.563	0.500	0.250	0.000	0.000	0.625	0.917	
Buses	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	1	3
Buses %	0.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.7	0.0	11.1	25.0	0.0	0.0	0.0	0.0	20.0	13.6
Single-Unit Trucks	1	1	0	0	2	1	2	0	0	3	1	2	4	0	7	2	1	0	0	0	3	15
Single-Unit %	50.0	50.0	0.0	0.0	50.0	50.0	100.0	0.0	0.0	75.0	100.0	100.0	66.7	0.0	77.8	50.0	100.0	0.0	0.0	0.0	60.0	68.2
Articulated Trucks	1	0	0	0	1	1	0	0	0	1	0	0	1	0	1	1	0	0	0	0	1	4
Articulated %	50.0	0.0	0.0	0.0	25.0	50.0	0.0	0.0	0.0	25.0	0.0	0.0	16.7	0.0	11.1	25.0	0.0	0.0	0.0	0.0	20.0	18.2
Buses	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	1	3
Single-Unit Trucks	1	1	0	0	2	1	2	0	0	3	1	2	4	0	7	2	1	0	0	0	3	15
Articulated Trucks	1	0	0	0	1	1	0	0	0	1	0	0	1	0	1	1	0	0	0	0	1	4
Total Entering Leg	2	2	0	0	4	2	2	0	0	4	1	2	6	0	9	4	1	0	0	0	5	22
Buses	0					0					2					1					3	
Single-Unit Trucks	3					2					3					7					15	
Articulated Trucks	1					0					1					2					4	
Total Exiting Leg	4					2					6					10					22	

PDI File #: **250553 C**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Saturday, April 12, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Buses

	New London Turnpike					Arnold Road					New London Turnpike					Arnold Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	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	0	0	0	0	0
11:30 AM	0	0	0	0	0	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	0	0	0	0	2	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
12:00 PM	0	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	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
12:30 PM	0	0	0	0	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	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
1:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	3
Grand Total	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	3	0	0	0	0	6
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		100.0	0.0	0.0	0.0		
Total %	0.0	16.7	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	33.3	50.0	0.0	0.0	0.0	50.0	
Exiting Leg Total	0					0					4					2					6

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:30 AM	New London Turnpike					Arnold Road					New London Turnpike					Arnold Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:30 AM	0	0	0	0	0	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	0	0	0	0	2	0	0	0	2	2
12:00 PM	0	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	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	3
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.250	0.000	0.000	0.000	0.250	0.375
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	3
Exiting Leg	0					0					2					1					3
Total	0					0					3					3					6

PDI File #: **250553 C**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Saturday, April 12, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Single-Unit Trucks

	New London Turnpike					Arnold Road					New London Turnpike					Arnold Road					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
11:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	1	0	0	0	0	1	4
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	3	
11:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	1	0	0	0	1	4	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	3	0	4	1	0	0	0	1	5	
Total	0	1	0	0	1	0	1	0	0	1	0	1	7	0	8	5	1	0	0	6	16	
12:00 PM	0	1	0	0	1	0	1	0	0	1	0	0	2	0	2	0	0	0	0	0	4	
12:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	3	
12:30 PM	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	1	0	0	0	1	5	
12:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total	1	4	0	0	5	0	1	1	0	2	0	1	2	0	3	2	1	0	0	3	13	
1:00 PM	1	0	0	0	1	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	3	
1:15 PM	0	1	0	0	1	0	1	0	0	1	0	0	2	0	2	0	1	0	0	1	5	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	1	0	0	0	1	4	
1:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	1	0	0	0	1	3	
Total	1	1	0	0	2	1	2	0	0	3	1	2	4	0	7	2	1	0	0	3	15	
Grand Total	2	6	0	0	8	1	4	1	0	6	1	4	13	0	18	9	3	0	0	12	44	
Approach %	25.0	75.0	0.0	0.0		16.7	66.7	16.7	0.0		5.6	22.2	72.2	0.0		75.0	25.0	0.0	0.0			
Total %	4.5	13.6	0.0	0.0	18.2	2.3	9.1	2.3	0.0	13.6	2.3	9.1	29.5	0.0	40.9	20.5	6.8	0.0	0.0	27.3		
Exiting Leg Total	5					4					16					19					44	

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:45 AM	New London Turnpike					Arnold Road					New London Turnpike					Arnold Road					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	3	0	4	1	0	0	0	0	1	5
12:00 PM	0	1	0	0	1	0	1	0	0	1	0	0	2	0	2	0	0	0	0	0	0	4
12:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	3
12:30 PM	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	1	0	0	0	0	1	5
Total Volume	0	4	0	0	4	0	1	1	0	2	0	2	5	0	7	3	1	0	0	0	4	17
% Approach Total	0.0	100.0	0.0	0.0		0.0	50.0	50.0	0.0		0.0	28.6	71.4	0.0		75.0	25.0	0.0	0.0			
PHF	0.000	0.500	0.000	0.000	0.500	0.000	0.250	0.250	0.000	0.500	0.000	0.500	0.417	0.000	0.438	0.750	0.250	0.000	0.000	0.500	0.850	
Entering Leg	0	4	0	0	4	0	1	1	0	2	0	2	5	0	7	3	1	0	0	0	4	17
Exiting Leg	2					1					8					6					17	
Total	6					3					15					10					34	

PDI File #: **250553 C**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: Arnold Road W: Arnold Road**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Saturday, April 12, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Articulated Trucks

	New London Turnpike					Arnold Road					New London Turnpike					Arnold Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
11:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	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	0	0	0	0	0
12:30 PM	0	0	0	0	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	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
1:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
Total	1	0	0	0	1	1	0	0	0	1	0	0	1	0	1	1	0	0	0	1	4
Grand Total	1	2	0	0	3	1	0	0	0	1	0	0	2	0	2	1	0	0	0	1	7
Approach %	33.3	66.7	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		100.0	0.0	0.0	0.0		
Total %	14.3	28.6	0.0	0.0	42.9	14.3	0.0	0.0	0.0	14.3	0.0	0.0	28.6	0.0	28.6	14.3	0.0	0.0	0.0	14.3	
Exiting Leg Total	1					0					3					3					7

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

1:00 PM	New London Turnpike					Arnold Road					New London Turnpike					Arnold Road					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
1:00 PM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
1:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
Total Volume	1	0	0	0	1	1	0	0	0	0	1	0	0	1	0	1	1	0	0	0	1	4
% Approach Total	100.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	
PHF	0.250	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.250	0.250	0.000	0.000	0.000	0.250	0.500	
Entering Leg	1	0	0	0	1	1	0	0	0	1	0	0	1	0	1	1	0	0	0	1	4	
Exiting Leg					1					0				1						2	4	
Total	2					1					2					3					8	

PDI File #: 250553 C
Location: N: New London Turnpike S: New London Turnpike
Location: E: Arnold Road W: Arnold Road
City, State: Coventry, RI
Client: VHB/ B. Menezes
Site Code: 73562.00
Count Date: Saturday, April 12, 2025
Start Time: 11:00 AM
End Time: 2:00 PM
Class:



Bicycles (on Roadway and Crosswalks)

	New London Turnpike								Arnold Road								New London Turnpike								Arnold Road								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total					
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0						
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Exiting Leg Total	0							0							0							0							0				

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	New London Turnpike								Arnold Road								New London Turnpike								Arnold Road								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total					
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000				
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Exiting Leg	0							0							0							0							0				
Total	0							0							0							0							0				

PDI File #: 250553 C
Location: N: New London Turnpike S: New London Turnpike
Location: E: Arnold Road W: Arnold Road
City, State: Coventry, RI
Client: VHB/ B. Menezes
Site Code: 73562.00
Count Date: Saturday, April 12, 2025
Start Time: 11:00 AM
End Time: 2:00 PM
Class:



Pedestrians

	New London Turnpike							Arnold Road							New London Turnpike							Arnold Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg Total	0							0							0							0							0

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	New London Turnpike							Arnold Road							New London Turnpike							Arnold Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: **250553 D**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: Centre of New England Boulevard W: Centre of New England Boulevard**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **6:30 AM**
 End Time: **8:30 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	New London Turnpike					Centre of New England Boulevard					New London Turnpike					Centre of New England Boulevard					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:30 AM	14	170	5	0	189	2	0	3	0	5	5	46	21	0	72	42	2	14	0	58	324
6:45 AM	36	143	7	0	186	3	2	6	0	11	3	67	39	0	109	45	0	28	0	73	379
Total	50	313	12	0	375	5	2	9	0	16	8	113	60	0	181	87	2	42	0	131	703
7:00 AM	31	159	5	0	195	4	0	2	0	6	5	64	29	0	98	45	1	27	0	73	372
7:15 AM	33	145	7	0	185	1	0	6	0	7	3	74	43	0	120	55	2	21	0	78	390
7:30 AM	42	152	8	0	202	4	0	11	0	15	4	94	47	0	145	49	1	31	0	81	443
7:45 AM	41	130	5	0	176	6	0	14	0	20	6	83	69	0	158	75	3	38	0	116	470
Total	147	586	25	0	758	15	0	33	0	48	18	315	188	0	521	224	7	117	0	348	1675
8:00 AM	41	145	6	0	192	12	1	5	0	18	4	75	52	0	131	60	5	32	0	97	438
8:15 AM	50	154	6	0	210	6	1	12	0	19	5	62	48	0	115	50	1	44	0	95	439
Total	91	299	12	0	402	18	2	17	0	37	9	137	100	0	246	110	6	76	0	192	877
Grand Total	288	1198	49	0	1535	38	4	59	0	101	35	565	348	0	948	421	15	235	0	671	3255
Approach %	18.8	78.0	3.2	0.0		37.6	4.0	58.4	0.0		3.7	59.6	36.7	0.0		62.7	2.2	35.0	0.0		
Total %	8.8	36.8	1.5	0.0	47.2	1.2	0.1	1.8	0.0	3.1	1.1	17.4	10.7	0.0	29.1	12.9	0.5	7.2	0.0	20.6	
Exiting Leg Total	838					99					1678					640					3255
Cars	279	1124	48	0	1451	34	4	52	0	90	34	520	323	0	877	402	15	227	0	644	3062
% Cars	96.9	93.8	98.0	0.0	94.5	89.5	100.0	88.1	0.0	89.1	97.1	92.0	92.8	0.0	92.5	95.5	100.0	96.6	0.0	96.0	94.1
Exiting Leg Total	781					97					1578					606					3062
Heavy Vehicles	9	74	1	0	84	4	0	7	0	11	1	45	25	0	71	19	0	8	0	27	193
% Heavy Vehicles	3.1	6.2	2.0	0.0	5.5	10.5	0.0	11.9	0.0	10.9	2.9	8.0	7.2	0.0	7.5	4.5	0.0	3.4	0.0	4.0	5.9
Exiting Leg Total	57					2					100					34					193

Peak Hour Analysis from 06:30 AM to 08:30 AM begins at:

7:30 AM	New London Turnpike					Centre of New England Boulevard					New London Turnpike					Centre of New England Boulevard					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:30 AM	42	152	8	0	202	4	0	11	0	15	4	94	47	0	145	49	1	31	0	81	443
7:45 AM	41	130	5	0	176	6	0	14	0	20	6	83	69	0	158	75	3	38	0	116	470
8:00 AM	41	145	6	0	192	12	1	5	0	18	4	75	52	0	131	60	5	32	0	97	438
8:15 AM	50	154	6	0	210	6	1	12	0	19	5	62	48	0	115	50	1	44	0	95	439
Total Volume	174	581	25	0	780	28	2	42	0	72	19	314	216	0	549	234	10	145	0	389	1790
% Approach Total	22.3	74.5	3.2	0.0		38.9	2.8	58.3	0.0		3.5	57.2	39.3	0.0		60.2	2.6	37.3	0.0		
PHF	0.870	0.943	0.781	0.000	0.929	0.583	0.500	0.750	0.000	0.900	0.792	0.835	0.783	0.000	0.869	0.780	0.500	0.824	0.000	0.838	0.952
Cars	167	539	25	0	731	24	2	36	0	62	19	285	200	0	504	219	10	140	0	369	1666
Cars %	96.0	92.8	100.0	0.0	93.7	85.7	100.0	85.7	0.0	86.1	100.0	90.8	92.6	0.0	91.8	93.6	100.0	96.6	0.0	94.9	93.1
Heavy Vehicles	7	42	0	0	49	4	0	6	0	10	0	29	16	0	45	15	0	5	0	20	124
Heavy Vehicles %	4.0	7.2	0.0	0.0	6.3	14.3	0.0	14.3	0.0	13.9	0.0	9.2	7.4	0.0	8.2	6.4	0.0	3.4	0.0	5.1	6.9
Cars Enter Leg	167	539	25	0	731	24	2	36	0	62	19	285	200	0	504	219	10	140	0	369	1666
Heavy Enter Leg	7	42	0	0	49	4	0	6	0	10	0	29	16	0	45	15	0	5	0	20	124
Total Entering Leg	174	581	25	0	780	28	2	42	0	72	19	314	216	0	549	234	10	145	0	389	1790
Cars Exiting Leg	449					54					794					369					1666
Heavy Exiting Leg	38					0					63					23					124
Total Exiting Leg	487					54					857					392					1790

PDI File #: **250553 D**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: Centre of New England Boulevard W: Centre of New England Boulevard**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **6:30 AM**
 End Time: **8:30 AM**
 Class:



Cars

	New London Turnpike					Centre of New England Boulevard					New London Turnpike					Centre of New England Boulevard					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:30 AM	13	162	4	0	179	2	0	3	0	5	5	42	17	0	64	39	2	14	0	55	303
6:45 AM	36	138	7	0	181	3	2	5	0	10	2	61	38	0	101	45	0	25	0	70	362
Total	49	300	11	0	360	5	2	8	0	15	7	103	55	0	165	84	2	39	0	125	665
7:00 AM	31	149	5	0	185	4	0	2	0	6	5	61	27	0	93	44	1	27	0	72	356
7:15 AM	32	136	7	0	175	1	0	6	0	7	3	71	41	0	115	55	2	21	0	78	375
7:30 AM	39	143	8	0	190	4	0	9	0	13	4	85	45	0	134	45	1	30	0	76	413
7:45 AM	39	121	5	0	165	6	0	12	0	18	6	78	63	0	147	71	3	37	0	111	441
Total	141	549	25	0	715	15	0	29	0	44	18	295	176	0	489	215	7	115	0	337	1585
8:00 AM	40	132	6	0	178	8	1	5	0	14	4	63	46	0	113	55	5	32	0	92	397
8:15 AM	49	143	6	0	198	6	1	10	0	17	5	59	46	0	110	48	1	41	0	90	415
Total	89	275	12	0	376	14	2	15	0	31	9	122	92	0	223	103	6	73	0	182	812
Grand Total	279	1124	48	0	1451	34	4	52	0	90	34	520	323	0	877	402	15	227	0	644	3062
Approach %	19.2	77.5	3.3	0.0		37.8	4.4	57.8	0.0		3.9	59.3	36.8	0.0		62.4	2.3	35.2	0.0		
Total %	9.1	36.7	1.6	0.0	47.4	1.1	0.1	1.7	0.0	2.9	1.1	17.0	10.5	0.0	28.6	13.1	0.5	7.4	0.0	21.0	
Exiting Leg Total	781					97					1578					606					3062

Peak Hour Analysis from 06:30 AM to 08:30 AM begins at:

7:30 AM	New London Turnpike					Centre of New England Boulevard					New London Turnpike					Centre of New England Boulevard					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:30 AM	39	143	8	0	190	4	0	9	0	13	4	85	45	0	134	45	1	30	0	76	413
7:45 AM	39	121	5	0	165	6	0	12	0	18	6	78	63	0	147	71	3	37	0	111	441
8:00 AM	40	132	6	0	178	8	1	5	0	14	4	63	46	0	113	55	5	32	0	92	397
8:15 AM	49	143	6	0	198	6	1	10	0	17	5	59	46	0	110	48	1	41	0	90	415
Total Volume	167	539	25	0	731	24	2	36	0	62	19	285	200	0	504	219	10	140	0	369	1666
% Approach Total	22.8	73.7	3.4	0.0		38.7	3.2	58.1	0.0		3.8	56.5	39.7	0.0		59.3	2.7	37.9	0.0		
PHF	0.852	0.942	0.781	0.000	0.923	0.750	0.500	0.750	0.000	0.861	0.792	0.838	0.794	0.000	0.857	0.771	0.500	0.854	0.000	0.831	0.944
Entering Leg	167	539	25	0	731	24	2	36	0	62	19	285	200	0	504	219	10	140	0	369	1666
Exiting Leg	449					54					794					369					1666
Total	1180					116					1298					738					3332

PDI File #: **250553 D**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: Centre of New England Boulevard W: Centre of New England Boulevard**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **6:30 AM**
 End Time: **8:30 AM**
 Class:



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

	New London Turnpike					Centre of New England Boulevard					New London Turnpike					Centre of New England Boulevard					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:30 AM	1	8	1	0	10	0	0	0	0	0	0	4	4	0	8	3	0	0	0	3	21
6:45 AM	0	5	0	0	5	0	0	1	0	1	1	6	1	0	8	0	0	3	0	3	17
Total	1	13	1	0	15	0	0	1	0	1	1	10	5	0	16	3	0	3	0	6	38
7:00 AM	0	10	0	0	10	0	0	0	0	0	0	3	2	0	5	1	0	0	0	1	16
7:15 AM	1	9	0	0	10	0	0	0	0	0	0	3	2	0	5	0	0	0	0	0	15
7:30 AM	3	9	0	0	12	0	0	2	0	2	0	9	2	0	11	4	0	1	0	5	30
7:45 AM	2	9	0	0	11	0	0	2	0	2	0	5	6	0	11	4	0	1	0	5	29
Total	6	37	0	0	43	0	0	4	0	4	0	20	12	0	32	9	0	2	0	11	90
8:00 AM	1	13	0	0	14	4	0	0	0	4	0	12	6	0	18	5	0	0	0	5	41
8:15 AM	1	11	0	0	12	0	0	2	0	2	0	3	2	0	5	2	0	3	0	5	24
Total	2	24	0	0	26	4	0	2	0	6	0	15	8	0	23	7	0	3	0	10	65
Grand Total	9	74	1	0	84	4	0	7	0	11	1	45	25	0	71	19	0	8	0	27	193
Approach %	10.7	88.1	1.2	0.0		36.4	0.0	63.6	0.0		1.4	63.4	35.2	0.0		70.4	0.0	29.6	0.0		
Total %	4.7	38.3	0.5	0.0	43.5	2.1	0.0	3.6	0.0	5.7	0.5	23.3	13.0	0.0	36.8	9.8	0.0	4.1	0.0	14.0	
Exiting Leg Total	57					2					100					34					193
Buses	4	3	0	0	7	0	0	0	0	0	0	2	4	0	6	5	0	3	0	8	21
% Buses	44.4	4.1	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	4.4	16.0	0.0	8.5	26.3	0.0	37.5	0.0	29.6	10.9
Exiting Leg Total	5					0					8					8					21
Single-Unit Trucks	5	57	1	0	63	4	0	7	0	11	1	36	15	0	52	9	0	5	0	14	140
% Single-Unit	55.6	77.0	100.0	0.0	75.0	100.0	0.0	100.0	0.0	100.0	100.0	80.0	60.0	0.0	73.2	47.4	0.0	62.5	0.0	51.9	72.5
Exiting Leg Total	45					2					73					20					140
Articulated Trucks	0	14	0	0	14	0	0	0	0	0	0	7	6	0	13	5	0	0	0	5	32
% Articulated	0.0	18.9	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	15.6	24.0	0.0	18.3	26.3	0.0	0.0	0.0	18.5	16.6
Exiting Leg Total	7					0					19					6					32

Peak Hour Analysis from 06:30 AM to 08:30 AM begins at:

7:30 AM	New London Turnpike					Centre of New England Boulevard					New London Turnpike					Centre of New England Boulevard					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:30 AM	3	9	0	0	12	0	0	2	0	2	0	9	2	0	11	4	0	1	0	5	30
7:45 AM	2	9	0	0	11	0	0	2	0	2	0	5	6	0	11	4	0	1	0	5	29
8:00 AM	1	13	0	0	14	4	0	0	0	4	0	12	6	0	18	5	0	0	0	5	41
8:15 AM	1	11	0	0	12	0	0	2	0	2	0	3	2	0	5	2	0	3	0	5	24
Total Volume	7	42	0	0	49	4	0	6	0	10	0	29	16	0	45	15	0	5	0	20	124
% Approach Total	14.3	85.7	0.0	0.0		40.0	0.0	60.0	0.0		0.0	64.4	35.6	0.0		75.0	0.0	25.0	0.0		
PHF	0.583	0.808	0.000	0.000	0.875	0.250	0.000	0.750	0.000	0.625	0.000	0.604	0.667	0.000	0.625	0.750	0.000	0.417	0.000	1.000	0.756
Buses	2	1	0	0	3	0	0	0	0	0	0	0	3	0	3	4	0	2	0	6	12
Buses %	28.6	2.4	0.0	0.0	6.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.8	0.0	6.7	26.7	0.0	40.0	0.0	30.0	9.7
Single-Unit Trucks	5	37	0	0	42	4	0	6	0	10	0	22	12	0	34	7	0	3	0	10	96
Single-Unit %	71.4	88.1	0.0	0.0	85.7	100.0	0.0	100.0	0.0	100.0	0.0	75.9	75.0	0.0	75.6	46.7	0.0	60.0	0.0	50.0	77.4
Articulated Trucks	0	4	0	0	4	0	0	0	0	0	0	7	1	0	8	4	0	0	0	4	16
Articulated %	0.0	9.5	0.0	0.0	8.2	0.0	0.0	0.0	0.0	0.0	0.0	24.1	6.3	0.0	17.8	26.7	0.0	0.0	0.0	20.0	12.9
Buses	2	1	0	0	3	0	0	0	0	0	0	0	3	0	3	4	0	2	0	6	12
Single-Unit Trucks	5	37	0	0	42	4	0	6	0	10	0	22	12	0	34	7	0	3	0	10	96
Articulated Trucks	0	4	0	0	4	0	0	0	0	0	0	7	1	0	8	4	0	0	0	4	16
Total Entering Leg	7	42	0	0	49	4	0	6	0	10	0	29	16	0	45	15	0	5	0	20	124
Buses	2					0					5					5					12
Single-Unit Trucks	29					0					50					17					96
Articulated Trucks	7					0					8					1					16
Total Exiting Leg	38					0					63					23					124

PDI File #: **250553 D**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: Centre of New England Boulevard W: Centre of New England Boulevard**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **6:30 AM**
 End Time: **8:30 AM**
 Class:



Buses

	New London Turnpike					Centre of New England Boulevard					New London Turnpike					Centre of New England Boulevard					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	3
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
Total	1	0	0	0	1	0	0	0	0	0	0	1	1	0	2	1	0	1	0	2	5
7:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
7:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	1	0	1	0	2	4
7:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	3
Total	3	2	0	0	5	0	0	0	0	0	0	1	2	0	3	2	0	1	0	3	11
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	2
Total	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	2	0	1	0	3	5
Grand Total	4	3	0	0	7	0	0	0	0	0	0	2	4	0	6	5	0	3	0	8	21
Approach %	57.1	42.9	0.0	0.0		0.0	0.0	0.0	0.0		0.0	33.3	66.7	0.0		62.5	0.0	37.5	0.0		
Total %	19.0	14.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	9.5	19.0	0.0	28.6	23.8	0.0	14.3	0.0	38.1	
Exiting Leg Total	5					0					8					8					21

Peak Hour Analysis from 06:30 AM to 08:30 AM begins at:

7:15 AM	New London Turnpike					Centre of New England Boulevard					New London Turnpike					Centre of New England Boulevard					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:15 AM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
7:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	1	0	1	0	2	4
7:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	3
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	3
Total Volume	3	2	0	0	5	0	0	0	0	0	0	1	3	0	4	3	0	1	0	4	13
% Approach Total	60.0	40.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	25.0	75.0	0.0		75.0	0.0	25.0	0.0		
PHF	0.750	0.500	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.750	0.000	1.000	0.750	0.000	0.250	0.000	0.500	0.813
Entering Leg	3	2	0	0	5	0	0	0	0	0	0	1	3	0	4	3	0	1	0	4	13
Exiting Leg	2					0					5					6					13
Total	7					0					9					10					26

PDI File #: **250553 D**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: Centre of New England Boulevard W: Centre of New England Boulevard**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **6:30 AM**
 End Time: **8:30 AM**
 Class:



Single-Unit Trucks

	New London Turnpike					Centre of New England Boulevard					New London Turnpike					Centre of New England Boulevard					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:30 AM	0	8	1	0	9	0	0	0	0	0	0	4	0	0	4	2	0	0	0	2	15
6:45 AM	0	2	0	0	2	0	0	1	0	1	1	5	1	0	7	0	0	2	0	2	12
Total	0	10	1	0	11	0	0	1	0	1	1	9	1	0	11	2	0	2	0	4	27
7:00 AM	0	6	0	0	6	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	10
7:15 AM	0	4	0	0	4	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	7
7:30 AM	2	7	0	0	9	0	0	2	0	2	0	7	1	0	8	1	0	0	0	1	20
7:45 AM	1	8	0	0	9	0	0	2	0	2	0	3	5	0	8	2	0	1	0	3	22
Total	3	25	0	0	28	0	0	4	0	4	0	15	8	0	23	3	0	1	0	4	59
8:00 AM	1	12	0	0	13	4	0	0	0	4	0	10	4	0	14	3	0	0	0	3	34
8:15 AM	1	10	0	0	11	0	0	2	0	2	0	2	2	0	4	1	0	2	0	3	20
Total	2	22	0	0	24	4	0	2	0	6	0	12	6	0	18	4	0	2	0	6	54
Grand Total	5	57	1	0	63	4	0	7	0	11	1	36	15	0	52	9	0	5	0	14	140
Approach %	7.9	90.5	1.6	0.0		36.4	0.0	63.6	0.0		1.9	69.2	28.8	0.0		64.3	0.0	35.7	0.0		
Total %	3.6	40.7	0.7	0.0	45.0	2.9	0.0	5.0	0.0	7.9	0.7	25.7	10.7	0.0	37.1	6.4	0.0	3.6	0.0	10.0	
Exiting Leg Total	45					2					73					20					140

Peak Hour Analysis from 06:30 AM to 08:30 AM begins at:

7:30 AM	New London Turnpike					Centre of New England Boulevard					New London Turnpike					Centre of New England Boulevard					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:30 AM	2	7	0	0	9	0	0	2	0	2	0	7	1	0	8	1	0	0	0	1	20
7:45 AM	1	8	0	0	9	0	0	2	0	2	0	3	5	0	8	2	0	1	0	3	22
8:00 AM	1	12	0	0	13	4	0	0	0	4	0	10	4	0	14	3	0	0	0	3	34
8:15 AM	1	10	0	0	11	0	0	2	0	2	0	2	2	0	4	1	0	2	0	3	20
Total Volume	5	37	0	0	42	4	0	6	0	10	0	22	12	0	34	7	0	3	0	10	96
% Approach Total	11.9	88.1	0.0	0.0		40.0	0.0	60.0	0.0		0.0	64.7	35.3	0.0		70.0	0.0	30.0	0.0		
PHF	0.625	0.771	0.000	0.000	0.808	0.250	0.000	0.750	0.000	0.625	0.000	0.550	0.600	0.000	0.607	0.583	0.000	0.375	0.000	0.833	0.706
Entering Leg	5	37	0	0	42	4	0	6	0	10	0	22	12	0	34	7	0	3	0	10	96
Exiting Leg	29					0					50					17					96
Total	71					10					84					27					192

PDI File #: **250553 D**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: Centre of New England Boulevard W: Centre of New England Boulevard**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **6:30 AM**
 End Time: **8:30 AM**
 Class:



Articulated Trucks

	New London Turnpike					Centre of New England Boulevard					New London Turnpike					Centre of New England Boulevard					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	3
6:45 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	3	0	0	3	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	6
7:00 AM	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	5
7:15 AM	0	4	0	0	4	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	5
7:30 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	2	0	0	0	2	6
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	4
Total	0	10	0	0	10	0	0	0	0	0	0	4	2	0	6	4	0	0	0	4	20
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	1	0	0	0	1	4
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	1	0	0	1	0	0	0	0	0	0	3	1	0	4	1	0	0	0	1	6
Grand Total	0	14	0	0	14	0	0	0	0	0	0	7	6	0	13	5	0	0	0	5	32
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	53.8	46.2	0.0		100.0	0.0	0.0	0.0		
Total %	0.0	43.8	0.0	0.0	43.8	0.0	0.0	0.0	0.0	0.0	0.0	21.9	18.8	0.0	40.6	15.6	0.0	0.0	0.0	15.6	
Exiting Leg Total	7					0					19					6					32

Peak Hour Analysis from 06:30 AM to 08:30 AM begins at:

7:00 AM	New London Turnpike					Centre of New England Boulevard					New London Turnpike					Centre of New England Boulevard					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
7:00 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	5
7:15 AM	0	4	0	0	4	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	5
7:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	2	0	0	2	2	0	0	0	2	6
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	4
Total Volume	0	10	0	0	10	0	0	0	0	0	0	0	4	2	0	6	4	0	0	0	4	20
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0			0.0	66.7	33.3	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.625	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.000	0.750	0.500	0.000	0.000	0.000	0.500	0.833	
Entering Leg	0	10	0	0	10	0	0	0	0	0	0	0	4	2	0	6	4	0	0	0	4	20
Exiting Leg	4										14					2					20	
Total	14					0					20					6					40	

PDI File #: **250553 D**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: Centre of New England Boulevard W: Centre of New England Boulevard**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **6:30 AM**
 End Time: **8:30 AM**
 Class:



Bicycles (on Roadway and Crosswalks)

	New London Turnpike								Centre of New England Boulevard								New London Turnpike								Centre of New England Boulevard								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total					
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8:00 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0				
Grand Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0				
Approach %	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0						
Total %	0.0	100.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Exiting Leg Total	0							0							1							0							1				

Peak Hour Analysis from 06:30 AM to 08:30 AM begins at:

7:15 AM	New London Turnpike							Centre of New England Boulevard							New London Turnpike							Centre of New England Boulevard							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	
Entering Leg	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Exiting Leg	0							0							1							0							1
Total	1							0							1							0							2

PDI File #: **250553 D**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: Centre of New England Boulevard W: Centre of New England Boulevard**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **6:30 AM**
 End Time: **8:30 AM**
 Class:



Pedestrians

	New London Turnpike							Centre of New England Boulevard							New London Turnpike							Centre of New England Boulevard							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg Total	0							0							0							0							0

Peak Hour Analysis from 06:30 AM to 08:30 AM begins at:

6:30 AM	New London Turnpike							Centre of New England Boulevard							New London Turnpike							Centre of New England Boulevard							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: **250553 D**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: Centre of New England Boulevard W: Centre of New England Boulevard**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **3:30 PM**
 End Time: **5:30 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	New London Turnpike					Centre of New England Boulevard					New London Turnpike					Centre of New England Boulevard					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:30 PM	81	128	5	0	214	12	3	13	0	28	1	131	115	0	247	94	1	104	0	199	688
3:45 PM	82	86	5	1	174	7	2	3	0	12	4	138	140	0	282	115	2	101	0	218	686
Total	163	214	10	1	388	19	5	16	0	40	5	269	255	0	529	209	3	205	0	417	1374
4:00 PM	86	111	9	0	206	4	0	5	0	9	2	130	100	0	232	109	5	102	0	216	663
4:15 PM	62	96	3	0	161	11	1	5	0	17	2	153	112	0	267	116	0	97	0	213	658
4:30 PM	83	94	5	0	182	9	0	3	0	12	3	170	128	0	301	115	5	81	0	201	696
4:45 PM	98	83	6	0	187	7	2	2	0	11	5	137	115	0	257	106	1	88	0	195	650
Total	329	384	23	0	736	31	3	15	0	49	12	590	455	0	1057	446	11	368	0	825	2667
5:00 PM	75	109	3	0	187	10	2	6	0	18	0	158	96	0	254	100	4	87	0	191	650
5:15 PM	72	82	13	0	167	5	1	9	0	15	3	140	122	0	265	101	2	94	0	197	644
Total	147	191	16	0	354	15	3	15	0	33	3	298	218	0	519	201	6	181	0	388	1294
Grand Total	639	789	49	1	1478	65	11	46	0	122	20	1157	928	0	2105	856	20	754	0	1630	5335
Approach %	43.2	53.4	3.3	0.1		53.3	9.0	37.7	0.0		1.0	55.0	44.1	0.0		52.5	1.2	46.3	0.0		
Total %	12.0	14.8	0.9	0.0	27.7	1.2	0.2	0.9	0.0	2.3	0.4	21.7	17.4	0.0	39.5	16.0	0.4	14.1	0.0	30.6	
Exiting Leg Total	1977					89					1691					1578					5335
Cars	635	768	49	1	1453	65	11	45	0	121	20	1136	913	0	2069	850	20	750	0	1620	5263
% Cars	99.4	97.3	100.0	100.0	98.3	100.0	100.0	97.8	0.0	99.2	100.0	98.2	98.4	0.0	98.3	99.3	100.0	99.5	0.0	99.4	98.7
Exiting Leg Total	1952					89					1663					1559					5263
Heavy Vehicles	4	21	0	0	25	0	0	1	0	1	0	21	15	0	36	6	0	4	0	10	72
% Heavy Vehicles	0.6	2.7	0.0	0.0	1.7	0.0	0.0	2.2	0.0	0.8	0.0	1.8	1.6	0.0	1.7	0.7	0.0	0.5	0.0	0.6	1.3
Exiting Leg Total	25					0					28					19					72

Peak Hour Analysis from 03:30 PM to 05:30 PM begins at:

3:45 PM	New London Turnpike					Centre of New England Boulevard					New London Turnpike					Centre of New England Boulevard					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:45 PM	82	86	5	1	174	7	2	3	0	12	4	138	140	0	282	115	2	101	0	218	686
4:00 PM	86	111	9	0	206	4	0	5	0	9	2	130	100	0	232	109	5	102	0	216	663
4:15 PM	62	96	3	0	161	11	1	5	0	17	2	153	112	0	267	116	0	97	0	213	658
4:30 PM	83	94	5	0	182	9	0	3	0	12	3	170	128	0	301	115	5	81	0	201	696
Total Volume	313	387	22	1	723	31	3	16	0	50	11	591	480	0	1082	455	12	381	0	848	2703
% Approach Total	43.3	53.5	3.0	0.1		62.0	6.0	32.0	0.0		1.0	54.6	44.4	0.0		53.7	1.4	44.9	0.0		
PHF	0.910	0.872	0.611	0.250	0.877	0.705	0.375	0.800	0.000	0.735	0.688	0.869	0.857	0.000	0.899	0.981	0.600	0.934	0.000	0.972	0.971
Cars	311	380	22	1	714	31	3	15	0	49	11	580	471	0	1062	452	12	378	0	842	2667
Cars %	99.4	98.2	100.0	100.0	98.8	100.0	100.0	93.8	0.0	98.0	100.0	98.1	98.1	0.0	98.2	99.3	100.0	99.2	0.0	99.3	98.7
Heavy Vehicles	2	7	0	0	9	0	0	1	0	1	0	11	9	0	20	3	0	3	0	6	36
Heavy Vehicles %	0.6	1.8	0.0	0.0	1.2	0.0	0.0	6.3	0.0	2.0	0.0	1.9	1.9	0.0	1.8	0.7	0.0	0.8	0.0	0.7	1.3
Cars Enter Leg	311	380	22	1	714	31	3	15	0	49	11	580	471	0	1062	452	12	378	0	842	2667
Heavy Enter Leg	2	7	0	0	9	0	0	1	0	1	0	11	9	0	20	3	0	3	0	6	36
Total Entering Leg	313	387	22	1	723	31	3	16	0	50	11	591	480	0	1082	455	12	381	0	848	2703
Cars Exiting Leg	990					45					847					785					2667
Heavy Exiting Leg	14					0					11					11					36
Total Exiting Leg	1004					45					858					796					2703

PDI File #: **250553 D**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: Centre of New England Boulevard W: Centre of New England Boulevard**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **3:30 PM**
 End Time: **5:30 PM**
 Class:



Cars

	New London Turnpike					Centre of New England Boulevard					New London Turnpike					Centre of New England Boulevard					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:30 PM	81	118	5	0	204	12	3	13	0	28	1	128	113	0	242	94	1	104	0	199	673
3:45 PM	82	83	5	1	171	7	2	2	0	11	4	132	137	0	273	112	2	101	0	215	670
Total	163	201	10	1	375	19	5	15	0	39	5	260	250	0	515	206	3	205	0	414	1343
4:00 PM	85	109	9	0	203	4	0	5	0	9	2	128	99	0	229	109	5	101	0	215	656
4:15 PM	61	94	3	0	158	11	1	5	0	17	2	150	109	0	261	116	0	96	0	212	648
4:30 PM	83	94	5	0	182	9	0	3	0	12	3	170	126	0	299	115	5	80	0	200	693
4:45 PM	98	81	6	0	185	7	2	2	0	11	5	134	113	0	252	106	1	87	0	194	642
Total	327	378	23	0	728	31	3	15	0	49	12	582	447	0	1041	446	11	364	0	821	2639
5:00 PM	75	107	3	0	185	10	2	6	0	18	0	157	95	0	252	98	4	87	0	189	644
5:15 PM	70	82	13	0	165	5	1	9	0	15	3	137	121	0	261	100	2	94	0	196	637
Total	145	189	16	0	350	15	3	15	0	33	3	294	216	0	513	198	6	181	0	385	1281
Grand Total	635	768	49	1	1453	65	11	45	0	121	20	1136	913	0	2069	850	20	750	0	1620	5263
Approach %	43.7	52.9	3.4	0.1		53.7	9.1	37.2	0.0		1.0	54.9	44.1	0.0		52.5	1.2	46.3	0.0		
Total %	12.1	14.6	0.9	0.0	27.6	1.2	0.2	0.9	0.0	2.3	0.4	21.6	17.3	0.0	39.3	16.2	0.4	14.3	0.0	30.8	
Exiting Leg Total	1952					89					1663					1559					5263

Peak Hour Analysis from 03:30 PM to 05:30 PM begins at:

3:45 PM	New London Turnpike					Centre of New England Boulevard					New London Turnpike					Centre of New England Boulevard					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:45 PM	82	83	5	1	171	7	2	2	0	11	4	132	137	0	273	112	2	101	0	215	670
4:00 PM	85	109	9	0	203	4	0	5	0	9	2	128	99	0	229	109	5	101	0	215	656
4:15 PM	61	94	3	0	158	11	1	5	0	17	2	150	109	0	261	116	0	96	0	212	648
4:30 PM	83	94	5	0	182	9	0	3	0	12	3	170	126	0	299	115	5	80	0	200	693
Total Volume	311	380	22	1	714	31	3	15	0	49	11	580	471	0	1062	452	12	378	0	842	2667
% Approach Total	43.6	53.2	3.1	0.1		63.3	6.1	30.6	0.0		1.0	54.6	44.4	0.0		53.7	1.4	44.9	0.0		
PHF	0.915	0.872	0.611	0.250	0.879	0.705	0.375	0.750	0.000	0.721	0.688	0.853	0.859	0.000	0.888	0.974	0.600	0.936	0.000	0.979	0.962
Entering Leg	311	380	22	1	714	31	3	15	0	49	11	580	471	0	1062	452	12	378	0	842	2667
Exiting Leg	990					45					847					785					2667
Total	1704					94					1909					1627					5334

PDI File #: **250553 D**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: Centre of New England Boulevard W: Centre of New England Boulevard**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **3:30 PM**
 End Time: **5:30 PM**
 Class:



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

	New London Turnpike					Centre of New England Boulevard					New London Turnpike					Centre of New England Boulevard					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:30 PM	0	10	0	0	10	0	0	0	0	0	0	3	2	0	5	0	0	0	0	0	15
3:45 PM	0	3	0	0	3	0	0	1	0	1	0	6	3	0	9	3	0	0	0	3	16
Total	0	13	0	0	13	0	0	1	0	1	0	9	5	0	14	3	0	0	0	3	31
4:00 PM	1	2	0	0	3	0	0	0	0	0	0	2	1	0	3	0	0	1	0	1	7
4:15 PM	1	2	0	0	3	0	0	0	0	0	0	3	3	0	6	0	0	1	0	1	10
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	1	0	1	3
4:45 PM	0	2	0	0	2	0	0	0	0	0	0	3	2	0	5	0	0	1	0	1	8
Total	2	6	0	0	8	0	0	0	0	0	0	8	8	0	16	0	0	4	0	4	28
5:00 PM	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	2	0	0	0	2	6
5:15 PM	2	0	0	0	2	0	0	0	0	0	0	3	1	0	4	1	0	0	0	1	7
Total	2	2	0	0	4	0	0	0	0	0	0	4	2	0	6	3	0	0	0	3	13
Grand Total	4	21	0	0	25	0	0	1	0	1	0	21	15	0	36	6	0	4	0	10	72
Approach %	16.0	84.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	58.3	41.7	0.0		60.0	0.0	40.0	0.0		
Total %	5.6	29.2	0.0	0.0	34.7	0.0	0.0	1.4	0.0	1.4	0.0	29.2	20.8	0.0	50.0	8.3	0.0	5.6	0.0	13.9	
Exiting Leg Total	25					0					28					19					72
Buses	2	3	0	0	5	0	0	0	0	0	0	1	2	0	3	1	0	1	0	2	10
% Buses	50.0	14.3	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	4.8	13.3	0.0	8.3	16.7	0.0	25.0	0.0	20.0	13.9
Exiting Leg Total	2					0					4					4					10
Single-Unit Trucks	2	13	0	0	15	0	0	1	0	1	0	14	8	0	22	2	0	2	0	4	42
% Single-Unit	50.0	61.9	0.0	0.0	60.0	0.0	0.0	100.0	0.0	100.0	0.0	66.7	53.3	0.0	61.1	33.3	0.0	50.0	0.0	40.0	58.3
Exiting Leg Total	16					0					16					10					42
Articulated Trucks	0	5	0	0	5	0	0	0	0	0	0	6	5	0	11	3	0	1	0	4	20
% Articulated	0.0	23.8	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	28.6	33.3	0.0	30.6	50.0	0.0	25.0	0.0	40.0	27.8
Exiting Leg Total	7					0					8					5					20

Peak Hour Analysis from 03:30 PM to 05:30 PM begins at:

3:30 PM	New London Turnpike					Centre of New England Boulevard					New London Turnpike					Centre of New England Boulevard					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:30 PM	0	10	0	0	10	0	0	0	0	0	0	3	2	0	5	0	0	0	0	0	15
3:45 PM	0	3	0	0	3	0	0	1	0	1	0	6	3	0	9	3	0	0	0	3	16
4:00 PM	1	2	0	0	3	0	0	0	0	0	0	2	1	0	3	0	0	1	0	1	7
4:15 PM	1	2	0	0	3	0	0	0	0	0	0	3	3	0	6	0	0	1	0	1	10
Total Volume	2	17	0	0	19	0	0	1	0	1	0	14	9	0	23	3	0	2	0	5	48
% Approach Total	10.5	89.5	0.0	0.0		0.0	0.0	100.0	0.0		0.0	60.9	39.1	0.0		60.0	0.0	40.0	0.0		
PHF	0.500	0.425	0.000	0.000	0.475	0.000	0.000	0.250	0.000	0.250	0.000	0.583	0.750	0.000	0.639	0.250	0.000	0.500	0.000	0.417	0.750
Buses	1	3	0	0	4	0	0	0	0	0	0	1	2	0	3	1	0	1	0	2	9
Buses %	50.0	17.6	0.0	0.0	21.1	0.0	0.0	0.0	0.0	0.0	0.0	7.1	22.2	0.0	13.0	33.3	0.0	50.0	0.0	40.0	18.8
Single-Unit Trucks	1	10	0	0	11	0	0	1	0	1	0	9	2	0	11	1	0	0	0	1	24
Single-Unit %	50.0	58.8	0.0	0.0	57.9	0.0	0.0	100.0	0.0	100.0	0.0	64.3	22.2	0.0	47.8	33.3	0.0	0.0	0.0	20.0	50.0
Articulated Trucks	0	4	0	0	4	0	0	0	0	0	0	4	5	0	9	1	0	1	0	2	15
Articulated %	0.0	23.5	0.0	0.0	21.1	0.0	0.0	0.0	0.0	0.0	0.0	28.6	55.6	0.0	39.1	33.3	0.0	50.0	0.0	40.0	31.3
Buses	1	3	0	0	4	0	0	0	0	0	0	1	2	0	3	1	0	1	0	2	9
Single-Unit Trucks	1	10	0	0	11	0	0	1	0	1	0	9	2	0	11	1	0	0	0	1	24
Articulated Trucks	0	4	0	0	4	0	0	0	0	0	0	4	5	0	9	1	0	1	0	2	15
Total Entering Leg	2	17	0	0	19	0	0	1	0	1	0	14	9	0	23	3	0	2	0	5	48
Buses	2					0					4					3					9
Single-Unit Trucks	9					0					12					3					24
Articulated Trucks	5					0					5					5					15
Total Exiting Leg	16					0					21					11					48

PDI File #: **250553 D**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: Centre of New England Boulevard W: Centre of New England Boulevard**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **3:30 PM**
 End Time: **5:30 PM**
 Class:



Buses

	New London Turnpike					Centre of New England Boulevard					New London Turnpike					Centre of New England Boulevard					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	3
Total	0	1	0	0	1	0	0	0	0	0	0	1	2	0	3	1	0	0	0	1	5
4:00 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	2	3	0	0	5	0	0	0	0	0	0	1	2	0	3	1	0	1	0	2	10
Approach %	40.0	60.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	33.3	66.7	0.0		50.0	0.0	50.0	0.0		
Total %	20.0	30.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	20.0	0.0	30.0	10.0	0.0	10.0	0.0	20.0	
Exiting Leg Total	2					0					4					4					10

Peak Hour Analysis from 03:30 PM to 05:30 PM begins at:

3:30 PM	New London Turnpike					Centre of New England Boulevard					New London Turnpike					Centre of New England Boulevard					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	3
4:00 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
Total Volume	1	3	0	0	4	0	0	0	0	0	0	1	2	0	3	1	0	1	0	2	9
% Approach Total	25.0	75.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	33.3	66.7	0.0		50.0	0.0	50.0	0.0		
PHF	0.250	0.750	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.375	0.250	0.000	0.250	0.000	0.500	0.750
Entering Leg	1	3	0	0	4	0	0	0	0	0	0	1	2	0	3	1	0	1	0	2	9
Exiting Leg	2					0					4					3					9
Total	6					0					7					5					18

PDI File #: **250553 D**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: Centre of New England Boulevard W: Centre of New England Boulevard**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **3:30 PM**
 End Time: **5:30 PM**
 Class:



Single-Unit Trucks

	New London Turnpike					Centre of New England Boulevard					New London Turnpike					Centre of New England Boulevard					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:30 PM	0	7	0	0	7	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	8
3:45 PM	0	2	0	0	2	0	0	1	0	1	0	4	2	0	6	1	0	0	0	1	10
Total	0	9	0	0	9	0	0	1	0	1	0	5	2	0	7	1	0	0	0	1	18
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
4:15 PM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	1	0	1	3
4:45 PM	0	2	0	0	2	0	0	0	0	0	0	2	2	0	4	0	0	1	0	1	7
Total	1	3	0	0	4	0	0	0	0	0	0	6	4	0	10	0	0	2	0	2	16
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
5:15 PM	1	0	0	0	1	0	0	0	0	0	0	3	1	0	4	1	0	0	0	1	6
Total	1	1	0	0	2	0	0	0	0	0	0	3	2	0	5	1	0	0	0	1	8
Grand Total	2	13	0	0	15	0	0	1	0	1	0	14	8	0	22	2	0	2	0	4	42
Approach %	13.3	86.7	0.0	0.0		0.0	0.0	100.0	0.0		0.0	63.6	36.4	0.0		50.0	0.0	50.0	0.0		
Total %	4.8	31.0	0.0	0.0	35.7	0.0	0.0	2.4	0.0	2.4	0.0	33.3	19.0	0.0	52.4	4.8	0.0	4.8	0.0	9.5	
Exiting Leg Total	16					0					16					10					42

Peak Hour Analysis from 03:30 PM to 05:30 PM begins at:

3:30 PM	New London Turnpike					Centre of New England Boulevard					New London Turnpike					Centre of New England Boulevard					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:30 PM	0	7	0	0	7	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	8
3:45 PM	0	2	0	0	2	0	0	1	0	1	0	4	2	0	6	1	0	0	0	1	10
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
4:15 PM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Total Volume	1	10	0	0	11	0	0	1	0	1	0	9	2	0	11	1	0	0	0	1	24
% Approach Total	9.1	90.9	0.0	0.0		0.0	0.0	100.0	0.0		0.0	81.8	18.2	0.0		100.0	0.0	0.0	0.0		
PHF	0.250	0.357	0.000	0.000	0.393	0.000	0.000	0.250	0.000	0.250	0.000	0.563	0.250	0.000	0.458	0.250	0.000	0.000	0.000	0.250	0.600
Entering Leg	1	10	0	0	11	0	0	1	0	1	0	9	2	0	11	1	0	0	0	1	24
Exiting Leg	9					0					12					3					24
Total	20					1					23					4					48

PDI File #: **250553 D**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: Centre of New England Boulevard W: Centre of New England Boulevard**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **3:30 PM**
 End Time: **5:30 PM**
 Class:



Articulated Trucks

	New London Turnpike					Centre of New England Boulevard					New London Turnpike					Centre of New England Boulevard					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:30 PM	0	2	0	0	2	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	5
3:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	3
Total	0	3	0	0	3	0	0	0	0	0	0	3	1	0	4	1	0	0	0	1	8
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	2
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	3	0	4	0	0	0	0	0	5
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	2	4	0	6	0	0	1	0	1	8
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	4
Grand Total	0	5	0	0	5	0	0	0	0	0	0	6	5	0	11	3	0	1	0	4	20
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	54.5	45.5	0.0		75.0	0.0	25.0	0.0		
Total %	0.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	30.0	25.0	0.0	55.0	15.0	0.0	5.0	0.0	20.0	
Exiting Leg Total	7					0					8					5					20

Peak Hour Analysis from 03:30 PM to 05:30 PM begins at:

3:30 PM	New London Turnpike					Centre of New England Boulevard					New London Turnpike					Centre of New England Boulevard					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:30 PM	0	2	0	0	2	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	5
3:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	3
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	2
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	3	0	4	0	0	0	0	0	5
Total Volume	0	4	0	0	4	0	0	0	0	0	0	4	5	0	9	1	0	1	0	2	15
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	44.4	55.6	0.0		50.0	0.0	50.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.417	0.000	0.563	0.250	0.000	0.250	0.000	0.500	0.750
Entering Leg	0	4	0	0	4	0	0	0	0	0	0	4	5	0	9	1	0	1	0	2	15
Exiting Leg	5					0					5					5					15
Total	9					0					14					7					30

PDI File #: **250553 D**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: Centre of New England Boulevard W: Centre of New England Boulevard**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **3:30 PM**
 End Time: **5:30 PM**
 Class:



Bicycles (on Roadway and Crosswalks)

	New London Turnpike								Centre of New England Boulevard								New London Turnpike								Centre of New England Boulevard								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total					
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:15 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Grand Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
Approach %	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0						
Total %	0.0	100.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0					
Exiting Leg Total	0							0							1							0							1				

Peak Hour Analysis from 03:30 PM to 05:30 PM begins at:

3:30 PM	New London Turnpike							Centre of New England Boulevard							New London Turnpike							Centre of New England Boulevard							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	
Entering Leg	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg	0							0							1							0							1
Total	1							0							1							0							2

PDI File #: **250553 D**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: Centre of New England Boulevard W: Centre of New England Boulevard**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **3:30 PM**
 End Time: **5:30 PM**
 Class:



Pedestrians

	New London Turnpike							Centre of New England Boulevard							New London Turnpike							Centre of New England Boulevard							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg Total	0							0							0							0							0

Peak Hour Analysis from 03:30 PM to 05:30 PM begins at:

3:30 PM	New London Turnpike							Centre of New England Boulevard							New London Turnpike							Centre of New England Boulevard							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: **250553 D**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: Centre of New England Boulevard W: Centre of New England Boulevard**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Saturday, April 12, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	New London Turnpike					Centre of New England Boulevard					New London Turnpike					Centre of New England Boulevard					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	109	99	4	0	212	6	3	9	0	18	3	85	97	0	185	113	4	99	0	216	631
11:15 AM	118	82	2	0	202	4	2	5	0	11	5	74	116	0	195	125	4	118	0	247	655
11:30 AM	126	106	2	0	234	6	4	4	0	14	4	89	114	0	207	148	6	94	0	248	703
11:45 AM	122	87	3	0	212	8	2	5	0	15	3	89	138	0	230	103	10	109	0	222	679
Total	475	374	11	0	860	24	11	23	0	58	15	337	465	0	817	489	24	420	0	933	2668
12:00 PM	112	100	2	0	214	5	1	9	0	15	4	97	111	0	212	105	1	121	0	227	668
12:15 PM	80	79	1	0	160	5	2	3	0	10	3	79	128	0	210	95	3	94	0	192	572
12:30 PM	108	108	6	0	222	6	0	1	0	7	4	72	111	0	187	151	0	100	0	251	667
12:45 PM	99	85	6	0	190	3	2	7	0	12	5	97	107	0	209	130	2	160	0	292	703
Total	399	372	15	0	786	19	5	20	0	44	16	345	457	0	818	481	6	475	0	962	2610
1:00 PM	119	88	6	0	213	7	4	13	0	24	5	79	115	0	199	142	4	94	0	240	676
1:15 PM	116	77	11	0	204	7	3	5	0	15	4	86	143	0	233	157	10	111	0	278	730
1:30 PM	130	98	4	0	232	6	6	5	0	17	2	82	121	0	205	121	5	90	0	216	670
1:45 PM	89	75	5	0	169	7	2	7	0	16	2	76	138	0	216	130	5	93	0	228	629
Total	454	338	26	0	818	27	15	30	0	72	13	323	517	0	853	550	24	388	0	962	2705
Grand Total	1328	1084	52	0	2464	70	31	73	0	174	44	1005	1439	0	2488	1520	54	1283	0	2857	7983
Approach %	53.9	44.0	2.1	0.0		40.2	17.8	42.0	0.0		1.8	40.4	57.8	0.0		53.2	1.9	44.9	0.0		
Total %	16.6	13.6	0.7	0.0	30.9	0.9	0.4	0.9	0.0	2.2	0.6	12.6	18.0	0.0	31.2	19.0	0.7	16.1	0.0	35.8	
Exiting Leg Total	2358					150					2677					2798					7983
Cars	1319	1070	51	0	2440	70	31	72	0	173	44	986	1432	0	2462	1515	54	1278	0	2847	7922
% Cars	99.3	98.7	98.1	0.0	99.0	100.0	100.0	98.6	0.0	99.4	100.0	98.1	99.5	0.0	99.0	99.7	100.0	99.6	0.0	99.6	99.2
Exiting Leg Total	2334					149					2657					2782					7922
Heavy Vehicles	9	14	1	0	24	0	0	1	0	1	0	19	7	0	26	5	0	5	0	10	61
% Heavy Vehicles	0.7	1.3	1.9	0.0	1.0	0.0	0.0	1.4	0.0	0.6	0.0	1.9	0.5	0.0	1.0	0.3	0.0	0.4	0.0	0.4	0.8
Exiting Leg Total	24					1					20					16					61

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:45 PM	New London Turnpike					Centre of New England Boulevard					New London Turnpike					Centre of New England Boulevard					
	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	
12:45 PM	99	85	6	0	190	3	2	7	0	12	5	97	107	0	209	130	2	160	0	292	703
1:00 PM	119	88	6	0	213	7	4	13	0	24	5	79	115	0	199	142	4	94	0	240	676
1:15 PM	116	77	11	0	204	7	3	5	0	15	4	86	143	0	233	157	10	111	0	278	730
1:30 PM	130	98	4	0	232	6	6	5	0	17	2	82	121	0	205	121	5	90	0	216	670
Total Volume	464	348	27	0	839	23	15	30	0	68	16	344	486	0	846	550	21	455	0	1026	2779
% Approach Total	55.3	41.5	3.2	0.0		33.8	22.1	44.1	0.0		1.9	40.7	57.4	0.0		53.6	2.0	44.3	0.0		
PHF	0.892	0.888	0.614	0.000	0.904	0.821	0.625	0.577	0.000	0.708	0.800	0.887	0.850	0.000	0.908	0.876	0.525	0.711	0.000	0.878	0.952
Cars	460	346	27	0	833	23	15	30	0	68	16	339	486	0	841	550	21	452	0	1023	2765
Cars %	99.1	99.4	100.0	0.0	99.3	100.0	100.0	100.0	0.0	100.0	100.0	98.5	100.0	0.0	99.4	100.0	100.0	99.3	0.0	99.7	99.5
Heavy Vehicles	4	2	0	0	6	0	0	0	0	0	0	5	0	0	5	0	0	3	0	3	14
Heavy Vehicles %	0.9	0.6	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	0.6	0.0	0.0	0.7	0.0	0.3	0.5
Cars Enter Leg	460	346	27	0	833	23	15	30	0	68	16	339	486	0	841	550	21	452	0	1023	2765
Heavy Enter Leg	4	2	0	0	6	0	0	0	0	0	0	5	0	0	5	0	0	3	0	3	14
Total Entering Leg	464	348	27	0	839	23	15	30	0	68	16	344	486	0	846	550	21	455	0	1026	2779
Cars Exiting Leg	814					64					926					961					2765
Heavy Exiting Leg	8					0					2					4					14
Total Exiting Leg	822					64					928					965					2779

PDI File #: **250553 D**
Location: **N: New London Turnpike S: New London Turnpike**
Location: **E: Centre of New England Boulevard W: Centre of New England Boulevard**
City, State: **Coventry, RI**
Client: **VHB/ B. Menezes**
Site Code: **73562.00**
Count Date: **Saturday, April 12, 2025**
Start Time: **11:00 AM**
End Time: **2:00 PM**
Class:



Cars

	New London Turnpike					Centre of New England Boulevard					New London Turnpike					Centre of New England Boulevard					
	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	
11:00 AM	109	98	4	0	211	6	3	9	0	18	3	82	97	0	182	113	4	99	0	216	627
11:15 AM	116	81	2	0	199	4	2	5	0	11	5	74	116	0	195	125	4	118	0	247	652
11:30 AM	126	105	2	0	233	6	4	4	0	14	4	87	111	0	202	147	6	94	0	247	696
11:45 AM	121	85	3	0	209	8	2	5	0	15	3	85	136	0	224	103	10	108	0	221	669
Total	472	369	11	0	852	24	11	23	0	58	15	328	460	0	803	488	24	419	0	931	2644
12:00 PM	112	99	1	0	212	5	1	9	0	15	4	94	111	0	209	105	1	121	0	227	663
12:15 PM	80	78	1	0	159	5	2	2	0	9	3	79	127	0	209	93	3	93	0	189	566
12:30 PM	108	103	6	0	217	6	0	1	0	7	4	72	110	0	186	150	0	100	0	250	660
12:45 PM	99	85	6	0	190	3	2	7	0	12	5	97	107	0	209	130	2	160	0	292	703
Total	399	365	14	0	778	19	5	19	0	43	16	342	455	0	813	478	6	474	0	958	2592
1:00 PM	117	88	6	0	211	7	4	13	0	24	5	78	115	0	198	142	4	93	0	239	672
1:15 PM	115	76	11	0	202	7	3	5	0	15	4	85	143	0	232	157	10	110	0	277	726
1:30 PM	129	97	4	0	230	6	6	5	0	17	2	79	121	0	202	121	5	89	0	215	664
1:45 PM	87	75	5	0	167	7	2	7	0	16	2	74	138	0	214	129	5	93	0	227	624
Total	448	336	26	0	810	27	15	30	0	72	13	316	517	0	846	549	24	385	0	958	2686
Grand Total	1319	1070	51	0	2440	70	31	72	0	173	44	986	1432	0	2462	1515	54	1278	0	2847	7922
Approach %	54.1	43.9	2.1	0.0		40.5	17.9	41.6	0.0		1.8	40.0	58.2	0.0		53.2	1.9	44.9	0.0		
Total %	16.6	13.5	0.6	0.0	30.8	0.9	0.4	0.9	0.0	2.2	0.6	12.4	18.1	0.0	31.1	19.1	0.7	16.1	0.0	35.9	
Exiting Leg Total	2334					149					2657					2782					7922

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:45 PM	New London Turnpike					Centre of New England Boulevard					New London Turnpike					Centre of New England Boulevard					
	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	
12:45 PM	99	85	6	0	190	3	2	7	0	12	5	97	107	0	209	130	2	160	0	292	703
1:00 PM	117	88	6	0	211	7	4	13	0	24	5	78	115	0	198	142	4	93	0	239	672
1:15 PM	115	76	11	0	202	7	3	5	0	15	4	85	143	0	232	157	10	110	0	277	726
1:30 PM	129	97	4	0	230	6	6	5	0	17	2	79	121	0	202	121	5	89	0	215	664
Total Volume	460	346	27	0	833	23	15	30	0	68	16	339	486	0	841	550	21	452	0	1023	2765
% Approach Total	55.2	41.5	3.2	0.0		33.8	22.1	44.1	0.0		1.9	40.3	57.8	0.0		53.8	2.1	44.2	0.0		
PHF	0.891	0.892	0.614	0.000	0.905	0.821	0.625	0.577	0.000	0.708	0.800	0.874	0.850	0.000	0.906	0.876	0.525	0.706	0.000	0.876	0.952
Entering Leg	460	346	27	0	833	23	15	30	0	68	16	339	486	0	841	550	21	452	0	1023	2765
Exiting Leg					814					64					926					961	2765
Total	1647					132					1767					1984					5530

PDI File #: **250553 D**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: Centre of New England Boulevard W: Centre of New England Boulevard**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Saturday, April 12, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



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

	New London Turnpike					Centre of New England Boulevard					New London Turnpike					Centre of New England Boulevard					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
11:15 AM	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
11:30 AM	0	1	0	0	1	0	0	0	0	0	0	2	3	0	5	1	0	0	0	1	7
11:45 AM	1	2	0	0	3	0	0	0	0	0	0	4	2	0	6	0	0	1	0	1	10
Total	3	5	0	0	8	0	0	0	0	0	0	9	5	0	14	1	0	1	0	2	24
12:00 PM	0	1	1	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
12:15 PM	0	1	0	0	1	0	0	1	0	1	0	0	1	0	1	2	0	1	0	3	6
12:30 PM	0	5	0	0	5	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	7
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	7	1	0	8	0	0	1	0	1	0	3	2	0	5	3	0	1	0	4	18
1:00 PM	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	4
1:15 PM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	4
1:30 PM	1	1	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	6
1:45 PM	2	0	0	0	2	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	5
Total	6	2	0	0	8	0	0	0	0	0	0	7	0	0	7	1	0	3	0	4	19
Grand Total	9	14	1	0	24	0	0	1	0	1	0	19	7	0	26	5	0	5	0	10	61
Approach %	37.5	58.3	4.2	0.0		0.0	0.0	100.0	0.0		0.0	73.1	26.9	0.0		50.0	0.0	50.0	0.0		
Total %	14.8	23.0	1.6	0.0	39.3	0.0	0.0	1.6	0.0	1.6	0.0	31.1	11.5	0.0	42.6	8.2	0.0	8.2	0.0	16.4	
Exiting Leg Total	24					1					20					16					61
Buses	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	5
% Buses	22.2	7.1	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	20.0	8.2
Exiting Leg Total	2					0					1					2					5
Single-Unit Trucks	7	11	1	0	19	0	0	1	0	1	0	18	5	0	23	3	0	3	0	6	49
% Single-Unit	77.8	78.6	100.0	0.0	79.2	0.0	0.0	100.0	0.0	100.0	0.0	94.7	71.4	0.0	88.5	60.0	0.0	60.0	0.0	60.0	80.3
Exiting Leg Total	21					1					15					12					49
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	1	2	0	3	2	0	0	0	2	7
% Articulated	0.0	14.3	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	5.3	28.6	0.0	11.5	40.0	0.0	0.0	0.0	20.0	11.5
Exiting Leg Total	1					0					4					2					7

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:30 AM	New London Turnpike					Centre of New England Boulevard					New London Turnpike					Centre of New England Boulevard					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:30 AM	0	1	0	0	1	0	0	0	0	0	0	2	3	0	5	1	0	0	0	1	7
11:45 AM	1	2	0	0	3	0	0	0	0	0	0	4	2	0	6	0	0	1	0	1	10
12:00 PM	0	1	1	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
12:15 PM	0	1	0	0	1	0	0	1	0	1	0	0	1	0	1	2	0	1	0	3	6
Total Volume	1	5	1	0	7	0	0	1	0	1	0	9	6	0	15	3	0	2	0	5	28
% Approach Total	14.3	71.4	14.3	0.0		0.0	0.0	100.0	0.0		0.0	60.0	40.0	0.0		60.0	0.0	40.0	0.0		
PHF	0.250	0.625	0.250	0.000	0.583	0.000	0.000	0.250	0.000	0.250	0.000	0.563	0.500	0.000	0.625	0.375	0.000	0.500	0.000	0.417	0.700
Buses	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
Buses %	100.0	20.0	0.0	0.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	20.0	10.7
Single-Unit Trucks	0	3	1	0	4	0	0	1	0	1	0	9	4	0	13	1	0	1	0	2	20
Single-Unit %	0.0	60.0	100.0	0.0	57.1	0.0	0.0	100.0	0.0	100.0	0.0	100.0	66.7	0.0	86.7	33.3	0.0	50.0	0.0	40.0	71.4
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	2	0	0	0	2	5
Articulated %	0.0	20.0	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	13.3	66.7	0.0	0.0	0.0	40.0	17.9
Buses	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
Single-Unit Trucks	0	3	1	0	4	0	0	1	0	1	0	9	4	0	13	1	0	1	0	2	20
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	2	0	0	0	2	5
Total Entering Leg	1	5	1	0	7	0	0	1	0	1	0	9	6	0	15	3	0	2	0	5	28
Buses	1					0					1					1					3
Single-Unit Trucks	10					1					5					4					20
Articulated Trucks	0					0					3					2					5
Total Exiting Leg	11					1					9					7					28

PDI File #: **250553 D**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: Centre of New England Boulevard W: Centre of New England Boulevard**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Saturday, April 12, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Buses

	New London Turnpike					Centre of New England Boulevard					New London Turnpike					Centre of New England Boulevard					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	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	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:00 PM	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
12:30 PM	0	0	0	0	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	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
1:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
Grand Total	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	5
Approach %	66.7	33.3	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	40.0	20.0	0.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	40.0	
Exiting Leg Total	2					0					1					2					5

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:30 AM	New London Turnpike					Centre of New England Boulevard					New London Turnpike					Centre of New England Boulevard					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:00 PM	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
% Approach Total	50.0	50.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.250	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.375
Entering Leg	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
Exiting Leg	1					0					1					1					3
Total	3					0					1					2					6

PDI File #: **250553 D**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: Centre of New England Boulevard W: Centre of New England Boulevard**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Saturday, April 12, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Single-Unit Trucks

	New London Turnpike					Centre of New England Boulevard					New London Turnpike					Centre of New England Boulevard					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
11:15 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:30 AM	0	1	0	0	1	0	0	0	0	0	0	2	2	0	4	1	0	0	0	1	6
11:45 AM	0	1	0	0	1	0	0	0	0	0	0	4	1	0	5	0	0	1	0	1	7
Total	2	3	0	0	5	0	0	0	0	0	0	8	3	0	11	1	0	1	0	2	18
12:00 PM	0	0	1	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
12:15 PM	0	1	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	3
12:30 PM	0	5	0	0	5	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	7
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	6	1	0	7	0	0	1	0	1	0	3	2	0	5	1	0	0	0	1	14
1:00 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	3
1:15 PM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	4
1:30 PM	1	1	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
1:45 PM	2	0	0	0	2	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	5
Total	5	2	0	0	7	0	0	0	0	0	0	7	0	0	7	1	0	2	0	3	17
Grand Total	7	11	1	0	19	0	0	1	0	1	0	18	5	0	23	3	0	3	0	6	49
Approach %	36.8	57.9	5.3	0.0		0.0	0.0	100.0	0.0		0.0	78.3	21.7	0.0		50.0	0.0	50.0	0.0		
Total %	14.3	22.4	2.0	0.0	38.8	0.0	0.0	2.0	0.0	2.0	0.0	36.7	10.2	0.0	46.9	6.1	0.0	6.1	0.0	12.2	
Exiting Leg Total	21					1					15					12					49

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:45 AM	New London Turnpike					Centre of New England Boulevard					New London Turnpike					Centre of New England Boulevard					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:45 AM	0	1	0	0	1	0	0	0	0	0	0	4	1	0	5	0	0	1	0	1	7
12:00 PM	0	0	1	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
12:15 PM	0	1	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	3
12:30 PM	0	5	0	0	5	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	7
Total Volume	0	7	1	0	8	0	0	1	0	1	0	7	3	0	10	1	0	1	0	2	21
% Approach Total	0.0	87.5	12.5	0.0		0.0	0.0	100.0	0.0		0.0	70.0	30.0	0.0		50.0	0.0	50.0	0.0		
PHF	0.000	0.350	0.250	0.000	0.400	0.000	0.000	0.250	0.000	0.250	0.000	0.438	0.750	0.000	0.500	0.250	0.000	0.250	0.000	0.500	0.750
Entering Leg	0	7	1	0	8	0	0	1	0	1	0	7	3	0	10	1	0	1	0	2	21
Exiting Leg	8					1					9					3					21
Total	16					2					19					5					42

PDI File #: **250553 D**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: Centre of New England Boulevard W: Centre of New England Boulevard**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Saturday, April 12, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Articulated Trucks

	New London Turnpike					Centre of New England Boulevard					New London Turnpike					Centre of New England Boulevard					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
11:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	4
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	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	2	0	0	0	0	2	2
12:30 PM	0	0	0	0	0	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	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	3
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	2	0	0	2	0	0	0	0	0	0	1	2	0	3	2	0	0	0	2	7	
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	33.3	66.7	0.0		100.0	0.0	0.0	0.0			
Total %	0.0	28.6	0.0	0.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	14.3	28.6	0.0	42.9	28.6	0.0	0.0	0.0	28.6		
Exiting Leg Total	1					0					4					2					7	

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:30 AM	New London Turnpike					Centre of New England Boulevard					New London Turnpike					Centre of New England Boulevard					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	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	2	0	0	0	2	2
Total Volume	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	2	0	0	0	2	5
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.250	0.000	0.000	0.000	0.250	0.625
Entering Leg	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	2	0	0	0	2	5
Exiting Leg	0					0					3					2					5
Total	1					0					5					4					10

PDI File #: 250553 D
Location: N: New London Turnpike S: New London Turnpike
Location: E: Centre of New England Boulevard W: Centre of New England Boulevard
City, State: Coventry, RI
Client: VHB/ B. Menezes
Site Code: 73562.00
Count Date: Saturday, April 12, 2025
Start Time: 11:00 AM
End Time: 2:00 PM
Class:



Bicycles (on Roadway and Crosswalks)

	New London Turnpike							Centre of New England Boulevard							New London Turnpike							Centre of New England Boulevard							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0							0							0							0							0

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	New London Turnpike							Centre of New England Boulevard							New London Turnpike							Centre of New England Boulevard							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: **250553 D**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: Centre of New England Boulevard W: Centre of New England Boulevard**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Saturday, April 12, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Pedestrians

	New London Turnpike							Centre of New England Boulevard							New London Turnpike							Centre of New England Boulevard							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Grand Total	0	0	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Approach %	0	0	0	0	100	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total %	0	0	0	0	100	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Exiting Leg Total	8							0							0							0							8

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:30 PM	New London Turnpike							Centre of New England Boulevard							New London Turnpike							Centre of New England Boulevard							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Total Volume	0	0	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
% Approach Total	0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	
Entering Leg	0	0	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Exiting Leg	8							0							0							0							8
Total	16							0							0							0							16

PDI File #: **250553 E**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: I-95 SB Ramps W: I-95 SB Ramps**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **6:30 AM**
 End Time: **8:30 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	New London Turnpike					I-95 SB Ramps					New London Turnpike					I-95 SB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:30 AM	42	170	0	0	212	52	0	8	0	60	0	22	2	0	24	0	0	0	0	0	296
6:45 AM	45	143	0	0	188	70	1	16	0	87	0	40	0	0	40	0	0	0	0	0	315
Total	87	313	0	0	400	122	1	24	0	147	0	62	2	0	64	0	0	0	0	0	611
7:00 AM	31	177	0	0	208	50	0	9	0	59	0	50	0	0	50	0	0	0	0	0	317
7:15 AM	37	166	0	0	203	75	0	11	0	86	0	49	1	0	50	0	0	0	0	0	339
7:30 AM	46	170	0	0	216	83	0	8	0	91	0	67	3	0	70	0	0	0	0	0	377
7:45 AM	59	166	0	0	225	79	0	2	0	81	0	71	1	0	72	0	0	0	0	0	378
Total	173	679	0	0	852	287	0	30	0	317	0	237	5	0	242	0	0	0	0	0	1411
8:00 AM	48	160	0	0	208	76	0	7	0	83	0	59	2	0	61	0	0	0	0	0	352
8:15 AM	50	166	0	0	216	75	0	4	0	79	0	38	6	0	44	0	0	0	0	0	339
Total	98	326	0	0	424	151	0	11	0	162	0	97	8	0	105	0	0	0	0	0	691
Grand Total	358	1318	0	0	1676	560	1	65	0	626	0	396	15	0	411	0	0	0	0	0	2713
Approach %	21.4	78.6	0.0	0.0		89.5	0.2	10.4	0.0		0.0	96.4	3.6	0.0		0.0	0.0	0.0	0.0		
Total %	13.2	48.6	0.0	0.0	61.8	20.6	0.0	2.4	0.0	23.1	0.0	14.6	0.6	0.0	15.1	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	956					0					1383					374					2713
Cars	340	1238	0	0	1578	527	1	60	0	588	0	365	13	0	378	0	0	0	0	0	2544
% Cars	95.0	93.9	0.0	0.0	94.2	94.1	100.0	92.3	0.0	93.9	0.0	92.2	86.7	0.0	92.0	0.0	0.0	0.0	0.0	0.0	93.8
Exiting Leg Total	892					0					1298					354					2544
Heavy Vehicles	18	80	0	0	98	33	0	5	0	38	0	31	2	0	33	0	0	0	0	0	169
% Heavy Vehicles	5.0	6.1	0.0	0.0	5.8	5.9	0.0	7.7	0.0	6.1	0.0	7.8	13.3	0.0	8.0	0.0	0.0	0.0	0.0	0.0	6.2
Exiting Leg Total	64					0					85					20					169

Peak Hour Analysis from 06:30 AM to 08:30 AM begins at:

7:15 AM	New London Turnpike					I-95 SB Ramps					New London Turnpike					I-95 SB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:15 AM	37	166	0	0	203	75	0	11	0	86	0	49	1	0	50	0	0	0	0	0	339
7:30 AM	46	170	0	0	216	83	0	8	0	91	0	67	3	0	70	0	0	0	0	0	377
7:45 AM	59	166	0	0	225	79	0	2	0	81	0	71	1	0	72	0	0	0	0	0	378
8:00 AM	48	160	0	0	208	76	0	7	0	83	0	59	2	0	61	0	0	0	0	0	352
Total Volume	190	662	0	0	852	313	0	28	0	341	0	246	7	0	253	0	0	0	0	0	1446
% Approach Total	22.3	77.7	0.0	0.0		91.8	0.0	8.2	0.0		0.0	97.2	2.8	0.0		0.0	0.0	0.0	0.0		
PHF	0.805	0.974	0.000	0.000	0.947	0.943	0.000	0.636	0.000	0.937	0.000	0.866	0.583	0.000	0.878	0.000	0.000	0.000	0.000	0.000	0.956
Cars	182	615	0	0	797	296	0	25	0	321	0	224	7	0	231	0	0	0	0	0	1349
Cars %	95.8	92.9	0.0	0.0	93.5	94.6	0.0	89.3	0.0	94.1	0.0	91.1	100.0	0.0	91.3	0.0	0.0	0.0	0.0	0.0	93.3
Heavy Vehicles	8	47	0	0	55	17	0	3	0	20	0	22	0	0	22	0	0	0	0	0	97
Heavy Vehicles %	4.2	7.1	0.0	0.0	6.5	5.4	0.0	10.7	0.0	5.9	0.0	8.9	0.0	0.0	8.7	0.0	0.0	0.0	0.0	0.0	6.7
Cars Enter Leg	182	615	0	0	797	296	0	25	0	321	0	224	7	0	231	0	0	0	0	0	1349
Heavy Enter Leg	8	47	0	0	55	17	0	3	0	20	0	22	0	0	22	0	0	0	0	0	97
Total Entering Leg	190	662	0	0	852	313	0	28	0	341	0	246	7	0	253	0	0	0	0	0	1446
Cars Exiting Leg					520					0					640					189	1349
Heavy Exiting Leg					39					0					50					8	97
Total Exiting Leg					559					0					690					197	1446

PDI File #: **250553 E**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: I-95 SB Ramps W: I-95 SB Ramps**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **6:30 AM**
 End Time: **8:30 AM**
 Class:



Cars

	New London Turnpike					I-95 SB Ramps					New London Turnpike					I-95 SB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:30 AM	37	162	0	0	199	46	0	8	0	54	0	20	1	0	21	0	0	0	0	0	274
6:45 AM	44	138	0	0	182	67	1	15	0	83	0	35	0	0	35	0	0	0	0	0	300
Total	81	300	0	0	381	113	1	23	0	137	0	55	1	0	56	0	0	0	0	0	574
7:00 AM	29	167	0	0	196	45	0	8	0	53	0	49	0	0	49	0	0	0	0	0	298
7:15 AM	36	157	0	0	193	72	0	10	0	82	0	48	1	0	49	0	0	0	0	0	324
7:30 AM	43	160	0	0	203	78	0	6	0	84	0	61	3	0	64	0	0	0	0	0	351
7:45 AM	58	152	0	0	210	75	0	2	0	77	0	66	1	0	67	0	0	0	0	0	354
Total	166	636	0	0	802	270	0	26	0	296	0	224	5	0	229	0	0	0	0	0	1327
8:00 AM	45	146	0	0	191	71	0	7	0	78	0	49	2	0	51	0	0	0	0	0	320
8:15 AM	48	156	0	0	204	73	0	4	0	77	0	37	5	0	42	0	0	0	0	0	323
Total	93	302	0	0	395	144	0	11	0	155	0	86	7	0	93	0	0	0	0	0	643
Grand Total	340	1238	0	0	1578	527	1	60	0	588	0	365	13	0	378	0	0	0	0	0	2544
Approach %	21.5	78.5	0.0	0.0		89.6	0.2	10.2	0.0		0.0	96.6	3.4	0.0		0.0	0.0	0.0	0.0		
Total %	13.4	48.7	0.0	0.0	62.0	20.7	0.0	2.4	0.0	23.1	0.0	14.3	0.5	0.0	14.9	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	892					0					1298					354					2544

Peak Hour Analysis from 06:30 AM to 08:30 AM begins at:

7:15 AM	New London Turnpike					I-95 SB Ramps					New London Turnpike					I-95 SB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:15 AM	36	157	0	0	193	72	0	10	0	82	0	48	1	0	49	0	0	0	0	0	324
7:30 AM	43	160	0	0	203	78	0	6	0	84	0	61	3	0	64	0	0	0	0	0	351
7:45 AM	58	152	0	0	210	75	0	2	0	77	0	66	1	0	67	0	0	0	0	0	354
8:00 AM	45	146	0	0	191	71	0	7	0	78	0	49	2	0	51	0	0	0	0	0	320
Total Volume	182	615	0	0	797	296	0	25	0	321	0	224	7	0	231	0	0	0	0	0	1349
% Approach Total	22.8	77.2	0.0	0.0		92.2	0.0	7.8	0.0		0.0	97.0	3.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.784	0.961	0.000	0.000	0.949	0.949	0.000	0.625	0.000	0.955	0.000	0.848	0.583	0.000	0.862	0.000	0.000	0.000	0.000	0.000	0.953
Entering Leg	182	615	0	0	797	296	0	25	0	321	0	224	7	0	231	0	0	0	0	0	1349
Exiting Leg	520					0					640					189					1349
Total	1317					321					871					189					2698

PDI File #: **250553 E**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: I-95 SB Ramps W: I-95 SB Ramps**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **6:30 AM**
 End Time: **8:30 AM**
 Class:



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

	New London Turnpike					I-95 SB Ramps					New London Turnpike					I-95 SB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:30 AM	5	8	0	0	13	6	0	0	0	6	0	2	1	0	3	0	0	0	0	0	22
6:45 AM	1	5	0	0	6	3	0	1	0	4	0	5	0	0	5	0	0	0	0	0	15
Total	6	13	0	0	19	9	0	1	0	10	0	7	1	0	8	0	0	0	0	0	37
7:00 AM	2	10	0	0	12	5	0	1	0	6	0	1	0	0	1	0	0	0	0	0	19
7:15 AM	1	9	0	0	10	3	0	1	0	4	0	1	0	0	1	0	0	0	0	0	15
7:30 AM	3	10	0	0	13	5	0	2	0	7	0	6	0	0	6	0	0	0	0	0	26
7:45 AM	1	14	0	0	15	4	0	0	0	4	0	5	0	0	5	0	0	0	0	0	24
Total	7	43	0	0	50	17	0	4	0	21	0	13	0	0	13	0	0	0	0	0	84
8:00 AM	3	14	0	0	17	5	0	0	0	5	0	10	0	0	10	0	0	0	0	0	32
8:15 AM	2	10	0	0	12	2	0	0	0	2	0	1	1	0	2	0	0	0	0	0	16
Total	5	24	0	0	29	7	0	0	0	7	0	11	1	0	12	0	0	0	0	0	48
Grand Total	18	80	0	0	98	33	0	5	0	38	0	31	2	0	33	0	0	0	0	0	169
Approach %	18.4	81.6	0.0	0.0		86.8	0.0	13.2	0.0		0.0	93.9	6.1	0.0		0.0	0.0	0.0	0.0		
Total %	10.7	47.3	0.0	0.0	58.0	19.5	0.0	3.0	0.0	22.5	0.0	18.3	1.2	0.0	19.5	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	64					0					85					20					169
Buses	1	6	0	0	7	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	13
% Buses	5.6	7.5	0.0	0.0	7.1	3.0	0.0	0.0	0.0	2.6	0.0	16.1	0.0	0.0	15.2	0.0	0.0	0.0	0.0	0.0	7.7
Exiting Leg Total	6					0					6					1					13
Single-Unit Trucks	13	53	0	0	66	22	0	3	0	25	0	20	2	0	22	0	0	0	0	0	113
% Single-Unit	72.2	66.3	0.0	0.0	67.3	66.7	0.0	60.0	0.0	65.8	0.0	64.5	100.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	66.9
Exiting Leg Total	42					0					56					15					113
Articulated Trucks	4	21	0	0	25	10	0	2	0	12	0	6	0	0	6	0	0	0	0	0	43
% Articulated	22.2	26.3	0.0	0.0	25.5	30.3	0.0	40.0	0.0	31.6	0.0	19.4	0.0	0.0	18.2	0.0	0.0	0.0	0.0	0.0	25.4
Exiting Leg Total	16					0					23					4					43

Peak Hour Analysis from 06:30 AM to 08:30 AM begins at:

7:30 AM	New London Turnpike					I-95 SB Ramps					New London Turnpike					I-95 SB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:30 AM	3	10	0	0	13	5	0	2	0	7	0	6	0	0	6	0	0	0	0	0	26
7:45 AM	1	14	0	0	15	4	0	0	0	4	0	5	0	0	5	0	0	0	0	0	24
8:00 AM	3	14	0	0	17	5	0	0	0	5	0	10	0	0	10	0	0	0	0	0	32
8:15 AM	2	10	0	0	12	2	0	0	0	2	0	1	1	0	2	0	0	0	0	0	16
Total Volume	9	48	0	0	57	16	0	2	0	18	0	22	1	0	23	0	0	0	0	0	98
% Approach Total	15.8	84.2	0.0	0.0		88.9	0.0	11.1	0.0		0.0	95.7	4.3	0.0		0.0	0.0	0.0	0.0		
PHF	0.750	0.857	0.000	0.000	0.838	0.800	0.000	0.250	0.000	0.643	0.000	0.550	0.250	0.000	0.575	0.000	0.000	0.000	0.000	0.000	0.766
Buses	0	4	0	0	4	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	7
Buses %	0.0	8.3	0.0	0.0	7.0	6.3	0.0	0.0	0.0	5.6	0.0	9.1	0.0	0.0	8.7	0.0	0.0	0.0	0.0	0.0	7.1
Single-Unit Trucks	6	36	0	0	42	10	0	2	0	12	0	16	1	0	17	0	0	0	0	0	71
Single-Unit %	66.7	75.0	0.0	0.0	73.7	62.5	0.0	100.0	0.0	66.7	0.0	72.7	100.0	0.0	73.9	0.0	0.0	0.0	0.0	0.0	72.4
Articulated Trucks	3	8	0	0	11	5	0	0	0	5	0	4	0	0	4	0	0	0	0	0	20
Articulated %	33.3	16.7	0.0	0.0	19.3	31.3	0.0	0.0	0.0	27.8	0.0	18.2	0.0	0.0	17.4	0.0	0.0	0.0	0.0	0.0	20.4
Buses	0	4	0	0	4	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	7
Single-Unit Trucks	6	36	0	0	42	10	0	2	0	12	0	16	1	0	17	0	0	0	0	0	71
Articulated Trucks	3	8	0	0	11	5	0	0	0	5	0	4	0	0	4	0	0	0	0	0	20
Total Entering Leg	9	48	0	0	57	16	0	2	0	18	0	22	1	0	23	0	0	0	0	0	98
Buses	3					0					4					0					7
Single-Unit Trucks	26					0					38					7					71
Articulated Trucks	9					0					8					3					20
Total Exiting Leg	38					0					50					10					98

PDI File #: **250553 E**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: I-95 SB Ramps W: I-95 SB Ramps**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **6:30 AM**
 End Time: **8:30 AM**
 Class:



Buses

	New London Turnpike					I-95 SB Ramps					New London Turnpike					I-95 SB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:30 AM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
7:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
7:30 AM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	4	0	0	4	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	7
8:00 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Grand Total	1	6	0	0	7	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	13
Approach %	14.3	85.7	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	7.7	46.2	0.0	0.0	53.8	7.7	0.0	0.0	0.0	7.7	0.0	38.5	0.0	0.0	38.5	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	6					0					6					1					13

Peak Hour Analysis from 06:30 AM to 08:30 AM begins at:

7:15 AM	New London Turnpike					I-95 SB Ramps					New London Turnpike					I-95 SB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
7:30 AM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
8:00 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total Volume	0	5	0	0	5	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	9
% Approach Total	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.625	0.000	0.000	0.625	0.250	0.000	0.000	0.000	0.250	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.750
Entering Leg	0	5	0	0	5	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	9
Exiting Leg	4					0					5					0					9
Total	9					1					8					0					18

PDI File #: **250553 E**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: I-95 SB Ramps W: I-95 SB Ramps**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **6:30 AM**
 End Time: **8:30 AM**
 Class:



Single-Unit Trucks

	New London Turnpike					I-95 SB Ramps					New London Turnpike					I-95 SB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:30 AM	4	8	0	0	12	4	0	0	0	4	0	0	1	0	1	0	0	0	0	0	17
6:45 AM	1	2	0	0	3	3	0	0	0	3	0	3	0	0	3	0	0	0	0	0	9
Total	5	10	0	0	15	7	0	0	0	7	0	3	1	0	4	0	0	0	0	0	26
7:00 AM	1	3	0	0	4	3	0	1	0	4	0	1	0	0	1	0	0	0	0	0	9
7:15 AM	1	4	0	0	5	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	7
7:30 AM	1	7	0	0	8	3	0	2	0	5	0	4	0	0	4	0	0	0	0	0	17
7:45 AM	1	9	0	0	10	3	0	0	0	3	0	3	0	0	3	0	0	0	0	0	16
Total	4	23	0	0	27	11	0	3	0	14	0	8	0	0	8	0	0	0	0	0	49
8:00 AM	3	11	0	0	14	3	0	0	0	3	0	8	0	0	8	0	0	0	0	0	25
8:15 AM	1	9	0	0	10	1	0	0	0	1	0	1	1	0	2	0	0	0	0	0	13
Total	4	20	0	0	24	4	0	0	0	4	0	9	1	0	10	0	0	0	0	0	38
Grand Total	13	53	0	0	66	22	0	3	0	25	0	20	2	0	22	0	0	0	0	0	113
Approach %	19.7	80.3	0.0	0.0		88.0	0.0	12.0	0.0		0.0	90.9	9.1	0.0		0.0	0.0	0.0	0.0		
Total %	11.5	46.9	0.0	0.0	58.4	19.5	0.0	2.7	0.0	22.1	0.0	17.7	1.8	0.0	19.5	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	42					0					56					15					113

Peak Hour Analysis from 06:30 AM to 08:30 AM begins at:

7:30 AM	New London Turnpike					I-95 SB Ramps					New London Turnpike					I-95 SB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:30 AM	1	7	0	0	8	3	0	2	0	5	0	4	0	0	4	0	0	0	0	0	17
7:45 AM	1	9	0	0	10	3	0	0	0	3	0	3	0	0	3	0	0	0	0	0	16
8:00 AM	3	11	0	0	14	3	0	0	0	3	0	8	0	0	8	0	0	0	0	0	25
8:15 AM	1	9	0	0	10	1	0	0	0	1	0	1	1	0	2	0	0	0	0	0	13
Total Volume	6	36	0	0	42	10	0	2	0	12	0	16	1	0	17	0	0	0	0	0	71
% Approach Total	14.3	85.7	0.0	0.0		83.3	0.0	16.7	0.0		0.0	94.1	5.9	0.0		0.0	0.0	0.0	0.0		
PHF	0.500	0.818	0.000	0.000	0.750	0.833	0.000	0.250	0.000	0.600	0.000	0.500	0.250	0.000	0.531	0.000	0.000	0.000	0.000	0.000	0.710
Entering Leg	6	36	0	0	42	10	0	2	0	12	0	16	1	0	17	0	0	0	0	0	71
Exiting Leg	26					0					38					7					71
Total	68					12					55					7					142

PDI File #: **250553 E**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: I-95 SB Ramps W: I-95 SB Ramps**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **6:30 AM**
 End Time: **8:30 AM**
 Class:



Articulated Trucks

	New London Turnpike					I-95 SB Ramps					New London Turnpike					I-95 SB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:30 AM	0	0	0	0	0	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	3
6:45 AM	0	3	0	0	3	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	5
Total	0	3	0	0	3	2	0	1	0	3	0	2	0	0	2	0	0	0	0	0	8
7:00 AM	1	6	0	0	7	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	9
7:15 AM	0	4	0	0	4	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	6
7:30 AM	2	2	0	0	4	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	7
7:45 AM	0	4	0	0	4	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	6
Total	3	16	0	0	19	5	0	1	0	6	0	3	0	0	3	0	0	0	0	0	28
8:00 AM	0	1	0	0	1	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	4
8:15 AM	1	1	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Total	1	2	0	0	3	3	0	0	0	3	0	1	0	0	1	0	0	0	0	0	7
Grand Total	4	21	0	0	25	10	0	2	0	12	0	6	0	0	6	0	0	0	0	0	43
Approach %	16.0	84.0	0.0	0.0		83.3	0.0	16.7	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	9.3	48.8	0.0	0.0	58.1	23.3	0.0	4.7	0.0	27.9	0.0	14.0	0.0	0.0	14.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	16					0					23					4					43

Peak Hour Analysis from 06:30 AM to 08:30 AM begins at:

7:00 AM	New London Turnpike					I-95 SB Ramps					New London Turnpike					I-95 SB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	1	6	0	0	7	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	9
7:15 AM	0	4	0	0	4	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	6
7:30 AM	2	2	0	0	4	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	7
7:45 AM	0	4	0	0	4	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	6
Total Volume	3	16	0	0	19	5	0	1	0	6	0	3	0	0	3	0	0	0	0	0	28
% Approach Total	15.8	84.2	0.0	0.0		83.3	0.0	16.7	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.375	0.667	0.000	0.000	0.679	0.625	0.000	0.250	0.000	0.750	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.778
Entering Leg	3	16	0	0	19	5	0	1	0	6	0	3	0	0	3	0	0	0	0	0	28
Exiting Leg	8					0					17					3					28
Total	27					6					20					3					56

PDI File #: **250553 E**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: I-95 SB Ramps W: I-95 SB Ramps**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **6:30 AM**
 End Time: **8:30 AM**
 Class:



Bicycles (on Roadway and Crosswalks)

	New London Turnpike								I-95 SB Ramps								New London Turnpike								I-95 SB Ramps								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total					
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0						
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Exiting Leg Total	0							0							0							0							0				

Peak Hour Analysis from 06:30 AM to 08:30 AM begins at:

6:30 AM	New London Turnpike							I-95 SB Ramps							New London Turnpike							I-95 SB Ramps							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: **250553 E**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: I-95 SB Ramps W: I-95 SB Ramps**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **6:30 AM**
 End Time: **8:30 AM**
 Class:



Pedestrians

	New London Turnpike							I-95 SB Ramps							New London Turnpike							I-95 SB Ramps							Total	
	from North							from East							from South							from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	2	3
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100		0	0	0	0	50	50			
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	33.3	0	0	0	0	33.3	33.3	66.7		
Exiting Leg Total	0							0							1							2							3	

Peak Hour Analysis from 06:30 AM to 08:30 AM begins at:

7:15 AM	New London Turnpike							I-95 SB Ramps							New London Turnpike							I-95 SB Ramps							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.250		0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
Exiting Leg	0							0							0							2							2
Total	0							0							0							4							4

PDI File #: **250553 E**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: I-95 SB Ramps W: I-95 SB Ramps**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **3:30 PM**
 End Time: **5:30 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	New London Turnpike					I-95 SB Ramps					New London Turnpike					I-95 SB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:30 PM	81	133	0	0	214	174	0	21	0	195	0	91	1	0	92	0	0	0	0	0	501
3:45 PM	82	129	0	0	211	185	0	15	0	200	0	92	4	0	96	0	0	0	0	0	507
Total	163	262	0	0	425	359	0	36	0	395	0	183	5	0	188	0	0	0	0	0	1008
4:00 PM	85	137	0	0	222	157	0	21	0	178	0	87	2	0	89	0	0	0	0	0	489
4:15 PM	85	130	0	0	215	165	0	11	0	176	0	92	1	0	93	0	0	0	0	0	484
4:30 PM	88	115	0	0	203	206	0	18	0	224	0	100	5	0	105	0	0	0	0	0	532
4:45 PM	86	98	0	0	184	187	0	18	0	205	0	93	1	0	94	0	0	0	0	0	483
Total	344	480	0	0	824	715	0	68	0	783	0	372	9	0	381	0	0	0	0	0	1988
5:00 PM	68	124	0	0	192	190	0	18	0	208	0	96	3	0	99	0	0	0	0	0	499
5:15 PM	81	113	0	0	194	197	0	21	0	218	0	87	4	0	91	0	0	0	0	0	503
Total	149	237	0	0	386	387	0	39	0	426	0	183	7	0	190	0	0	0	0	0	1002
Grand Total	656	979	0	0	1635	1461	0	143	0	1604	0	738	21	0	759	0	0	0	0	0	3998
Approach %	40.1	59.9	0.0	0.0		91.1	0.0	8.9	0.0		0.0	97.2	2.8	0.0		0.0	0.0	0.0	0.0		
Total %	16.4	24.5	0.0	0.0	40.9	36.5	0.0	3.6	0.0	40.1	0.0	18.5	0.5	0.0	19.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	2199					0					1122					677					3998
Cars	648	960	0	0	1608	1438	0	140	0	1578	0	724	18	0	742	0	0	0	0	0	3928
% Cars	98.8	98.1	0.0	0.0	98.3	98.4	0.0	97.9	0.0	98.4	0.0	98.1	85.7	0.0	97.8	0.0	0.0	0.0	0.0	0.0	98.2
Exiting Leg Total	2162					0					1100					666					3928
Heavy Vehicles	8	19	0	0	27	23	0	3	0	26	0	14	3	0	17	0	0	0	0	0	70
% Heavy Vehicles	1.2	1.9	0.0	0.0	1.7	1.6	0.0	2.1	0.0	1.6	0.0	1.9	14.3	0.0	2.2	0.0	0.0	0.0	0.0	0.0	1.8
Exiting Leg Total	37					0					22					11					70

Peak Hour Analysis from 03:30 PM to 05:30 PM begins at:

4:30 PM	New London Turnpike					I-95 SB Ramps					New London Turnpike					I-95 SB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	88	115	0	0	203	206	0	18	0	224	0	100	5	0	105	0	0	0	0	0	532
4:45 PM	86	98	0	0	184	187	0	18	0	205	0	93	1	0	94	0	0	0	0	0	483
5:00 PM	68	124	0	0	192	190	0	18	0	208	0	96	3	0	99	0	0	0	0	0	499
5:15 PM	81	113	0	0	194	197	0	21	0	218	0	87	4	0	91	0	0	0	0	0	503
Total Volume	323	450	0	0	773	780	0	75	0	855	0	376	13	0	389	0	0	0	0	0	2017
% Approach Total	41.8	58.2	0.0	0.0		91.2	0.0	8.8	0.0		0.0	96.7	3.3	0.0		0.0	0.0	0.0	0.0		
PHF	0.918	0.907	0.000	0.000	0.952	0.947	0.000	0.893	0.000	0.954	0.000	0.940	0.650	0.000	0.926	0.000	0.000	0.000	0.000	0.000	0.948
Cars	322	446	0	0	768	771	0	74	0	845	0	372	10	0	382	0	0	0	0	0	1995
Cars %	99.7	99.1	0.0	0.0	99.4	98.8	0.0	98.7	0.0	98.8	0.0	98.9	76.9	0.0	98.2	0.0	0.0	0.0	0.0	0.0	98.9
Heavy Vehicles	1	4	0	0	5	9	0	1	0	10	0	4	3	0	7	0	0	0	0	0	22
Heavy Vehicles %	0.3	0.9	0.0	0.0	0.6	1.2	0.0	1.3	0.0	1.2	0.0	1.1	23.1	0.0	1.8	0.0	0.0	0.0	0.0	0.0	1.1
Cars Enter Leg	322	446	0	0	768	771	0	74	0	845	0	372	10	0	382	0	0	0	0	0	1995
Heavy Enter Leg	1	4	0	0	5	9	0	1	0	10	0	4	3	0	7	0	0	0	0	0	22
Total Entering Leg	323	450	0	0	773	780	0	75	0	855	0	376	13	0	389	0	0	0	0	0	2017
Cars Exiting Leg	1143					0					520					332					1995
Heavy Exiting Leg	13					0					5					4					22
Total Exiting Leg	1156					0					525					336					2017

PDI File #: **250553 E**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: I-95 SB Ramps W: I-95 SB Ramps**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **3:30 PM**
 End Time: **5:30 PM**
 Class:



Cars

	New London Turnpike					I-95 SB Ramps					New London Turnpike					I-95 SB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:30 PM	77	130	0	0	207	172	0	20	0	192	0	87	1	0	88	0	0	0	0	0	487
3:45 PM	81	121	0	0	202	178	0	15	0	193	0	90	4	0	94	0	0	0	0	0	489
Total	158	251	0	0	409	350	0	35	0	385	0	177	5	0	182	0	0	0	0	0	976
4:00 PM	85	134	0	0	219	156	0	21	0	177	0	85	2	0	87	0	0	0	0	0	483
4:15 PM	83	129	0	0	212	161	0	10	0	171	0	90	1	0	91	0	0	0	0	0	474
4:30 PM	88	115	0	0	203	204	0	18	0	222	0	100	4	0	104	0	0	0	0	0	529
4:45 PM	86	97	0	0	183	185	0	18	0	203	0	91	0	0	91	0	0	0	0	0	477
Total	342	475	0	0	817	706	0	67	0	773	0	366	7	0	373	0	0	0	0	0	1963
5:00 PM	67	122	0	0	189	189	0	17	0	206	0	96	2	0	98	0	0	0	0	0	493
5:15 PM	81	112	0	0	193	193	0	21	0	214	0	85	4	0	89	0	0	0	0	0	496
Total	148	234	0	0	382	382	0	38	0	420	0	181	6	0	187	0	0	0	0	0	989
Grand Total	648	960	0	0	1608	1438	0	140	0	1578	0	724	18	0	742	0	0	0	0	0	3928
Approach %	40.3	59.7	0.0	0.0		91.1	0.0	8.9	0.0		0.0	97.6	2.4	0.0		0.0	0.0	0.0	0.0		
Total %	16.5	24.4	0.0	0.0	40.9	36.6	0.0	3.6	0.0	40.2	0.0	18.4	0.5	0.0	18.9	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	2162					0					1100					666					3928

Peak Hour Analysis from 03:30 PM to 05:30 PM begins at:

4:30 PM	New London Turnpike					I-95 SB Ramps					New London Turnpike					I-95 SB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	88	115	0	0	203	204	0	18	0	222	0	100	4	0	104	0	0	0	0	0	529
4:45 PM	86	97	0	0	183	185	0	18	0	203	0	91	0	0	91	0	0	0	0	0	477
5:00 PM	67	122	0	0	189	189	0	17	0	206	0	96	2	0	98	0	0	0	0	0	493
5:15 PM	81	112	0	0	193	193	0	21	0	214	0	85	4	0	89	0	0	0	0	0	496
Total Volume	322	446	0	0	768	771	0	74	0	845	0	372	10	0	382	0	0	0	0	0	1995
% Approach Total	41.9	58.1	0.0	0.0		91.2	0.0	8.8	0.0		0.0	97.4	2.6	0.0		0.0	0.0	0.0	0.0		
PHF	0.915	0.914	0.000	0.000	0.946	0.945	0.000	0.881	0.000	0.952	0.000	0.930	0.625	0.000	0.918	0.000	0.000	0.000	0.000	0.000	0.943
Entering Leg	322	446	0	0	768	771	0	74	0	845	0	372	10	0	382	0	0	0	0	0	1995
Exiting Leg	1143					0					520					332					1995
Total	1911					845					902					332					3990

PDI File #: **250553 E**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: I-95 SB Ramps W: I-95 SB Ramps**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **3:30 PM**
 End Time: **5:30 PM**
 Class:



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

	New London Turnpike					I-95 SB Ramps					New London Turnpike					I-95 SB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:30 PM	4	3	0	0	7	2	0	1	0	3	0	4	0	0	4	0	0	0	0	0	14
3:45 PM	1	8	0	0	9	7	0	0	0	7	0	2	0	0	2	0	0	0	0	0	18
Total	5	11	0	0	16	9	0	1	0	10	0	6	0	0	6	0	0	0	0	0	32
4:00 PM	0	3	0	0	3	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	6
4:15 PM	2	1	0	0	3	4	0	1	0	5	0	2	0	0	2	0	0	0	0	0	10
4:30 PM	0	0	0	0	0	2	0	0	0	2	0	0	1	0	1	0	0	0	0	0	3
4:45 PM	0	1	0	0	1	2	0	0	0	2	0	2	1	0	3	0	0	0	0	0	6
Total	2	5	0	0	7	9	0	1	0	10	0	6	2	0	8	0	0	0	0	0	25
5:00 PM	1	2	0	0	3	1	0	1	0	2	0	0	1	0	1	0	0	0	0	0	6
5:15 PM	0	1	0	0	1	4	0	0	0	4	0	2	0	0	2	0	0	0	0	0	7
Total	1	3	0	0	4	5	0	1	0	6	0	2	1	0	3	0	0	0	0	0	13
Grand Total	8	19	0	0	27	23	0	3	0	26	0	14	3	0	17	0	0	0	0	0	70
Approach %	29.6	70.4	0.0	0.0		88.5	0.0	11.5	0.0		0.0	82.4	17.6	0.0		0.0	0.0	0.0	0.0		
Total %	11.4	27.1	0.0	0.0	38.6	32.9	0.0	4.3	0.0	37.1	0.0	20.0	4.3	0.0	24.3	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	37					0					22					11					70
Buses	2	3	0	0	5	3	0	2	0	5	0	2	2	0	4	0	0	0	0	0	14
% Buses	25.0	15.8	0.0	0.0	18.5	13.0	0.0	66.7	0.0	19.2	0.0	14.3	66.7	0.0	23.5	0.0	0.0	0.0	0.0	0.0	20.0
Exiting Leg Total	5					0					5					4					14
Single-Unit Trucks	5	12	0	0	17	11	0	1	0	12	0	9	1	0	10	0	0	0	0	0	39
% Single-Unit	62.5	63.2	0.0	0.0	63.0	47.8	0.0	33.3	0.0	46.2	0.0	64.3	33.3	0.0	58.8	0.0	0.0	0.0	0.0	0.0	55.7
Exiting Leg Total	20					0					13					6					39
Articulated Trucks	1	4	0	0	5	9	0	0	0	9	0	3	0	0	3	0	0	0	0	0	17
% Articulated	12.5	21.1	0.0	0.0	18.5	39.1	0.0	0.0	0.0	34.6	0.0	21.4	0.0	0.0	17.6	0.0	0.0	0.0	0.0	0.0	24.3
Exiting Leg Total	12					0					4					1					17

Peak Hour Analysis from 03:30 PM to 05:30 PM begins at:

3:30 PM	New London Turnpike					I-95 SB Ramps					New London Turnpike					I-95 SB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:30 PM	4	3	0	0	7	2	0	1	0	3	0	4	0	0	4	0	0	0	0	0	14
3:45 PM	1	8	0	0	9	7	0	0	0	7	0	2	0	0	2	0	0	0	0	0	18
4:00 PM	0	3	0	0	3	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	6
4:15 PM	2	1	0	0	3	4	0	1	0	5	0	2	0	0	2	0	0	0	0	0	10
Total Volume	7	15	0	0	22	14	0	2	0	16	0	10	0	0	10	0	0	0	0	0	48
% Approach Total	31.8	68.2	0.0	0.0		87.5	0.0	12.5	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.438	0.469	0.000	0.000	0.611	0.500	0.000	0.500	0.000	0.571	0.000	0.625	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.667
Buses	2	3	0	0	5	2	0	1	0	3	0	2	0	0	2	0	0	0	0	0	10
Buses %	28.6	20.0	0.0	0.0	22.7	14.3	0.0	50.0	0.0	18.8	0.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	20.8
Single-Unit Trucks	4	10	0	0	14	5	0	1	0	6	0	5	0	0	5	0	0	0	0	0	25
Single-Unit %	57.1	66.7	0.0	0.0	63.6	35.7	0.0	50.0	0.0	37.5	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	52.1
Articulated Trucks	1	2	0	0	3	7	0	0	0	7	0	3	0	0	3	0	0	0	0	0	13
Articulated %	14.3	13.3	0.0	0.0	13.6	50.0	0.0	0.0	0.0	43.8	0.0	30.0	0.0	0.0	30.0	0.0	0.0	0.0	0.0	0.0	27.1
Buses	2	3	0	0	5	2	0	1	0	3	0	2	0	0	2	0	0	0	0	0	10
Single-Unit Trucks	4	10	0	0	14	5	0	1	0	6	0	5	0	0	5	0	0	0	0	0	25
Articulated Trucks	1	2	0	0	3	7	0	0	0	7	0	3	0	0	3	0	0	0	0	0	13
Total Entering Leg	7	15	0	0	22	14	0	2	0	16	0	10	0	0	10	0	0	0	0	0	48
Buses	4					0					4					2					10
Single-Unit Trucks	10					0					11					4					25
Articulated Trucks	10					0					2					1					13
Total Exiting Leg	24					0					17					7					48

PDI File #: **250553 E**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: I-95 SB Ramps W: I-95 SB Ramps**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **3:30 PM**
 End Time: **5:30 PM**
 Class:



Buses

	New London Turnpike					I-95 SB Ramps					New London Turnpike					I-95 SB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:30 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
3:45 PM	0	2	0	0	2	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	5
Total	1	2	0	0	3	2	0	0	0	2	0	2	0	0	2	0	0	0	0	0	7
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	2	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	4
5:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	1	0	2	0	0	1	0	1	0	0	0	0	0	3
Grand Total	2	3	0	0	5	3	0	2	0	5	0	2	2	0	4	0	0	0	0	0	14
Approach %	40.0	60.0	0.0	0.0		60.0	0.0	40.0	0.0		0.0	50.0	50.0	0.0		0.0	0.0	0.0	0.0		
Total %	14.3	21.4	0.0	0.0	35.7	21.4	0.0	14.3	0.0	35.7	0.0	14.3	14.3	0.0	28.6	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	5					0					5					4					14

Peak Hour Analysis from 03:30 PM to 05:30 PM begins at:

3:30 PM	New London Turnpike					I-95 SB Ramps					New London Turnpike					I-95 SB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:30 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
3:45 PM	0	2	0	0	2	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	5
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
Total Volume	2	3	0	0	5	2	0	1	0	3	0	2	0	0	2	0	0	0	0	0	10
% Approach Total	40.0	60.0	0.0	0.0		66.7	0.0	33.3	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.500	0.375	0.000	0.000	0.625	0.250	0.000	0.250	0.000	0.375	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	2	3	0	0	5	2	0	1	0	3	0	2	0	0	2	0	0	0	0	0	10
Exiting Leg	4					0					4					2					10
Total	9					3					6					2					20

PDI File #: **250553 E**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: I-95 SB Ramps W: I-95 SB Ramps**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **3:30 PM**
 End Time: **5:30 PM**
 Class:



Single-Unit Trucks

	New London Turnpike					I-95 SB Ramps					New London Turnpike					I-95 SB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:30 PM	3	2	0	0	5	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	8
3:45 PM	1	5	0	0	6	4	0	0	0	4	0	1	0	0	1	0	0	0	0	0	11
Total	4	7	0	0	11	4	0	1	0	5	0	3	0	0	3	0	0	0	0	0	19
4:00 PM	0	2	0	0	2	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	4
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	1	0	0	1	1	0	0	0	1	0	2	1	0	3	0	0	0	0	0	5
Total	0	4	0	0	4	4	0	0	0	4	0	4	1	0	5	0	0	0	0	0	13
5:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	1	0	0	1	3	0	0	0	3	0	2	0	0	2	0	0	0	0	0	6
Total	1	1	0	0	2	3	0	0	0	3	0	2	0	0	2	0	0	0	0	0	7
Grand Total	5	12	0	0	17	11	0	1	0	12	0	9	1	0	10	0	0	0	0	0	39
Approach %	29.4	70.6	0.0	0.0		91.7	0.0	8.3	0.0		0.0	90.0	10.0	0.0		0.0	0.0	0.0	0.0		
Total %	12.8	30.8	0.0	0.0	43.6	28.2	0.0	2.6	0.0	30.8	0.0	23.1	2.6	0.0	25.6	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	20					0					13					6					39

Peak Hour Analysis from 03:30 PM to 05:30 PM begins at:

3:30 PM	New London Turnpike					I-95 SB Ramps					New London Turnpike					I-95 SB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:30 PM	3	2	0	0	5	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	8
3:45 PM	1	5	0	0	6	4	0	0	0	4	0	1	0	0	1	0	0	0	0	0	11
4:00 PM	0	2	0	0	2	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	4
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total Volume	4	10	0	0	14	5	0	1	0	6	0	5	0	0	5	0	0	0	0	0	25
% Approach Total	28.6	71.4	0.0	0.0		83.3	0.0	16.7	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.333	0.500	0.000	0.000	0.583	0.313	0.000	0.250	0.000	0.375	0.000	0.625	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.568
Entering Leg	4	10	0	0	14	5	0	1	0	6	0	5	0	0	5	0	0	0	0	0	25
Exiting Leg	10					0					11					4					25
Total	24					6					16					4					50

PDI File #: **250553 E**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: I-95 SB Ramps W: I-95 SB Ramps**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **3:30 PM**
 End Time: **5:30 PM**
 Class:



Articulated Trucks

	New London Turnpike					I-95 SB Ramps					New London Turnpike					I-95 SB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:30 PM	0	1	0	0	1	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	4
3:45 PM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	2	0	0	2	3	0	0	0	3	0	1	0	0	1	0	0	0	0	0	6
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:15 PM	1	0	0	0	1	4	0	0	0	4	0	1	0	0	1	0	0	0	0	0	6
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	1	5	0	0	0	5	0	2	0	0	2	0	0	0	0	0	8
5:00 PM	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Grand Total	1	4	0	0	5	9	0	0	0	9	0	3	0	0	3	0	0	0	0	0	17
Approach %	20.0	80.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	5.9	23.5	0.0	0.0	29.4	52.9	0.0	0.0	0.0	52.9	0.0	17.6	0.0	0.0	17.6	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	12					0					4					1					17

Peak Hour Analysis from 03:30 PM to 05:30 PM begins at:

3:30 PM	New London Turnpike					I-95 SB Ramps					New London Turnpike					I-95 SB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:30 PM	0	1	0	0	1	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	4
3:45 PM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:15 PM	1	0	0	0	1	4	0	0	0	4	0	1	0	0	1	0	0	0	0	0	6
Total Volume	1	2	0	0	3	7	0	0	0	7	0	3	0	0	3	0	0	0	0	0	13
% Approach Total	33.3	66.7	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.250	0.500	0.000	0.000	0.750	0.438	0.000	0.000	0.000	0.438	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.542
Entering Leg	1	2	0	0	3	7	0	0	0	7	0	3	0	0	3	0	0	0	0	0	13
Exiting Leg	10					0					2					1					13
Total	13					7					5					1					26

PDI File #: **250553 E**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: I-95 SB Ramps W: I-95 SB Ramps**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **3:30 PM**
 End Time: **5:30 PM**
 Class:



Bicycles (on Roadway and Crosswalks)

	New London Turnpike								I-95 SB Ramps								New London Turnpike								I-95 SB Ramps								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total					
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:15 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1					
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Grand Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1					
Approach %	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0						
Total %	0.0	100.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0					
Exiting Leg Total	0							0							1							0							1				

Peak Hour Analysis from 03:30 PM to 05:30 PM begins at:

3:30 PM	New London Turnpike							I-95 SB Ramps							New London Turnpike							I-95 SB Ramps							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	
Entering Leg	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg	0							0							1							0							1
Total	1							0							1							0							2

PDI File #: **250553 E**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: I-95 SB Ramps W: I-95 SB Ramps**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **3:30 PM**
 End Time: **5:30 PM**
 Class:



Pedestrians

	New London Turnpike							I-95 SB Ramps							New London Turnpike							I-95 SB Ramps							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	6	6
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	50		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	50	100	
Exiting Leg Total	0							0							0							6							6

Peak Hour Analysis from 03:30 PM to 05:30 PM begins at:

3:45 PM	New London Turnpike							I-95 SB Ramps							New London Turnpike							I-95 SB Ramps							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	4
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.500	0.500
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	4
Exiting Leg	0							0							0							4							4
Total	0							0							0							8							8

PDI File #: **250553 E**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: I-95 SB Ramps W: I-95 SB Ramps**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Saturday, April 12, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	New London Turnpike					I-95 SB Ramps					New London Turnpike					I-95 SB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	55	169	0	0	224	138	0	8	0	146	0	98	1	0	99	0	0	0	0	0	469
11:15 AM	69	152	0	0	221	124	0	11	0	135	0	94	2	0	96	0	0	0	0	0	452
11:30 AM	81	182	0	0	263	130	0	5	0	135	0	105	2	0	107	0	0	0	0	0	505
11:45 AM	61	135	0	0	196	138	0	14	0	152	0	87	2	0	89	0	0	0	0	0	437
Total	266	638	0	0	904	530	0	38	0	568	0	384	7	0	391	0	0	0	0	0	1863
12:00 PM	75	167	0	0	242	144	0	5	0	149	0	80	1	0	81	0	0	0	0	0	472
12:15 PM	72	127	0	0	199	159	0	8	0	167	0	93	3	0	96	0	0	0	0	0	462
12:30 PM	81	186	0	0	267	151	0	5	0	156	0	84	4	0	88	0	0	0	0	0	511
12:45 PM	77	155	0	0	232	141	0	10	0	151	0	81	0	0	81	0	0	0	0	0	464
Total	305	635	0	0	940	595	0	28	0	623	0	338	8	0	346	0	0	0	0	0	1909
1:00 PM	89	146	0	0	235	138	0	17	0	155	0	92	5	0	97	0	0	0	0	0	487
1:15 PM	82	162	0	0	244	140	0	15	0	155	0	99	1	0	100	0	0	0	0	0	499
1:30 PM	70	151	0	0	221	115	0	5	0	120	0	93	3	0	96	0	0	0	0	0	437
1:45 PM	80	138	0	0	218	147	0	11	0	158	0	69	1	0	70	0	0	0	0	0	446
Total	321	597	0	0	918	540	0	48	0	588	0	353	10	0	363	0	0	0	0	0	1869
Grand Total	892	1870	0	0	2762	1665	0	114	0	1779	0	1075	25	0	1100	0	0	0	0	0	5641
Approach %	32.3	67.7	0.0	0.0		93.6	0.0	6.4	0.0		0.0	97.7	2.3	0.0		0.0	0.0	0.0	0.0		
Total %	15.8	33.2	0.0	0.0	49.0	29.5	0.0	2.0	0.0	31.5	0.0	19.1	0.4	0.0	19.5	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	2740					0					1984					917					5641
Cars	885	1852	0	0	2737	1650	0	109	0	1759	0	1065	23	0	1088	0	0	0	0	0	5584
% Cars	99.2	99.0	0.0	0.0	99.1	99.1	0.0	95.6	0.0	98.9	0.0	99.1	92.0	0.0	98.9	0.0	0.0	0.0	0.0	0.0	99.0
Exiting Leg Total	2715					0					1961					908					5584
Heavy Vehicles	7	18	0	0	25	15	0	5	0	20	0	10	2	0	12	0	0	0	0	0	57
% Heavy Vehicles	0.8	1.0	0.0	0.0	0.9	0.9	0.0	4.4	0.0	1.1	0.0	0.9	8.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	1.0
Exiting Leg Total	25					0					23					9					57

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:30 PM	New London Turnpike					I-95 SB Ramps					New London Turnpike					I-95 SB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:30 PM	81	186	0	0	267	151	0	5	0	156	0	84	4	0	88	0	0	0	0	0	511
12:45 PM	77	155	0	0	232	141	0	10	0	151	0	81	0	0	81	0	0	0	0	0	464
1:00 PM	89	146	0	0	235	138	0	17	0	155	0	92	5	0	97	0	0	0	0	0	487
1:15 PM	82	162	0	0	244	140	0	15	0	155	0	99	1	0	100	0	0	0	0	0	499
Total Volume	329	649	0	0	978	570	0	47	0	617	0	356	10	0	366	0	0	0	0	0	1961
% Approach Total	33.6	66.4	0.0	0.0		92.4	0.0	7.6	0.0		0.0	97.3	2.7	0.0		0.0	0.0	0.0	0.0		
PHF	0.924	0.872	0.000	0.000	0.916	0.944	0.000	0.691	0.000	0.989	0.000	0.899	0.500	0.000	0.915	0.000	0.000	0.000	0.000	0.000	0.959
Cars	327	644	0	0	971	567	0	45	0	612	0	355	10	0	365	0	0	0	0	0	1948
Cars %	99.4	99.2	0.0	0.0	99.3	99.5	0.0	95.7	0.0	99.2	0.0	99.7	100.0	0.0	99.7	0.0	0.0	0.0	0.0	0.0	99.3
Heavy Vehicles	2	5	0	0	7	3	0	2	0	5	0	1	0	0	1	0	0	0	0	0	13
Heavy Vehicles %	0.6	0.8	0.0	0.0	0.7	0.5	0.0	4.3	0.0	0.8	0.0	0.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.7
Cars Enter Leg	327	644	0	0	971	567	0	45	0	612	0	355	10	0	365	0	0	0	0	0	1948
Heavy Enter Leg	2	5	0	0	7	3	0	2	0	5	0	1	0	0	1	0	0	0	0	0	13
Total Entering Leg	329	649	0	0	978	570	0	47	0	617	0	356	10	0	366	0	0	0	0	0	1961
Cars Exiting Leg	922					0					689					337					1948
Heavy Exiting Leg	4					0					7					2					13
Total Exiting Leg	926					0					696					339					1961

PDI File #: 250553 E
 Location: N: New London Turnpike S: New London Turnpike
 Location: E: I-95 SB Ramps W: I-95 SB Ramps
 City, State: Coventry, RI
 Client: VHB/ B. Menezes
 Site Code: 73562.00
 Count Date: Saturday, April 12, 2025
 Start Time: 11:00 AM
 End Time: 2:00 PM
 Class:



Cars

	New London Turnpike					I-95 SB Ramps					New London Turnpike					I-95 SB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	54	168	0	0	222	136	0	7	0	143	0	97	1	0	98	0	0	0	0	0	463
11:15 AM	68	152	0	0	220	124	0	11	0	135	0	94	2	0	96	0	0	0	0	0	451
11:30 AM	81	180	0	0	261	126	0	5	0	131	0	104	2	0	106	0	0	0	0	0	498
11:45 AM	61	133	0	0	194	136	0	12	0	148	0	84	2	0	86	0	0	0	0	0	428
Total	264	633	0	0	897	522	0	35	0	557	0	379	7	0	386	0	0	0	0	0	1840
12:00 PM	73	165	0	0	238	143	0	5	0	148	0	79	1	0	80	0	0	0	0	0	466
12:15 PM	71	123	0	0	194	159	0	8	0	167	0	92	2	0	94	0	0	0	0	0	455
12:30 PM	80	181	0	0	261	150	0	5	0	155	0	83	4	0	87	0	0	0	0	0	503
12:45 PM	77	155	0	0	232	141	0	9	0	150	0	81	0	0	81	0	0	0	0	0	463
Total	301	624	0	0	925	593	0	27	0	620	0	335	7	0	342	0	0	0	0	0	1887
1:00 PM	88	146	0	0	234	137	0	16	0	153	0	92	5	0	97	0	0	0	0	0	484
1:15 PM	82	162	0	0	244	139	0	15	0	154	0	99	1	0	100	0	0	0	0	0	498
1:30 PM	70	150	0	0	220	114	0	5	0	119	0	91	3	0	94	0	0	0	0	0	433
1:45 PM	80	137	0	0	217	145	0	11	0	156	0	69	0	0	69	0	0	0	0	0	442
Total	320	595	0	0	915	535	0	47	0	582	0	351	9	0	360	0	0	0	0	0	1857
Grand Total	885	1852	0	0	2737	1650	0	109	0	1759	0	1065	23	0	1088	0	0	0	0	0	5584
Approach %	32.3	67.7	0.0	0.0		93.8	0.0	6.2	0.0		0.0	97.9	2.1	0.0		0.0	0.0	0.0	0.0		
Total %	15.8	33.2	0.0	0.0	49.0	29.5	0.0	2.0	0.0	31.5	0.0	19.1	0.4	0.0	19.5	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	2715					0					1961					908					5584

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:30 PM	New London Turnpike					I-95 SB Ramps					New London Turnpike					I-95 SB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:30 PM	80	181	0	0	261	150	0	5	0	155	0	83	4	0	87	0	0	0	0	0	503
12:45 PM	77	155	0	0	232	141	0	9	0	150	0	81	0	0	81	0	0	0	0	0	463
1:00 PM	88	146	0	0	234	137	0	16	0	153	0	92	5	0	97	0	0	0	0	0	484
1:15 PM	82	162	0	0	244	139	0	15	0	154	0	99	1	0	100	0	0	0	0	0	498
Total Volume	327	644	0	0	971	567	0	45	0	612	0	355	10	0	365	0	0	0	0	0	1948
% Approach Total	33.7	66.3	0.0	0.0		92.6	0.0	7.4	0.0		0.0	97.3	2.7	0.0		0.0	0.0	0.0	0.0		
PHF	0.929	0.890	0.000	0.000	0.930	0.945	0.000	0.703	0.000	0.987	0.000	0.896	0.500	0.000	0.913	0.000	0.000	0.000	0.000	0.000	0.968
Entering Leg	327	644	0	0	971	567	0	45	0	612	0	355	10	0	365	0	0	0	0	0	1948
Exiting Leg	922					0					689					337					1948
Total	1893					612					1054					337					3896

PDI File #: **250553 E**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: I-95 SB Ramps W: I-95 SB Ramps**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Saturday, April 12, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



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

	New London Turnpike					I-95 SB Ramps					New London Turnpike					I-95 SB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	1	1	0	0	2	2	0	1	0	3	0	1	0	0	1	0	0	0	0	0	6
11:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	0	2	0	0	2	4	0	0	0	4	0	1	0	0	1	0	0	0	0	0	7
11:45 AM	0	2	0	0	2	2	0	2	0	4	0	3	0	0	3	0	0	0	0	0	9
Total	2	5	0	0	7	8	0	3	0	11	0	5	0	0	5	0	0	0	0	0	23
12:00 PM	2	2	0	0	4	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	6
12:15 PM	1	4	0	0	5	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	7
12:30 PM	1	5	0	0	6	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	8
12:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	4	11	0	0	15	2	0	1	0	3	0	3	1	0	4	0	0	0	0	0	22
1:00 PM	1	0	0	0	1	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	3
1:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:30 PM	0	1	0	0	1	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	4
1:45 PM	0	1	0	0	1	2	0	0	0	2	0	0	1	0	1	0	0	0	0	0	4
Total	1	2	0	0	3	5	0	1	0	6	0	2	1	0	3	0	0	0	0	0	12
Grand Total	7	18	0	0	25	15	0	5	0	20	0	10	2	0	12	0	0	0	0	0	57
Approach %	28.0	72.0	0.0	0.0		75.0	0.0	25.0	0.0		0.0	83.3	16.7	0.0		0.0	0.0	0.0	0.0		
Total %	12.3	31.6	0.0	0.0	43.9	26.3	0.0	8.8	0.0	35.1	0.0	17.5	3.5	0.0	21.1	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	25					0					23					9					57
Buses	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Buses	0.0	5.6	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.8
Exiting Leg Total	0					0					1					0					1
Single-Unit Trucks	6	15	0	0	21	11	0	5	0	16	0	10	1	0	11	0	0	0	0	0	48
% Single-Unit	85.7	83.3	0.0	0.0	84.0	73.3	0.0	100.0	0.0	80.0	0.0	100.0	50.0	0.0	91.7	0.0	0.0	0.0	0.0	0.0	84.2
Exiting Leg Total	21					0					20					7					48
Articulated Trucks	1	2	0	0	3	4	0	0	0	4	0	0	1	0	1	0	0	0	0	0	8
% Articulated	14.3	11.1	0.0	0.0	12.0	26.7	0.0	0.0	0.0	20.0	0.0	0.0	50.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	14.0
Exiting Leg Total	4					0					2					2					8

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:45 AM	New London Turnpike					I-95 SB Ramps					New London Turnpike					I-95 SB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:45 AM	0	2	0	0	2	2	0	2	0	4	0	3	0	0	3	0	0	0	0	0	9
12:00 PM	2	2	0	0	4	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	6
12:15 PM	1	4	0	0	5	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	7
12:30 PM	1	5	0	0	6	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	8
Total Volume	4	13	0	0	17	4	0	2	0	6	0	6	1	0	7	0	0	0	0	0	30
% Approach Total	23.5	76.5	0.0	0.0		66.7	0.0	33.3	0.0		0.0	85.7	14.3	0.0		0.0	0.0	0.0	0.0		
PHF	0.500	0.650	0.000	0.000	0.708	0.500	0.000	0.250	0.000	0.375	0.000	0.500	0.250	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.833
Buses	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Buses %	0.0	7.7	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.3
Single-Unit Trucks	3	10	0	0	13	3	0	2	0	5	0	6	1	0	7	0	0	0	0	0	25
Single-Unit %	75.0	76.9	0.0	0.0	76.5	75.0	0.0	100.0	0.0	83.3	0.0	100.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	83.3
Articulated Trucks	1	2	0	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
Articulated %	25.0	15.4	0.0	0.0	17.6	25.0	0.0	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.3
Buses	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Single-Unit Trucks	3	10	0	0	13	3	0	2	0	5	0	6	1	0	7	0	0	0	0	0	25
Articulated Trucks	1	2	0	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
Total Entering Leg	4	13	0	0	17	4	0	2	0	6	0	6	1	0	7	0	0	0	0	0	30
Buses	0					0					1					0					1
Single-Unit Trucks	9					0					12					4					25
Articulated Trucks	1					0					2					1					4
Total Exiting Leg	10					0					15					5					30

PDI File #: **250553 E**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: I-95 SB Ramps W: I-95 SB Ramps**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Saturday, April 12, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Buses

	New London Turnpike					I-95 SB Ramps					New London Turnpike					I-95 SB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	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	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	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	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	0	0	0	0	0
12:30 PM	0	0	0	0	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	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					0					1					0					1

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	New London Turnpike					I-95 SB Ramps					New London Turnpike					I-95 SB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	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	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg	0					0					1					0					1
Total	1					0					1					0					2

PDI File #: **250553 E**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: I-95 SB Ramps W: I-95 SB Ramps**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Saturday, April 12, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Single-Unit Trucks

	New London Turnpike					I-95 SB Ramps					New London Turnpike					I-95 SB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	1	1	0	0	2	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	5
11:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	0	2	0	0	2	3	0	0	0	3	0	1	0	0	1	0	0	0	0	0	6
11:45 AM	0	1	0	0	1	1	0	2	0	3	0	3	0	0	3	0	0	0	0	0	7
Total	2	4	0	0	6	5	0	3	0	8	0	5	0	0	5	0	0	0	0	0	19
12:00 PM	1	2	0	0	3	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	5
12:15 PM	1	2	0	0	3	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	5
12:30 PM	1	5	0	0	6	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	8
12:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	3	9	0	0	12	2	0	1	0	3	0	3	1	0	4	0	0	0	0	0	19
1:00 PM	1	0	0	0	1	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	3
1:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:30 PM	0	1	0	0	1	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	4
1:45 PM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	1	2	0	0	3	4	0	1	0	5	0	2	0	0	2	0	0	0	0	0	10
Grand Total	6	15	0	0	21	11	0	5	0	16	0	10	1	0	11	0	0	0	0	0	48
Approach %	28.6	71.4	0.0	0.0		68.8	0.0	31.3	0.0		0.0	90.9	9.1	0.0		0.0	0.0	0.0	0.0		
Total %	12.5	31.3	0.0	0.0	43.8	22.9	0.0	10.4	0.0	33.3	0.0	20.8	2.1	0.0	22.9	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	21					0					20					7					48

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:45 AM	New London Turnpike					I-95 SB Ramps					New London Turnpike					I-95 SB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:45 AM	0	1	0	0	1	1	0	2	0	3	0	3	0	0	3	0	0	0	0	0	7
12:00 PM	1	2	0	0	3	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	5
12:15 PM	1	2	0	0	3	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	5
12:30 PM	1	5	0	0	6	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	8
Total Volume	3	10	0	0	13	3	0	2	0	5	0	6	1	0	7	0	0	0	0	0	25
% Approach Total	23.1	76.9	0.0	0.0		60.0	0.0	40.0	0.0		0.0	85.7	14.3	0.0		0.0	0.0	0.0	0.0		
PHF	0.750	0.500	0.000	0.000	0.542	0.750	0.000	0.250	0.000	0.417	0.000	0.500	0.250	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.781
Entering Leg	3	10	0	0	13	3	0	2	0	5	0	6	1	0	7	0	0	0	0	0	25
Exiting Leg	9					0					12					4					25
Total	22					5					19					4					50

PDI File #: **250553 E**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: I-95 SB Ramps W: I-95 SB Ramps**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Saturday, April 12, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Articulated Trucks

	New London Turnpike					I-95 SB Ramps					New London Turnpike					I-95 SB Ramps					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
11:00 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
12:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:30 PM	0	0	0	0	0	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	0	0
Total	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	2
Total	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	2
Grand Total	1	2	0	0	3	4	0	0	0	4	4	0	0	1	0	1	0	0	0	0	0	8
Approach %	33.3	66.7	0.0	0.0		100.0	0.0	0.0	0.0			0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		
Total %	12.5	25.0	0.0	0.0	37.5	50.0	0.0	0.0	0.0	50.0		0.0	0.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0		
Exiting Leg Total	4					0					2					2					8	

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:30 AM	New London Turnpike					I-95 SB Ramps					New London Turnpike					I-95 SB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	1	2	0	0	3	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5
% Approach Total	33.3	66.7	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.250	0.250	0.000	0.000	0.375	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625
Entering Leg	1	2	0	0	3	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5
Exiting Leg	2					0					2					1					5
Total	5					2					2					1					10

PDI File #: 250553 E
Location: N: New London Turnpike S: New London Turnpike
Location: E: I-95 SB Ramps W: I-95 SB Ramps
City, State: Coventry, RI
Client: VHB/ B. Menezes
Site Code: 73562.00
Count Date: Saturday, April 12, 2025
Start Time: 11:00 AM
End Time: 2:00 PM
Class:



Bicycles (on Roadway and Crosswalks)

	New London Turnpike							I-95 SB Ramps							New London Turnpike							I-95 SB Ramps							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0							0							0							0							0

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	New London Turnpike							I-95 SB Ramps							New London Turnpike							I-95 SB Ramps							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: 250553 E
Location: N: New London Turnpike S: New London Turnpike
Location: E: I-95 SB Ramps W: I-95 SB Ramps
City, State: Coventry, RI
Client: VHB/ B. Menezes
Site Code: 73562.00
Count Date: Saturday, April 12, 2025
Start Time: 11:00 AM
End Time: 2:00 PM
Class:



Pedestrians

	New London Turnpike							I-95 SB Ramps							New London Turnpike							I-95 SB Ramps							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	2
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	2
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	50		0	0	0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	50	100	0	0	0	0	0	0	0	
Exiting Leg Total	0							0							2							0							2

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:15 PM	New London Turnpike							I-95 SB Ramps							New London Turnpike							I-95 SB Ramps							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	2
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	2
Exiting Leg	0							0							2							0							2
Total	0							0							4							0							4

PDI File #: **250553 F**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: I-95 NB Ramps W: I-95 NB Ramps**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **6:30 AM**
 End Time: **8:30 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	New London Turnpike					I-95 NB Ramps					New London Turnpike					I-95 NB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:30 AM	0	23	157	0	180	0	0	0	0	0	8	10	0	0	18	3	0	15	0	18	216
6:45 AM	0	32	139	0	171	0	0	0	0	0	13	14	0	0	27	1	0	27	0	28	226
Total	0	55	296	0	351	0	0	0	0	0	21	24	0	0	45	4	0	42	0	46	442
7:00 AM	0	27	161	0	188	0	0	0	0	0	19	19	0	0	38	3	0	32	0	35	261
7:15 AM	0	24	172	0	196	0	0	0	0	0	24	20	0	0	44	1	0	31	0	32	272
7:30 AM	0	29	142	0	171	0	0	0	0	0	24	33	0	0	57	5	0	34	0	39	267
7:45 AM	0	27	148	0	175	0	0	0	0	0	17	30	0	0	47	8	0	44	0	52	274
Total	0	107	623	0	730	0	0	0	0	0	84	102	0	0	186	17	0	141	0	158	1074
8:00 AM	0	21	141	0	162	0	0	0	0	0	11	28	0	0	39	4	0	30	0	34	235
8:15 AM	0	20	150	0	170	0	0	0	0	0	12	21	0	0	33	4	0	25	0	29	232
Total	0	41	291	0	332	0	0	0	0	0	23	49	0	0	72	8	0	55	0	63	467
Grand Total	0	203	1210	0	1413	0	0	0	0	0	128	175	0	0	303	29	0	238	0	267	1983
Approach %	0.0	14.4	85.6	0.0		0.0	0.0	0.0	0.0		42.2	57.8	0.0	0.0		10.9	0.0	89.1	0.0		
Total %	0.0	10.2	61.0	0.0	71.3	0.0	0.0	0.0	0.0	0.0	6.5	8.8	0.0	0.0	15.3	1.5	0.0	12.0	0.0	13.5	
Exiting Leg Total	413					1338					232					0					1983
Cars	0	182	1143	0	1325	0	0	0	0	0	117	154	0	0	271	22	0	224	0	246	1842
% Cars	0.0	89.7	94.5	0.0	93.8	0.0	0.0	0.0	0.0	0.0	91.4	88.0	0.0	0.0	89.4	75.9	0.0	94.1	0.0	92.1	92.9
Exiting Leg Total	378					1260					204					0					1842
Heavy Vehicles	0	21	67	0	88	0	0	0	0	0	11	21	0	0	32	7	0	14	0	21	141
% Heavy Vehicles	0.0	10.3	5.5	0.0	6.2	0.0	0.0	0.0	0.0	0.0	8.6	12.0	0.0	0.0	10.6	24.1	0.0	5.9	0.0	7.9	7.1
Exiting Leg Total	35					78					28					0					141

Peak Hour Analysis from 06:30 AM to 08:30 AM begins at:

7:00 AM	New London Turnpike					I-95 NB Ramps					New London Turnpike					I-95 NB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	27	161	0	188	0	0	0	0	0	19	19	0	0	38	3	0	32	0	35	261
7:15 AM	0	24	172	0	196	0	0	0	0	0	24	20	0	0	44	1	0	31	0	32	272
7:30 AM	0	29	142	0	171	0	0	0	0	0	24	33	0	0	57	5	0	34	0	39	267
7:45 AM	0	27	148	0	175	0	0	0	0	0	17	30	0	0	47	8	0	44	0	52	274
Total Volume	0	107	623	0	730	0	0	0	0	0	84	102	0	0	186	17	0	141	0	158	1074
% Approach Total	0.0	14.7	85.3	0.0		0.0	0.0	0.0	0.0		45.2	54.8	0.0	0.0		10.8	0.0	89.2	0.0		
PHF	0.000	0.922	0.906	0.000	0.931	0.000	0.000	0.000	0.000	0.000	0.875	0.773	0.000	0.000	0.816	0.531	0.000	0.801	0.000	0.760	0.980
Cars	0	91	592	0	683	0	0	0	0	0	75	93	0	0	168	13	0	135	0	148	999
Cars %	0.0	85.0	95.0	0.0	93.6	0.0	0.0	0.0	0.0	0.0	89.3	91.2	0.0	0.0	90.3	76.5	0.0	95.7	0.0	93.7	93.0
Heavy Vehicles	0	16	31	0	47	0	0	0	0	0	9	9	0	0	18	4	0	6	0	10	75
Heavy Vehicles %	0.0	15.0	5.0	0.0	6.4	0.0	0.0	0.0	0.0	0.0	10.7	8.8	0.0	0.0	9.7	23.5	0.0	4.3	0.0	6.3	7.0
Cars Enter Leg	0	91	592	0	683	0	0	0	0	0	75	93	0	0	168	13	0	135	0	148	999
Heavy Enter Leg	0	16	31	0	47	0	0	0	0	0	9	9	0	0	18	4	0	6	0	10	75
Total Entering Leg	0	107	623	0	730	0	0	0	0	0	84	102	0	0	186	17	0	141	0	158	1074
Cars Exiting Leg	228					667					104					0					999
Heavy Exiting Leg	15					40					20					0					75
Total Exiting Leg	243					707					124					0					1074

PDI File #: **250553 F**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: I-95 NB Ramps W: I-95 NB Ramps**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **6:30 AM**
 End Time: **8:30 AM**
 Class:



Cars

	New London Turnpike					I-95 NB Ramps					New London Turnpike					I-95 NB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:30 AM	0	21	150	0	171	0	0	0	0	0	7	9	0	0	16	2	0	13	0	15	202
6:45 AM	0	31	133	0	164	0	0	0	0	0	13	13	0	0	26	1	0	23	0	24	214
Total	0	52	283	0	335	0	0	0	0	0	20	22	0	0	42	3	0	36	0	39	416
7:00 AM	0	24	154	0	178	0	0	0	0	0	17	19	0	0	36	1	0	30	0	31	245
7:15 AM	0	20	166	0	186	0	0	0	0	0	20	20	0	0	40	1	0	30	0	31	257
7:30 AM	0	24	133	0	157	0	0	0	0	0	22	27	0	0	49	4	0	33	0	37	243
7:45 AM	0	23	139	0	162	0	0	0	0	0	16	27	0	0	43	7	0	42	0	49	254
Total	0	91	592	0	683	0	0	0	0	0	75	93	0	0	168	13	0	135	0	148	999
8:00 AM	0	20	129	0	149	0	0	0	0	0	10	20	0	0	30	4	0	28	0	32	211
8:15 AM	0	19	139	0	158	0	0	0	0	0	12	19	0	0	31	2	0	25	0	27	216
Total	0	39	268	0	307	0	0	0	0	0	22	39	0	0	61	6	0	53	0	59	427
Grand Total	0	182	1143	0	1325	0	0	0	0	0	117	154	0	0	271	22	0	224	0	246	1842
Approach %	0.0	13.7	86.3	0.0		0.0	0.0	0.0	0.0		43.2	56.8	0.0	0.0		8.9	0.0	91.1	0.0		
Total %	0.0	9.9	62.1	0.0	71.9	0.0	0.0	0.0	0.0	0.0	6.4	8.4	0.0	0.0	14.7	1.2	0.0	12.2	0.0	13.4	
Exiting Leg Total	378					1260					204					0					1842

Peak Hour Analysis from 06:30 AM to 08:30 AM begins at:

7:00 AM	New London Turnpike					I-95 NB Ramps					New London Turnpike					I-95 NB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	24	154	0	178	0	0	0	0	0	17	19	0	0	36	1	0	30	0	31	245
7:15 AM	0	20	166	0	186	0	0	0	0	0	20	20	0	0	40	1	0	30	0	31	257
7:30 AM	0	24	133	0	157	0	0	0	0	0	22	27	0	0	49	4	0	33	0	37	243
7:45 AM	0	23	139	0	162	0	0	0	0	0	16	27	0	0	43	7	0	42	0	49	254
Total Volume	0	91	592	0	683	0	0	0	0	0	75	93	0	0	168	13	0	135	0	148	999
% Approach Total	0.0	13.3	86.7	0.0		0.0	0.0	0.0	0.0	0.0	44.6	55.4	0.0	0.0		8.8	0.0	91.2	0.0		
PHF	0.000	0.948	0.892	0.000	0.918	0.000	0.000	0.000	0.000	0.000	0.852	0.861	0.000	0.000	0.857	0.464	0.000	0.804	0.000	0.755	0.972
Entering Leg	0	91	592	0	683	0	0	0	0	0	75	93	0	0	168	13	0	135	0	148	999
Exiting Leg	228					667					104					0					999
Total	911					667					272					148					1998

PDI File #: **250553 F**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: I-95 NB Ramps W: I-95 NB Ramps**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **6:30 AM**
 End Time: **8:30 AM**



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

	New London Turnpike					I-95 NB Ramps					New London Turnpike					I-95 NB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:30 AM	0	2	7	0	9	0	0	0	0	0	1	1	0	0	2	1	0	2	0	3	14
6:45 AM	0	1	6	0	7	0	0	0	0	0	0	1	0	0	1	0	0	4	0	4	12
Total	0	3	13	0	16	0	0	0	0	0	1	2	0	0	3	1	0	6	0	7	26
7:00 AM	0	3	7	0	10	0	0	0	0	0	2	0	0	0	2	2	0	2	0	4	16
7:15 AM	0	4	6	0	10	0	0	0	0	0	4	0	0	0	4	0	0	1	0	1	15
7:30 AM	0	5	9	0	14	0	0	0	0	0	2	6	0	0	8	1	0	1	0	2	24
7:45 AM	0	4	9	0	13	0	0	0	0	0	1	3	0	0	4	1	0	2	0	3	20
Total	0	16	31	0	47	0	0	0	0	0	9	9	0	0	18	4	0	6	0	10	75
8:00 AM	0	1	12	0	13	0	0	0	0	0	1	8	0	0	9	0	0	2	0	2	24
8:15 AM	0	1	11	0	12	0	0	0	0	0	0	2	0	0	2	2	0	0	0	2	16
Total	0	2	23	0	25	0	0	0	0	0	1	10	0	0	11	2	0	2	0	4	40
Grand Total	0	21	67	0	88	0	0	0	0	0	11	21	0	0	32	7	0	14	0	21	141
Approach %	0.0	23.9	76.1	0.0		0.0	0.0	0.0	0.0		34.4	65.6	0.0	0.0		33.3	0.0	66.7	0.0		
Total %	0.0	14.9	47.5	0.0	62.4	0.0	0.0	0.0	0.0	0.0	7.8	14.9	0.0	0.0	22.7	5.0	0.0	9.9	0.0	14.9	
Exiting Leg Total	35					78					28					0					141
Buses	0	5	2	0	7	0	0	0	0	0	3	2	0	0	5	3	0	2	0	5	17
% Buses	0.0	23.8	3.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0	27.3	9.5	0.0	0.0	15.6	42.9	0.0	14.3	0.0	23.8	12.1
Exiting Leg Total	4					5					8					0					17
Single-Unit Trucks	0	10	48	0	58	0	0	0	0	0	6	15	0	0	21	4	0	9	0	13	92
% Single-Unit	0.0	47.6	71.6	0.0	65.9	0.0	0.0	0.0	0.0	0.0	54.5	71.4	0.0	0.0	65.6	57.1	0.0	64.3	0.0	61.9	65.2
Exiting Leg Total	24					54					14					0					92
Articulated Trucks	0	6	17	0	23	0	0	0	0	0	2	4	0	0	6	0	0	3	0	3	32
% Articulated	0.0	28.6	25.4	0.0	26.1	0.0	0.0	0.0	0.0	0.0	18.2	19.0	0.0	0.0	18.8	0.0	0.0	21.4	0.0	14.3	22.7
Exiting Leg Total	7					19					6					0					32

Peak Hour Analysis from 06:30 AM to 08:30 AM begins at:

7:30 AM	New London Turnpike					I-95 NB Ramps					New London Turnpike					I-95 NB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:30 AM	0	5	9	0	14	0	0	0	0	0	2	6	0	0	8	1	0	1	0	2	24
7:45 AM	0	4	9	0	13	0	0	0	0	0	1	3	0	0	4	1	0	2	0	3	20
8:00 AM	0	1	12	0	13	0	0	0	0	0	1	8	0	0	9	0	0	2	0	2	24
8:15 AM	0	1	11	0	12	0	0	0	0	0	0	2	0	0	2	2	0	0	0	2	16
Total Volume	0	11	41	0	52	0	0	0	0	0	4	19	0	0	23	4	0	5	0	9	84
% Approach Total	0.0	21.2	78.8	0.0		0.0	0.0	0.0	0.0		17.4	82.6	0.0	0.0		44.4	0.0	55.6	0.0		
PHF	0.000	0.550	0.854	0.000	0.929	0.000	0.000	0.000	0.000	0.000	0.500	0.594	0.000	0.000	0.639	0.500	0.000	0.625	0.000	0.750	0.875
Buses	0	3	2	0	5	0	0	0	0	0	1	1	0	0	2	1	0	1	0	2	9
Buses %	0.0	27.3	4.9	0.0	9.6	0.0	0.0	0.0	0.0	0.0	25.0	5.3	0.0	0.0	8.7	25.0	0.0	20.0	0.0	22.2	10.7
Single-Unit Trucks	0	6	33	0	39	0	0	0	0	0	2	14	0	0	16	3	0	3	0	6	61
Single-Unit %	0.0	54.5	80.5	0.0	75.0	0.0	0.0	0.0	0.0	0.0	50.0	73.7	0.0	0.0	69.6	75.0	0.0	60.0	0.0	66.7	72.6
Articulated Trucks	0	2	6	0	8	0	0	0	0	0	1	4	0	0	5	0	0	1	0	1	14
Articulated %	0.0	18.2	14.6	0.0	15.4	0.0	0.0	0.0	0.0	0.0	25.0	21.1	0.0	0.0	21.7	0.0	0.0	20.0	0.0	11.1	16.7
Buses	0	3	2	0	5	0	0	0	0	0	1	1	0	0	2	1	0	1	0	2	9
Single-Unit Trucks	0	6	33	0	39	0	0	0	0	0	2	14	0	0	16	3	0	3	0	6	61
Articulated Trucks	0	2	6	0	8	0	0	0	0	0	1	4	0	0	5	0	0	1	0	1	14
Total Entering Leg	0	11	41	0	52	0	0	0	0	0	4	19	0	0	23	4	0	5	0	9	84
Buses	2					3					4					0					9
Single-Unit Trucks	17					35					9					0					61
Articulated Trucks	5					7					2					0					14
Total Exiting Leg	24					45					15					0					84

PDI File #: **250553 F**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: I-95 NB Ramps W: I-95 NB Ramps**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **6:30 AM**
 End Time: **8:30 AM**
 Class:



Buses

	New London Turnpike					I-95 NB Ramps					New London Turnpike					I-95 NB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	1	0	0	0	1	3
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	1	0	1	0	2	4
7:00 AM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	3
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	3
7:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
Total	0	3	1	0	4	0	0	0	0	0	2	0	0	0	2	2	0	1	0	3	9
8:00 AM	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
Grand Total	0	5	2	0	7	0	0	0	0	0	3	2	0	0	5	3	0	2	0	5	17
Approach %	0.0	71.4	28.6	0.0		0.0	0.0	0.0	0.0		60.0	40.0	0.0	0.0		60.0	0.0	40.0	0.0		
Total %	0.0	29.4	11.8	0.0	41.2	0.0	0.0	0.0	0.0	0.0	17.6	11.8	0.0	0.0	29.4	17.6	0.0	11.8	0.0	29.4	
Exiting Leg Total	4					5					8					0					17

Peak Hour Analysis from 06:30 AM to 08:30 AM begins at:

7:00 AM	New London Turnpike					I-95 NB Ramps					New London Turnpike					I-95 NB Ramps					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
7:00 AM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	1	3
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	1	3
7:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
Total Volume	0	3	1	0	4	0	0	0	0	0	2	0	0	0	0	2	2	0	1	0	3	9
% Approach Total	0.0	75.0	25.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0			66.7	0.0	33.3	0.0		
PHF	0.000	0.750	0.250	0.000	1.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.500		0.500	0.000	0.250	0.000	0.750	0.750
Entering Leg	0	3	1	0	4	0	0	0	0	0	2	0	0	0	2		2	0	1	0	3	9
Exiting Leg	1					3					5					0					9	
Total	5					3					7					3					18	

PDI File #: **250553 F**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: I-95 NB Ramps W: I-95 NB Ramps**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **6:30 AM**
 End Time: **8:30 AM**
 Class:



Single-Unit Trucks

	New London Turnpike					I-95 NB Ramps					New London Turnpike					I-95 NB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:30 AM	0	2	7	0	9	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	10
6:45 AM	0	0	3	0	3	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	6
Total	0	2	10	0	12	0	0	0	0	0	0	1	0	0	1	0	0	3	0	3	16
7:00 AM	0	1	3	0	4	0	0	0	0	0	1	0	0	0	1	1	0	2	0	3	8
7:15 AM	0	1	2	0	3	0	0	0	0	0	3	0	0	0	3	0	0	1	0	1	7
7:30 AM	0	3	8	0	11	0	0	0	0	0	1	4	0	0	5	0	0	1	0	1	17
7:45 AM	0	3	5	0	8	0	0	0	0	0	0	2	0	0	2	1	0	1	0	2	12
Total	0	8	18	0	26	0	0	0	0	0	5	6	0	0	11	2	0	5	0	7	44
8:00 AM	0	0	10	0	10	0	0	0	0	0	1	6	0	0	7	0	0	1	0	1	18
8:15 AM	0	0	10	0	10	0	0	0	0	0	0	2	0	0	2	2	0	0	0	2	14
Total	0	0	20	0	20	0	0	0	0	0	1	8	0	0	9	2	0	1	0	3	32
Grand Total	0	10	48	0	58	0	0	0	0	0	6	15	0	0	21	4	0	9	0	13	92
Approach %	0.0	17.2	82.8	0.0		0.0	0.0	0.0	0.0		28.6	71.4	0.0	0.0		30.8	0.0	69.2	0.0		
Total %	0.0	10.9	52.2	0.0	63.0	0.0	0.0	0.0	0.0	0.0	6.5	16.3	0.0	0.0	22.8	4.3	0.0	9.8	0.0	14.1	
Exiting Leg Total	24					54					14					0					92

Peak Hour Analysis from 06:30 AM to 08:30 AM begins at:

7:30 AM	New London Turnpike					I-95 NB Ramps					New London Turnpike					I-95 NB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:30 AM	0	3	8	0	11	0	0	0	0	0	1	4	0	0	5	0	0	1	0	1	17
7:45 AM	0	3	5	0	8	0	0	0	0	0	0	2	0	0	2	1	0	1	0	2	12
8:00 AM	0	0	10	0	10	0	0	0	0	0	1	6	0	0	7	0	0	1	0	1	18
8:15 AM	0	0	10	0	10	0	0	0	0	0	0	2	0	0	2	2	0	0	0	2	14
Total Volume	0	6	33	0	39	0	0	0	0	0	2	14	0	0	16	3	0	3	0	6	61
% Approach Total	0.0	15.4	84.6	0.0		0.0	0.0	0.0	0.0		12.5	87.5	0.0	0.0		50.0	0.0	50.0	0.0		
PHF	0.000	0.500	0.825	0.000	0.886	0.000	0.000	0.000	0.000	0.000	0.500	0.583	0.000	0.000	0.571	0.375	0.000	0.750	0.000	0.750	0.847
Entering Leg	0	6	33	0	39	0	0	0	0	0	2	14	0	0	16	3	0	3	0	6	61
Exiting Leg	17					35					9					0					61
Total	56					35					25					6					122

PDI File #: **250553 F**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: I-95 NB Ramps W: I-95 NB Ramps**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **6:30 AM**
 End Time: **8:30 AM**
 Class:



Articulated Trucks

	New London Turnpike					I-95 NB Ramps					New London Turnpike					I-95 NB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
6:45 AM	0	1	3	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5
Total	0	1	3	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	6
7:00 AM	0	1	4	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
7:15 AM	0	2	4	0	6	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	7
7:30 AM	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
7:45 AM	0	1	3	0	4	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	6
Total	0	5	12	0	17	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	22
8:00 AM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	3
8:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	4
Grand Total	0	6	17	0	23	0	0	0	0	0	2	4	0	0	6	0	0	3	0	3	32
Approach %	0.0	26.1	73.9	0.0		0.0	0.0	0.0	0.0		33.3	66.7	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	0.0	18.8	53.1	0.0	71.9	0.0	0.0	0.0	0.0	0.0	6.3	12.5	0.0	0.0	18.8	0.0	0.0	9.4	0.0	9.4	
Exiting Leg Total	7					19					6					0					32

Peak Hour Analysis from 06:30 AM to 08:30 AM begins at:

7:00 AM	New London Turnpike					I-95 NB Ramps					New London Turnpike					I-95 NB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	1	4	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
7:15 AM	0	2	4	0	6	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	7
7:30 AM	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
7:45 AM	0	1	3	0	4	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	6
Total Volume	0	5	12	0	17	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	22
% Approach Total	0.0	29.4	70.6	0.0		0.0	0.0	0.0	0.0		40.0	60.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.625	0.750	0.000	0.708	0.000	0.000	0.000	0.000	0.000	0.500	0.375	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.786
Entering Leg	0	5	12	0	17	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	22
Exiting Leg	3					14					5					0					22
Total	20					14					10					0					44

PDI File #: **250553 F**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: I-95 NB Ramps W: I-95 NB Ramps**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **6:30 AM**
 End Time: **8:30 AM**
 Class:



Bicycles (on Roadway and Crosswalks)

	New London Turnpike								I-95 NB Ramps								New London Turnpike								I-95 NB Ramps								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total					
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0						
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Exiting Leg Total	0							0							0							0							0				

Peak Hour Analysis from 06:30 AM to 08:30 AM begins at:

6:30 AM	New London Turnpike							I-95 NB Ramps							New London Turnpike							I-95 NB Ramps							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: **250553 F**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: I-95 NB Ramps W: I-95 NB Ramps**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **6:30 AM**
 End Time: **8:30 AM**
 Class:



Pedestrians

	New London Turnpike							I-95 NB Ramps							New London Turnpike							I-95 NB Ramps							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg Total	0							0							0							0							0

Peak Hour Analysis from 06:30 AM to 08:30 AM begins at:

6:30 AM	New London Turnpike							I-95 NB Ramps							New London Turnpike							I-95 NB Ramps							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: **250553 F**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: I-95 NB Ramps W: I-95 NB Ramps**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **3:30 PM**
 End Time: **5:30 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	New London Turnpike					I-95 NB Ramps					New London Turnpike					I-95 NB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:30 PM	0	38	109	0	147	0	0	0	0	0	15	47	0	0	62	2	0	50	0	52	261
3:45 PM	0	49	101	0	150	0	0	0	0	0	12	40	0	0	52	3	0	55	0	58	260
Total	0	87	210	0	297	0	0	0	0	0	27	87	0	0	114	5	0	105	0	110	521
4:00 PM	0	42	110	0	152	0	0	0	0	0	12	33	0	0	45	4	0	53	0	57	254
4:15 PM	0	44	96	0	140	0	0	0	0	0	12	47	0	0	59	4	0	51	0	55	254
4:30 PM	0	40	107	0	147	0	0	0	0	0	19	48	0	0	67	2	0	53	0	55	269
4:45 PM	0	37	83	0	120	0	0	0	0	0	15	46	0	0	61	6	0	51	0	57	238
Total	0	163	396	0	559	0	0	0	0	0	58	174	0	0	232	16	0	208	0	224	1015
5:00 PM	0	42	116	0	158	0	0	0	0	0	6	42	0	0	48	5	0	55	0	60	266
5:15 PM	0	39	100	0	139	0	0	0	0	0	9	42	0	0	51	6	1	53	0	60	250
Total	0	81	216	0	297	0	0	0	0	0	15	84	0	0	99	11	1	108	0	120	516
Grand Total	0	331	822	0	1153	0	0	0	0	0	100	345	0	0	445	32	1	421	0	454	2052
Approach %	0.0	28.7	71.3	0.0		0.0	0.0	0.0	0.0		22.5	77.5	0.0	0.0		7.0	0.2	92.7	0.0		
Total %	0.0	16.1	40.1	0.0	56.2	0.0	0.0	0.0	0.0	0.0	4.9	16.8	0.0	0.0	21.7	1.6	0.0	20.5	0.0	22.1	
Exiting Leg Total	766					923					363					0					2052
Cars	0	325	809	0	1134	0	0	0	0	0	94	334	0	0	428	31	1	414	0	446	2008
% Cars	0.0	98.2	98.4	0.0	98.4	0.0	0.0	0.0	0.0	0.0	94.0	96.8	0.0	0.0	96.2	96.9	100.0	98.3	0.0	98.2	97.9
Exiting Leg Total	748					904					356					0					2008
Heavy Vehicles	0	6	13	0	19	0	0	0	0	0	6	11	0	0	17	1	0	7	0	8	44
% Heavy Vehicles	0.0	1.8	1.6	0.0	1.6	0.0	0.0	0.0	0.0	0.0	6.0	3.2	0.0	0.0	3.8	3.1	0.0	1.7	0.0	1.8	2.1
Exiting Leg Total	18					19					7					0					44

Peak Hour Analysis from 03:30 PM to 05:30 PM begins at:

3:45 PM	New London Turnpike					I-95 NB Ramps					New London Turnpike					I-95 NB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:45 PM	0	49	101	0	150	0	0	0	0	0	12	40	0	0	52	3	0	55	0	58	260
4:00 PM	0	42	110	0	152	0	0	0	0	0	12	33	0	0	45	4	0	53	0	57	254
4:15 PM	0	44	96	0	140	0	0	0	0	0	12	47	0	0	59	4	0	51	0	55	254
4:30 PM	0	40	107	0	147	0	0	0	0	0	19	48	0	0	67	2	0	53	0	55	269
Total Volume	0	175	414	0	589	0	0	0	0	0	55	168	0	0	223	13	0	212	0	225	1037
% Approach Total	0.0	29.7	70.3	0.0		0.0	0.0	0.0	0.0		24.7	75.3	0.0	0.0		5.8	0.0	94.2	0.0		
PHF	0.000	0.893	0.941	0.000	0.969	0.000	0.000	0.000	0.000	0.000	0.724	0.875	0.000	0.000	0.832	0.813	0.000	0.964	0.000	0.970	0.964
Cars	0	170	408	0	578	0	0	0	0	0	52	163	0	0	215	12	0	209	0	221	1014
Cars %	0.0	97.1	98.6	0.0	98.1	0.0	0.0	0.0	0.0	0.0	94.5	97.0	0.0	0.0	96.4	92.3	0.0	98.6	0.0	98.2	97.8
Heavy Vehicles	0	5	6	0	11	0	0	0	0	0	3	5	0	0	8	1	0	3	0	4	23
Heavy Vehicles %	0.0	2.9	1.4	0.0	1.9	0.0	0.0	0.0	0.0	0.0	5.5	3.0	0.0	0.0	3.6	7.7	0.0	1.4	0.0	1.8	2.2
Cars Enter Leg	0	170	408	0	578	0	0	0	0	0	52	163	0	0	215	12	0	209	0	221	1014
Heavy Enter Leg	0	5	6	0	11	0	0	0	0	0	3	5	0	0	8	1	0	3	0	4	23
Total Entering Leg	0	175	414	0	589	0	0	0	0	0	55	168	0	0	223	13	0	212	0	225	1037
Cars Exiting Leg					372					460					182					0	1014
Heavy Exiting Leg					8					9					6					0	23
Total Exiting Leg					380					469					188					0	1037

PDI File #: **250553 F**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: I-95 NB Ramps W: I-95 NB Ramps**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **3:30 PM**
 End Time: **5:30 PM**
 Class:



Cars

	New London Turnpike					I-95 NB Ramps					New London Turnpike					I-95 NB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:30 PM	0	38	106	0	144	0	0	0	0	0	14	44	0	0	58	2	0	48	0	50	252
3:45 PM	0	47	96	0	143	0	0	0	0	0	12	38	0	0	50	3	0	54	0	57	250
Total	0	85	202	0	287	0	0	0	0	0	26	82	0	0	108	5	0	102	0	107	502
4:00 PM	0	42	109	0	151	0	0	0	0	0	12	33	0	0	45	4	0	52	0	56	252
4:15 PM	0	41	96	0	137	0	0	0	0	0	10	44	0	0	54	3	0	50	0	53	244
4:30 PM	0	40	107	0	147	0	0	0	0	0	18	48	0	0	66	2	0	53	0	55	268
4:45 PM	0	37	82	0	119	0	0	0	0	0	15	44	0	0	59	6	0	50	0	56	234
Total	0	160	394	0	554	0	0	0	0	0	55	169	0	0	224	15	0	205	0	220	998
5:00 PM	0	41	114	0	155	0	0	0	0	0	4	41	0	0	45	5	0	55	0	60	260
5:15 PM	0	39	99	0	138	0	0	0	0	0	9	42	0	0	51	6	1	52	0	59	248
Total	0	80	213	0	293	0	0	0	0	0	13	83	0	0	96	11	1	107	0	119	508
Grand Total	0	325	809	0	1134	0	0	0	0	0	94	334	0	0	428	31	1	414	0	446	2008
Approach %	0.0	28.7	71.3	0.0		0.0	0.0	0.0	0.0		22.0	78.0	0.0	0.0		7.0	0.2	92.8	0.0		
Total %	0.0	16.2	40.3	0.0	56.5	0.0	0.0	0.0	0.0	0.0	4.7	16.6	0.0	0.0	21.3	1.5	0.0	20.6	0.0	22.2	
Exiting Leg Total	748					904					356					0					2008

Peak Hour Analysis from 03:30 PM to 05:30 PM begins at:

3:45 PM	New London Turnpike					I-95 NB Ramps					New London Turnpike					I-95 NB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:45 PM	0	47	96	0	143	0	0	0	0	0	12	38	0	0	50	3	0	54	0	57	250
4:00 PM	0	42	109	0	151	0	0	0	0	0	12	33	0	0	45	4	0	52	0	56	252
4:15 PM	0	41	96	0	137	0	0	0	0	0	10	44	0	0	54	3	0	50	0	53	244
4:30 PM	0	40	107	0	147	0	0	0	0	0	18	48	0	0	66	2	0	53	0	55	268
Total Volume	0	170	408	0	578	0	0	0	0	0	52	163	0	0	215	12	0	209	0	221	1014
% Approach Total	0.0	29.4	70.6	0.0		0.0	0.0	0.0	0.0	0.0	24.2	75.8	0.0	0.0		5.4	0.0	94.6	0.0		
PHF	0.000	0.904	0.936	0.000	0.957	0.000	0.000	0.000	0.000	0.000	0.722	0.849	0.000	0.000	0.814	0.750	0.000	0.968	0.000	0.969	0.946
Entering Leg	0	170	408	0	578	0	0	0	0	0	52	163	0	0	215	12	0	209	0	221	1014
Exiting Leg	372					460					182					0					1014
Total	950					460					397					221					2028

PDI File #: **250553 F**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: I-95 NB Ramps W: I-95 NB Ramps**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **3:30 PM**
 End Time: **5:30 PM**
 Class:



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

	New London Turnpike					I-95 NB Ramps					New London Turnpike					I-95 NB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:30 PM	0	0	3	0	3	0	0	0	0	0	1	3	0	0	4	0	0	2	0	2	9
3:45 PM	0	2	5	0	7	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	10
Total	0	2	8	0	10	0	0	0	0	0	1	5	0	0	6	0	0	3	0	3	19
4:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
4:15 PM	0	3	0	0	3	0	0	0	0	0	2	3	0	0	5	1	0	1	0	2	10
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
4:45 PM	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	4
Total	0	3	2	0	5	0	0	0	0	0	3	5	0	0	8	1	0	3	0	4	17
5:00 PM	0	1	2	0	3	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	6
5:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
Total	0	1	3	0	4	0	0	0	0	0	2	1	0	0	3	0	0	1	0	1	8
Grand Total	0	6	13	0	19	0	0	0	0	0	6	11	0	0	17	1	0	7	0	8	44
Approach %	0.0	31.6	68.4	0.0		0.0	0.0	0.0	0.0		35.3	64.7	0.0	0.0		12.5	0.0	87.5	0.0		
Total %	0.0	13.6	29.5	0.0	43.2	0.0	0.0	0.0	0.0	0.0	13.6	25.0	0.0	0.0	38.6	2.3	0.0	15.9	0.0	18.2	
Exiting Leg Total	18					19					7					0					44
Buses	0	5	1	0	6	0	0	0	0	0	1	4	0	0	5	1	0	1	0	2	13
% Buses	0.0	83.3	7.7	0.0	31.6	0.0	0.0	0.0	0.0	0.0	16.7	36.4	0.0	0.0	29.4	100.0	0.0	14.3	0.0	25.0	29.5
Exiting Leg Total	5					2					6					0					13
Single-Unit Trucks	0	1	7	0	8	0	0	0	0	0	5	6	0	0	11	0	0	4	0	4	23
% Single-Unit	0.0	16.7	53.8	0.0	42.1	0.0	0.0	0.0	0.0	0.0	83.3	54.5	0.0	0.0	64.7	0.0	0.0	57.1	0.0	50.0	52.3
Exiting Leg Total	10					12					1					0					23
Articulated Trucks	0	0	5	0	5	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	8
% Articulated	0.0	0.0	38.5	0.0	26.3	0.0	0.0	0.0	0.0	0.0	0.0	9.1	0.0	0.0	5.9	0.0	0.0	28.6	0.0	25.0	18.2
Exiting Leg Total	3					5					0					0					8

Peak Hour Analysis from 03:30 PM to 05:30 PM begins at:

3:30 PM	New London Turnpike					I-95 NB Ramps					New London Turnpike					I-95 NB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:30 PM	0	0	3	0	3	0	0	0	0	0	1	3	0	0	4	0	0	2	0	2	9
3:45 PM	0	2	5	0	7	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	10
4:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
4:15 PM	0	3	0	0	3	0	0	0	0	0	2	3	0	0	5	1	0	1	0	2	10
Total Volume	0	5	9	0	14	0	0	0	0	0	3	8	0	0	11	1	0	5	0	6	31
% Approach Total	0.0	35.7	64.3	0.0		0.0	0.0	0.0	0.0		27.3	72.7	0.0	0.0		16.7	0.0	83.3	0.0		
PHF	0.000	0.417	0.450	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.375	0.667	0.000	0.000	0.550	0.250	0.000	0.625	0.000	0.750	0.775
Buses	0	4	1	0	5	0	0	0	0	0	1	3	0	0	4	1	0	1	0	2	11
Buses %	0.0	80.0	11.1	0.0	35.7	0.0	0.0	0.0	0.0	0.0	33.3	37.5	0.0	0.0	36.4	100.0	0.0	20.0	0.0	33.3	35.5
Single-Unit Trucks	0	1	5	0	6	0	0	0	0	0	2	4	0	0	6	0	0	2	0	2	14
Single-Unit %	0.0	20.0	55.6	0.0	42.9	0.0	0.0	0.0	0.0	0.0	66.7	50.0	0.0	0.0	54.5	0.0	0.0	40.0	0.0	33.3	45.2
Articulated Trucks	0	0	3	0	3	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	6
Articulated %	0.0	0.0	33.3	0.0	21.4	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	9.1	0.0	0.0	40.0	0.0	33.3	19.4
Buses	0	4	1	0	5	0	0	0	0	0	1	3	0	0	4	1	0	1	0	2	11
Single-Unit Trucks	0	1	5	0	6	0	0	0	0	0	2	4	0	0	6	0	0	2	0	2	14
Articulated Trucks	0	0	3	0	3	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	6
Total Entering Leg	0	5	9	0	14	0	0	0	0	0	3	8	0	0	11	1	0	5	0	6	31
Buses	4					2					5					0					11
Single-Unit Trucks	6					7					1					0					14
Articulated Trucks	3					3					0					0					6
Total Exiting Leg	13					12					6					0					31

PDI File #: **250553 F**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: I-95 NB Ramps W: I-95 NB Ramps**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **3:30 PM**
 End Time: **5:30 PM**
 Class:



Buses

	New London Turnpike					I-95 NB Ramps					New London Turnpike					I-95 NB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
3:45 PM	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
Total	0	2	1	0	3	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	6
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	1	0	0	0	1	5
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	1	0	0	0	1	5
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Grand Total	0	5	1	0	6	0	0	0	0	0	1	4	0	0	5	1	0	1	0	2	13
Approach %	0.0	83.3	16.7	0.0		0.0	0.0	0.0	0.0		20.0	80.0	0.0	0.0		50.0	0.0	50.0	0.0		
Total %	0.0	38.5	7.7	0.0	46.2	0.0	0.0	0.0	0.0	0.0	7.7	30.8	0.0	0.0	38.5	7.7	0.0	7.7	0.0	15.4	
Exiting Leg Total	5					2					6					0					13

Peak Hour Analysis from 03:30 PM to 05:30 PM begins at:

3:30 PM	New London Turnpike					I-95 NB Ramps					New London Turnpike					I-95 NB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
3:45 PM	0	2	1	0	3	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	4
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	1	0	0	2	1	0	0	0	5
Total Volume	0	4	1	0	5	0	0	0	0	0	0	1	3	0	0	4	1	0	1	0	11
% Approach Total	0.0	80.0	20.0	0.0		0.0	0.0	0.0	0.0			25.0	75.0	0.0	0.0		50.0	0.0	50.0	0.0	
PHF	0.000	0.500	0.250	0.000	0.417	0.000	0.000	0.000	0.000	0.000		0.250	0.750	0.000	0.000	0.500	0.250	0.000	0.250	0.000	0.550
Entering Leg	0	4	1	0	5	0	0	0	0	0		1	3	0	0	4	1	0	1	0	11
Exiting Leg	4					2					5					0					11
Total	9					2					9					2					22

PDI File #: **250553 F**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: I-95 NB Ramps W: I-95 NB Ramps**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **3:30 PM**
 End Time: **5:30 PM**
 Class:



Single-Unit Trucks

	New London Turnpike					I-95 NB Ramps					New London Turnpike					I-95 NB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:30 PM	0	0	2	0	2	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	5
3:45 PM	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	4
Total	0	0	4	0	4	0	0	0	0	0	1	3	0	0	4	0	0	1	0	1	9
4:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	1	0	1	4
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
4:45 PM	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	4
Total	0	1	2	0	3	0	0	0	0	0	2	3	0	0	5	0	0	2	0	2	10
5:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
5:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
Total	0	0	1	0	1	0	0	0	0	0	2	0	0	0	2	0	0	1	0	1	4
Grand Total	0	1	7	0	8	0	0	0	0	0	5	6	0	0	11	0	0	4	0	4	23
Approach %	0.0	12.5	87.5	0.0		0.0	0.0	0.0	0.0		45.5	54.5	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	0.0	4.3	30.4	0.0	34.8	0.0	0.0	0.0	0.0	0.0	21.7	26.1	0.0	0.0	47.8	0.0	0.0	17.4	0.0	17.4	
Exiting Leg Total	10					12					1					0					23

Peak Hour Analysis from 03:30 PM to 05:30 PM begins at:

3:30 PM	New London Turnpike					I-95 NB Ramps					New London Turnpike					I-95 NB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:30 PM	0	0	2	0	2	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	5
3:45 PM	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	4
4:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	1	0	1	4
Total Volume	0	1	5	0	6	0	0	0	0	0	2	4	0	0	6	0	0	2	0	2	14
% Approach Total	0.0	16.7	83.3	0.0		0.0	0.0	0.0	0.0		33.3	66.7	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.000	0.250	0.625	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.500	0.700
Entering Leg	0	1	5	0	6	0	0	0	0	0	2	4	0	0	6	0	0	2	0	2	14
Exiting Leg	6					7					1					0					14
Total	12					7					7					2					28

PDI File #: **250553 F**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: I-95 NB Ramps W: I-95 NB Ramps**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **3:30 PM**
 End Time: **5:30 PM**
 Class:



Articulated Trucks

	New London Turnpike					I-95 NB Ramps					New London Turnpike					I-95 NB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
3:45 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
5:00 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	5	0	5	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	8
Approach %	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	0.0	0.0	62.5	0.0	62.5	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	12.5	0.0	0.0	25.0	0.0	25.0	
Exiting Leg Total	3					5					0					0					8

Peak Hour Analysis from 03:30 PM to 05:30 PM begins at:

3:30 PM	New London Turnpike					I-95 NB Ramps					New London Turnpike					I-95 NB Ramps					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
3:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
3:45 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
Total Volume	0	0	3	0	3	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2		6
% Approach Total	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0			
PHF	0.000	0.000	0.375	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.500	0.000	0.500		0.750
Entering Leg	0	0	3	0	3	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2		6
Exiting Leg					3						3				0					0		6
Total	6					3					1					2					12	

PDI File #: **250553 F**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: I-95 NB Ramps W: I-95 NB Ramps**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **3:30 PM**
 End Time: **5:30 PM**
 Class:



Bicycles (on Roadway and Crosswalks)

	New London Turnpike								I-95 NB Ramps								New London Turnpike								I-95 NB Ramps								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total					
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:30 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Grand Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
Approach %	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0						
Total %	0.0	100.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0					
Exiting Leg Total	0							0							1							0							1				

Peak Hour Analysis from 03:30 PM to 05:30 PM begins at:

3:45 PM	New London Turnpike							I-95 NB Ramps							New London Turnpike							I-95 NB Ramps							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	
Entering Leg	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg	0							0							1							0							1
Total	1							0							1							0							2

PDI File #: **250553 F**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: I-95 NB Ramps W: I-95 NB Ramps**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Thursday, April 10, 2025**
 Start Time: **3:30 PM**
 End Time: **5:30 PM**
 Class:



Pedestrians

	New London Turnpike							I-95 NB Ramps							New London Turnpike							I-95 NB Ramps							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	2
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	2
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	50			
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	50	100		
Exiting Leg Total	0							0							0							2							2

Peak Hour Analysis from 03:30 PM to 05:30 PM begins at:

4:30 PM	New London Turnpike							I-95 NB Ramps							New London Turnpike							I-95 NB Ramps							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	2
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.500	0.500	0.500
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	2
Exiting Leg	0							0							0							2							2
Total	0							0							0							4							4

PDI File #: **250553 F**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: I-95 NB Ramps W: I-95 NB Ramps**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Saturday, April 12, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	New London Turnpike					I-95 NB Ramps					New London Turnpike					I-95 NB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	33	140	0	173	0	0	0	0	0	15	41	0	0	56	3	0	50	0	53	282
11:15 AM	0	37	125	0	162	0	0	0	0	0	11	39	0	0	50	4	0	59	0	63	275
11:30 AM	0	41	143	0	184	0	0	0	0	0	7	51	0	0	58	8	1	57	0	66	308
11:45 AM	0	33	127	0	160	0	0	0	0	0	12	37	0	0	49	3	0	53	0	56	265
Total	0	144	535	0	679	0	0	0	0	0	45	168	0	0	213	18	1	219	0	238	1130
12:00 PM	0	30	131	0	161	0	0	0	0	0	21	32	0	0	53	3	0	49	0	52	266
12:15 PM	0	30	110	0	140	0	0	0	0	0	11	41	0	0	52	4	0	55	0	59	251
12:30 PM	0	26	146	0	172	0	0	0	0	0	4	33	0	0	37	4	0	49	0	53	262
12:45 PM	0	29	142	0	171	0	0	0	0	0	8	28	0	0	36	3	0	50	0	53	260
Total	0	115	529	0	644	0	0	0	0	0	44	134	0	0	178	14	0	203	0	217	1039
1:00 PM	0	37	121	0	158	0	0	0	0	0	12	46	0	0	58	2	0	52	0	54	270
1:15 PM	0	36	149	0	185	0	0	0	0	0	10	44	0	0	54	7	0	56	0	63	302
1:30 PM	0	30	120	0	150	0	0	0	0	0	12	39	0	0	51	2	0	53	0	55	256
1:45 PM	0	41	111	0	152	0	0	0	0	0	11	28	0	0	39	5	0	43	0	48	239
Total	0	144	501	0	645	0	0	0	0	0	45	157	0	0	202	16	0	204	0	220	1067
Grand Total	0	403	1565	0	1968	0	0	0	0	0	134	459	0	0	593	48	1	626	0	675	3236
Approach %	0.0	20.5	79.5	0.0		0.0	0.0	0.0	0.0		22.6	77.4	0.0	0.0		7.1	0.1	92.7	0.0		
Total %	0.0	12.5	48.4	0.0	60.8	0.0	0.0	0.0	0.0	0.0	4.1	14.2	0.0	0.0	18.3	1.5	0.0	19.3	0.0	20.9	
Exiting Leg Total	1085					1700					451					0					3236
Cars	0	394	1551	0	1945	0	0	0	0	0	132	451	0	0	583	48	1	622	0	671	3199
% Cars	0.0	97.8	99.1	0.0	98.8	0.0	0.0	0.0	0.0	0.0	98.5	98.3	0.0	0.0	98.3	100.0	100.0	99.4	0.0	99.4	98.9
Exiting Leg Total	1073					1684					442					0					3199
Heavy Vehicles	0	9	14	0	23	0	0	0	0	0	2	8	0	0	10	0	0	4	0	4	37
% Heavy Vehicles	0.0	2.2	0.9	0.0	1.2	0.0	0.0	0.0	0.0	0.0	1.5	1.7	0.0	0.0	1.7	0.0	0.0	0.6	0.0	0.6	1.1
Exiting Leg Total	12					16					9					0					37

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	New London Turnpike					I-95 NB Ramps					New London Turnpike					I-95 NB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	33	140	0	173	0	0	0	0	0	15	41	0	0	56	3	0	50	0	53	282
11:15 AM	0	37	125	0	162	0	0	0	0	0	11	39	0	0	50	4	0	59	0	63	275
11:30 AM	0	41	143	0	184	0	0	0	0	0	7	51	0	0	58	8	1	57	0	66	308
11:45 AM	0	33	127	0	160	0	0	0	0	0	12	37	0	0	49	3	0	53	0	56	265
Total Volume	0	144	535	0	679	0	0	0	0	0	45	168	0	0	213	18	1	219	0	238	1130
% Approach Total	0.0	21.2	78.8	0.0		0.0	0.0	0.0	0.0		21.1	78.9	0.0	0.0		7.6	0.4	92.0	0.0		
PHF	0.000	0.878	0.935	0.000	0.923	0.000	0.000	0.000	0.000	0.000	0.750	0.824	0.000	0.000	0.918	0.563	0.250	0.928	0.000	0.902	0.917
Cars	0	141	531	0	672	0	0	0	0	0	44	163	0	0	207	18	1	218	0	237	1116
Cars %	0.0	97.9	99.3	0.0	99.0	0.0	0.0	0.0	0.0	0.0	97.8	97.0	0.0	0.0	97.2	100.0	100.0	99.5	0.0	99.6	98.8
Heavy Vehicles	0	3	4	0	7	0	0	0	0	0	1	5	0	0	6	0	0	1	0	1	14
Heavy Vehicles %	0.0	2.1	0.7	0.0	1.0	0.0	0.0	0.0	0.0	0.0	2.2	3.0	0.0	0.0	2.8	0.0	0.0	0.5	0.0	0.4	1.2
Cars Enter Leg	0	141	531	0	672	0	0	0	0	0	44	163	0	0	207	18	1	218	0	237	1116
Heavy Enter Leg	0	3	4	0	7	0	0	0	0	0	1	5	0	0	6	0	0	1	0	1	14
Total Entering Leg	0	144	535	0	679	0	0	0	0	0	45	168	0	0	213	18	1	219	0	238	1130
Cars Exiting Leg	381					576					159					0					1116
Heavy Exiting Leg	6					5					3					0					14
Total Exiting Leg	387					581					162					0					1130

PDI File #: **250553 F**
Location: **N: New London Turnpike S: New London Turnpike**
Location: **E: I-95 NB Ramps W: I-95 NB Ramps**
City, State: **Coventry, RI**
Client: **VHB/ B. Menezes**
Site Code: **73562.00**
Count Date: **Saturday, April 12, 2025**
Start Time: **11:00 AM**
End Time: **2:00 PM**
Class:



Cars

	New London Turnpike					I-95 NB Ramps					New London Turnpike					I-95 NB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	32	139	0	171	0	0	0	0	0	14	40	0	0	54	3	0	50	0	53	278
11:15 AM	0	37	125	0	162	0	0	0	0	0	11	38	0	0	49	4	0	59	0	63	274
11:30 AM	0	41	142	0	183	0	0	0	0	0	7	50	0	0	57	8	1	57	0	66	306
11:45 AM	0	31	125	0	156	0	0	0	0	0	12	35	0	0	47	3	0	52	0	55	258
Total	0	141	531	0	672	0	0	0	0	0	44	163	0	0	207	18	1	218	0	237	1116
12:00 PM	0	29	130	0	159	0	0	0	0	0	20	31	0	0	51	3	0	49	0	52	262
12:15 PM	0	29	107	0	136	0	0	0	0	0	11	40	0	0	51	4	0	54	0	58	245
12:30 PM	0	26	142	0	168	0	0	0	0	0	4	33	0	0	37	4	0	48	0	52	257
12:45 PM	0	27	142	0	169	0	0	0	0	0	8	28	0	0	36	3	0	50	0	53	258
Total	0	111	521	0	632	0	0	0	0	0	43	132	0	0	175	14	0	201	0	215	1022
1:00 PM	0	36	121	0	157	0	0	0	0	0	12	46	0	0	58	2	0	52	0	54	269
1:15 PM	0	35	149	0	184	0	0	0	0	0	10	44	0	0	54	7	0	56	0	63	301
1:30 PM	0	30	119	0	149	0	0	0	0	0	12	38	0	0	50	2	0	53	0	55	254
1:45 PM	0	41	110	0	151	0	0	0	0	0	11	28	0	0	39	5	0	42	0	47	237
Total	0	142	499	0	641	0	0	0	0	0	45	156	0	0	201	16	0	203	0	219	1061
Grand Total	0	394	1551	0	1945	0	0	0	0	0	132	451	0	0	583	48	1	622	0	671	3199
Approach %	0.0	20.3	79.7	0.0		0.0	0.0	0.0	0.0		22.6	77.4	0.0	0.0		7.2	0.1	92.7	0.0		
Total %	0.0	12.3	48.5	0.0	60.8	0.0	0.0	0.0	0.0	0.0	4.1	14.1	0.0	0.0	18.2	1.5	0.0	19.4	0.0	21.0	
Exiting Leg Total	1073					1684					442					0					3199

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	New London Turnpike					I-95 NB Ramps					New London Turnpike					I-95 NB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	32	139	0	171	0	0	0	0	0	14	40	0	0	54	3	0	50	0	53	278
11:15 AM	0	37	125	0	162	0	0	0	0	0	11	38	0	0	49	4	0	59	0	63	274
11:30 AM	0	41	142	0	183	0	0	0	0	0	7	50	0	0	57	8	1	57	0	66	306
11:45 AM	0	31	125	0	156	0	0	0	0	0	12	35	0	0	47	3	0	52	0	55	258
Total Volume	0	141	531	0	672	0	0	0	0	0	44	163	0	0	207	18	1	218	0	237	1116
% Approach Total	0.0	21.0	79.0	0.0		0.0	0.0	0.0	0.0	0.0	21.3	78.7	0.0	0.0		7.6	0.4	92.0	0.0		
PHF	0.000	0.860	0.935	0.000	0.918	0.000	0.000	0.000	0.000	0.000	0.786	0.815	0.000	0.000	0.908	0.563	0.250	0.924	0.000	0.898	0.912
Entering Leg	0	141	531	0	672	0	0	0	0	0	44	163	0	0	207	18	1	218	0	237	1116
Exiting Leg	381					576					159					0					1116
Total	1053					576					366					237					2232

PDI File #: 250553 F
Location: N: New London Turnpike S: New London Turnpike
Location: E: I-95 NB Ramps W: I-95 NB Ramps
City, State: Coventry, RI
Client: VHB/ B. Menezes
Site Code: 73562.00
Count Date: Saturday, April 12, 2025
Start Time: 11:00 AM
End Time: 2:00 PM
Class:



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

	New London Turnpike					I-95 NB Ramps					New London Turnpike					I-95 NB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	1	1	0	2	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	4
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
11:30 AM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
11:45 AM	0	2	2	0	4	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	7
Total	0	3	4	0	7	0	0	0	0	0	1	5	0	0	6	0	0	1	0	1	14
12:00 PM	0	1	1	0	2	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	4
12:15 PM	0	1	3	0	4	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	6
12:30 PM	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5
12:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	4	8	0	12	0	0	0	0	0	1	2	0	0	3	0	0	2	0	2	17
1:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:30 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
1:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
Total	0	2	2	0	4	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	6
Grand Total	0	9	14	0	23	0	0	0	0	0	2	8	0	0	10	0	0	4	0	4	37
Approach %	0.0	39.1	60.9	0.0		0.0	0.0	0.0	0.0		20.0	80.0	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	0.0	24.3	37.8	0.0	62.2	0.0	0.0	0.0	0.0	0.0	5.4	21.6	0.0	0.0	27.0	0.0	0.0	10.8	0.0	10.8	
Exiting Leg Total	12					16					9					0					37
Buses	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Buses	0.0	0.0	7.1	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7
Exiting Leg Total	0					1					0					0					1
Single-Unit Trucks	0	9	11	0	20	0	0	0	0	0	1	8	0	0	9	0	0	3	0	3	32
% Single-Unit	0.0	100.0	78.6	0.0	87.0	0.0	0.0	0.0	0.0	0.0	50.0	100.0	0.0	0.0	90.0	0.0	0.0	75.0	0.0	75.0	86.5
Exiting Leg Total	11					12					9					0					32
Articulated Trucks	0	0	2	0	2	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	4
% Articulated	0.0	0.0	14.3	0.0	8.7	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	10.0	0.0	0.0	25.0	0.0	25.0	10.8
Exiting Leg Total	1					3					0					0					4

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:45 AM	New London Turnpike					I-95 NB Ramps					New London Turnpike					I-95 NB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:45 AM	0	2	2	0	4	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	7
12:00 PM	0	1	1	0	2	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	4
12:15 PM	0	1	3	0	4	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	6
12:30 PM	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5
Total Volume	0	4	10	0	14	0	0	0	0	0	1	4	0	0	5	0	0	3	0	3	22
% Approach Total	0.0	28.6	71.4	0.0		0.0	0.0	0.0	0.0		20.0	80.0	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.000	0.500	0.625	0.000	0.875	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.000	0.625	0.000	0.000	0.750	0.000	0.750	0.786
Buses	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Buses %	0.0	0.0	10.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.5
Single-Unit Trucks	0	4	7	0	11	0	0	0	0	0	1	4	0	0	5	0	0	3	0	3	19
Single-Unit %	0.0	100.0	70.0	0.0	78.6	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	100.0	86.4
Articulated Trucks	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Articulated %	0.0	0.0	20.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.1
Buses	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Single-Unit Trucks	0	4	7	0	11	0	0	0	0	0	1	4	0	0	5	0	0	3	0	3	19
Articulated Trucks	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Entering Leg	0	4	10	0	14	0	0	0	0	0	1	4	0	0	5	0	0	3	0	3	22
Buses	0					1					0					0					1
Single-Unit Trucks	7					8					4					0					19
Articulated Trucks	0					2					0					0					2
Total Exiting Leg	7					11					4					0					22

PDI File #: **250553 F**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: I-95 NB Ramps W: I-95 NB Ramps**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Saturday, April 12, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Buses

	New London Turnpike					I-95 NB Ramps					New London Turnpike					I-95 NB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	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	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	1	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	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	0	0	0	0	0
12:30 PM	0	0	0	0	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	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					1					0					0					1

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	New London Turnpike					I-95 NB Ramps					New London Turnpike					I-95 NB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	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	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg	0					1					0					0					1
Total	1					1					0					0					2

PDI File #: **250553 F**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: I-95 NB Ramps W: I-95 NB Ramps**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Saturday, April 12, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Single-Unit Trucks

	New London Turnpike					I-95 NB Ramps					New London Turnpike					I-95 NB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
11:30 AM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
11:45 AM	0	2	1	0	3	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	6
Total	0	3	3	0	6	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	12
12:00 PM	0	1	1	0	2	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	4
12:15 PM	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	4
12:30 PM	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5
12:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	4	6	0	10	0	0	0	0	0	1	2	0	0	3	0	0	2	0	2	15
1:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:30 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
1:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	2	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
Grand Total	0	9	11	0	20	0	0	0	0	0	1	8	0	0	9	0	0	3	0	3	32
Approach %	0.0	45.0	55.0	0.0		0.0	0.0	0.0	0.0		11.1	88.9	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	0.0	28.1	34.4	0.0	62.5	0.0	0.0	0.0	0.0	0.0	3.1	25.0	0.0	0.0	28.1	0.0	0.0	9.4	0.0	9.4	
Exiting Leg Total	11					12					9					0					32

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:45 AM	New London Turnpike					I-95 NB Ramps					New London Turnpike					I-95 NB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:45 AM	0	2	1	0	3	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	6
12:00 PM	0	1	1	0	2	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	4
12:15 PM	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	4
12:30 PM	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5
Total Volume	0	4	7	0	11	0	0	0	0	0	1	4	0	0	5	0	0	3	0	3	19
% Approach Total	0.0	36.4	63.6	0.0		0.0	0.0	0.0	0.0		20.0	80.0	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.000	0.500	0.438	0.000	0.688	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.000	0.625	0.000	0.000	0.750	0.000	0.750	0.792
Entering Leg	0	4	7	0	11	0	0	0	0	0	1	4	0	0	5	0	0	3	0	3	19
Exiting Leg	7					8					4					0					19
Total	18					8					9					3					38

PDI File #: **250553 F**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: I-95 NB Ramps W: I-95 NB Ramps**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Saturday, April 12, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Articulated Trucks

	New London Turnpike					I-95 NB Ramps					New London Turnpike					I-95 NB Ramps					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
11:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	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	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	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1
12:00 PM	0	0	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	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:30 PM	0	0	0	0	0	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	0	0
Total	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	0	0	2	0	2	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	1	4
Approach %	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0			0.0	0.0	100.0	0.0		
Total %	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	25.0		0.0	0.0	25.0	0.0	25.0	
Exiting Leg Total	1					3					0					0					4	

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:30 AM	New London Turnpike					I-95 NB Ramps					New London Turnpike					I-95 NB Ramps					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:30 AM	0	0	0	0	0	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	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	0
12:15 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Approach Total	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Exiting Leg	0					2					0					0					2
Total	2					2					0					0					4

PDI File #: **250553 F**
 Location: **N: New London Turnpike S: New London Turnpike**
 Location: **E: I-95 NB Ramps W: I-95 NB Ramps**
 City, State: **Coventry, RI**
 Client: **VHB/ B. Menezes**
 Site Code: **73562.00**
 Count Date: **Saturday, April 12, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Bicycles (on Roadway and Crosswalks)

	New London Turnpike								I-95 NB Ramps								New London Turnpike								I-95 NB Ramps								
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0						
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total	0								0								0								0								0

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	New London Turnpike							I-95 NB Ramps							New London Turnpike							I-95 NB Ramps							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: 250553 F
Location: N: New London Turnpike S: New London Turnpike
Location: E: I-95 NB Ramps W: I-95 NB Ramps
City, State: Coventry, RI
Client: VHB/ B. Menezes
Site Code: 73562.00
Count Date: Saturday, April 12, 2025
Start Time: 11:00 AM
End Time: 2:00 PM
Class:



Pedestrians

	New London Turnpike							I-95 NB Ramps							New London Turnpike							I-95 NB Ramps							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg Total	0							0							0							0							0

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	New London Turnpike							I-95 NB Ramps							New London Turnpike							I-95 NB Ramps							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

Appendix B – Trip Generation

Crompton Meadows Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 208

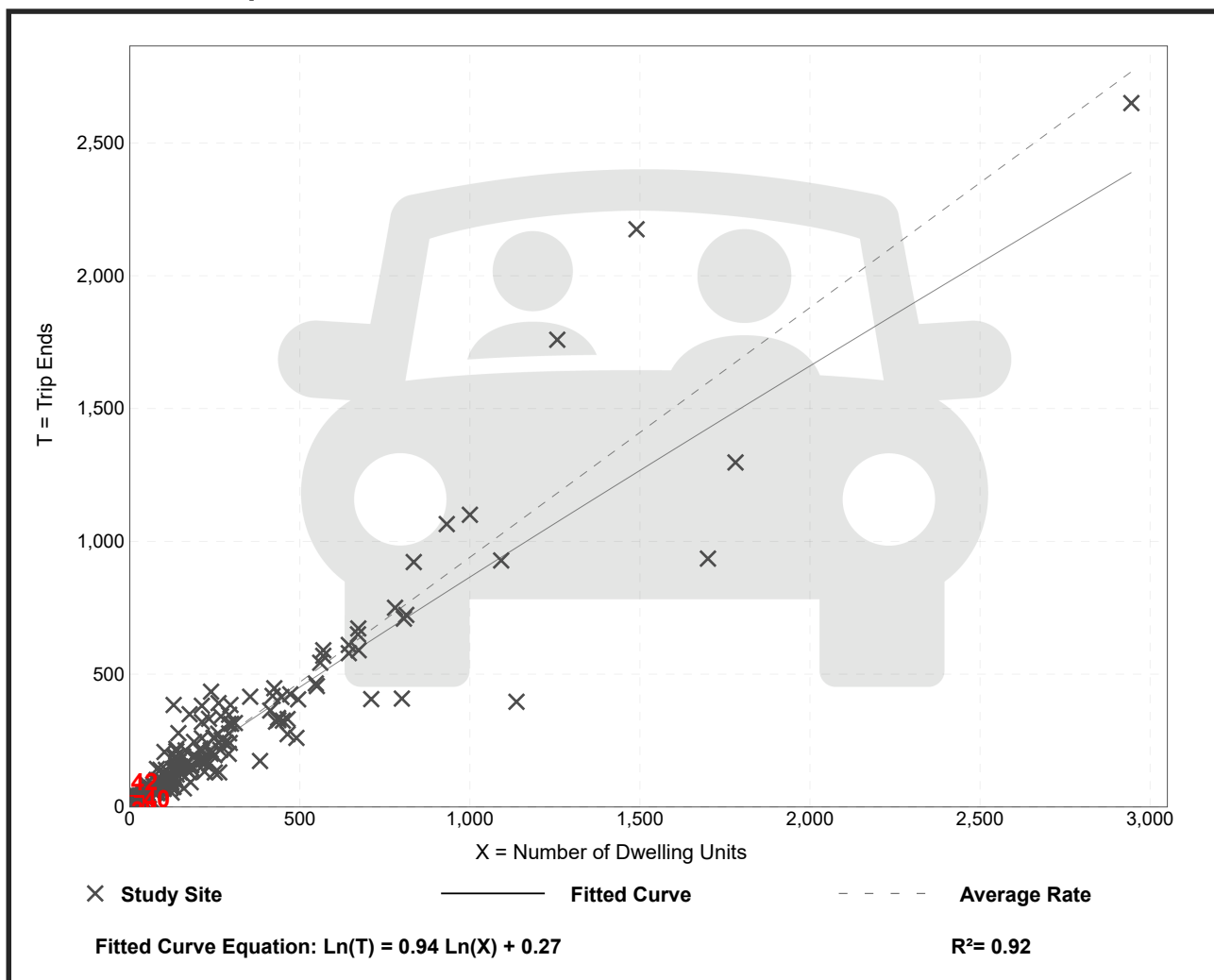
Avg. Num. of Dwelling Units: 248

Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



Crompton Meadows Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 192

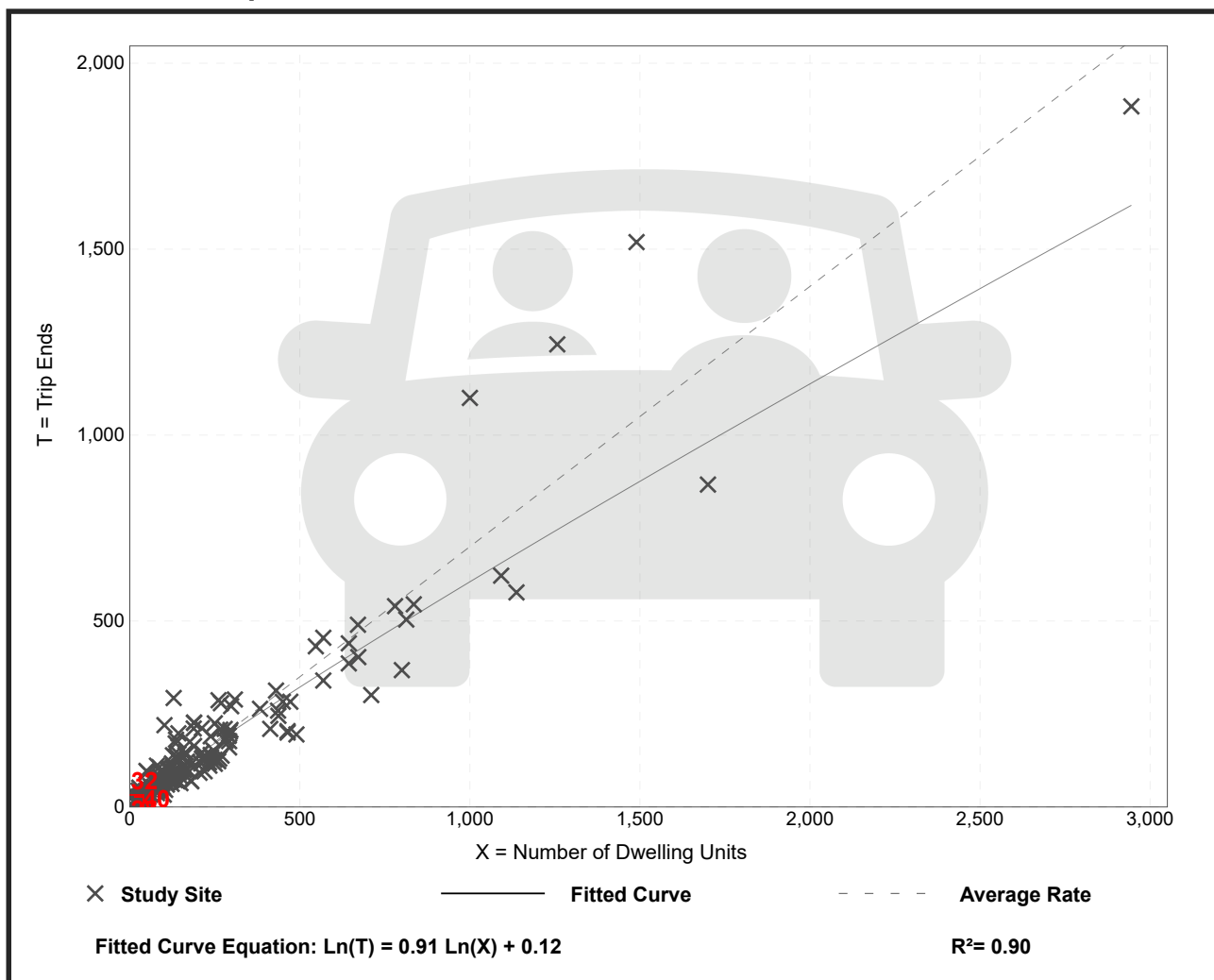
Avg. Num. of Dwelling Units: 226

Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



Crompton Meadows Single-Family Detached Housing (210)

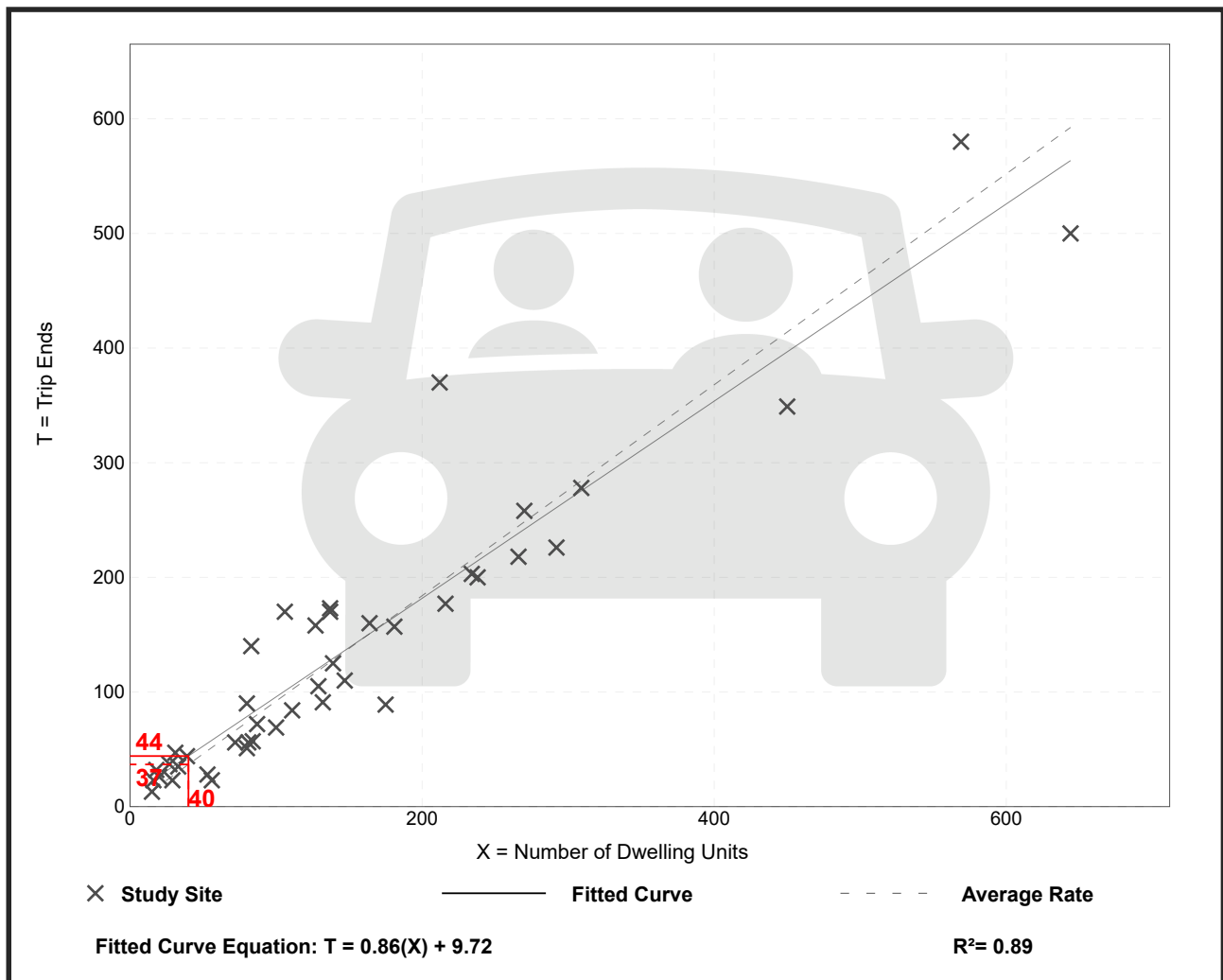
Vehicle Trip Ends vs: Dwelling Units
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 42
Avg. Num. of Dwelling Units: 152
Directional Distribution: 54% entering, 46% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.92	0.41 - 1.78	0.27

Data Plot and Equation





640 George Washington Hwy
Building C, Suite 100
Lincoln, RI 02865
401.722.7660

www.bryant-engrs.com

July 17, 2019
BAI #219065

Mr. Lawrence LaBonte
Willow Lake Properties, LLC
53 Greenwood Avenue
Darien, CT 06820

REFERENCE: Willow Lakes Independent Living
New London Turnpike (Assessor's Plat 16 - Lot 3)
Coventry, Rhode Island
Trip Generation

Dear Mr. LaBonte:

Bryant Associates, Inc. (Bryant) has been retained by Willow Lake Properties, LLC to provide a trip generation memorandum in regards to their proposed development to construct a multifaceted care residential facility on Assessor's Plat 16, Lot 3, on the west side of New London Turnpike in Coventry, Rhode Island. The development is expected to include 124 independent living units, 48 assisted living units, and 30 memory care units. Bryant previously prepared the *Sherwood Village Traffic Impact Analysis (TIA)* report, dated April 2009 and revised August 2009, for the Sherwood Development, LLC's proposed development of 192 apartments units on the same parcel (Assessor's Plat 16, Lot 3). The Sherwood Village project was subsequently renamed as Tiffany Village.

To evaluate the traffic impacts of the proposed Willow Lakes project, it is necessary to determine the amount of traffic expected to be generated by the proposed development. The trip generation calculations are based on data compiled in Trip Generation (10th edition), an informational report published by the Institute of Transportation Engineers (ITE). Trip Generation is a tool for planners, transportation professionals, zoning boards, and others who are interested in estimating the number of vehicle trips generated by a proposed development or land use. This document is based on thousands of trip generation studies submitted to the Institute by public agencies, developers, consulting firms, and associations.

The number of trips anticipated to be generated by the proposed 202 dwelling units (124 independent living units, 48 assisted living units, and 30 memory care units) was estimated using ITE Trip Generation Land Use Code 255, Continuing Care Retirement Community, which sets forth trips generated at facilities similar to the proposed use. Trip Generation defines a continuing care retirement community as a land use that provides multiple elements of adult living and combine aspects of independent living with increased care that is aimed at allowing the residents to live in one community as their medical needs change. Trip Generation also indicates that this land use is

Mr. Lawrence LaBonte
July 17, 2019
Page 2

typically a self-contained village that may also contain special services such as medical, dining, and recreational, etc. for residents. The number of trips anticipated to be generated by the proposed Willow Lakes development, as well as the number of trips as presented in the previously proposed Sherwood Village development TIA, during the A.M. and P.M. peak hours are shown in Table No. 1.

Table No. 1
Trip Generation Summary and Comparison
Total New Trips

Time Period	Direction	Willow Lakes Residential Development (Land Use Code 225) 202 Units	Sherwood Village Apartment Development (Land Use Code 220) 192 Apartments
A.M. Peak Hour	Enter	31	20
	Exit	17	78
	TOTAL	48	98
P.M. Peak Hour	Enter	34	80
	Exit	51	43
	TOTAL	85	123

The highest total trips in any hour of the day anticipated to be generated by the proposed Willow Lakes development is 85 trips (entering and exiting) during the P.M. peak hour. It is anticipated that the proposed Willow Lakes development will generate fewer trips during the peak hours than the previously proposed 192 unit apartment development.

It is recommended that a full traffic study be completed to determine the expected traffic operations with the proposed development and the anticipated impacts resulting from the development, if any.

We are prepared to review the results of this analysis with you at your convenience. Should you have any questions or comments, please do not hesitate to contact me at (401) 834-1063 or tbrayton@bryant-engrs.com.

Very truly yours,
BRYANT ASSOCIATES, INC.



Todd E. Brayton, P.E.
Director of Operations – Rhode Island
Transportation Director

TEB:erl



Proposed Residential Development
Coventry, Rhode Island

Centre of New England

TRAFFIC IMPACT STUDY

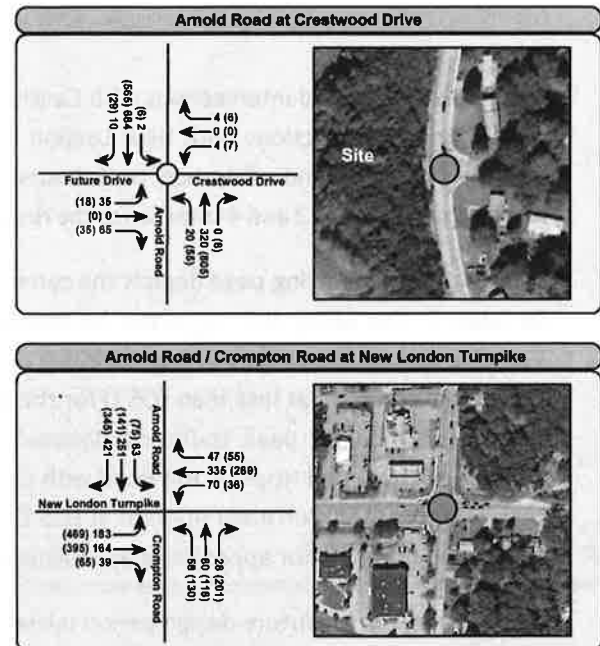
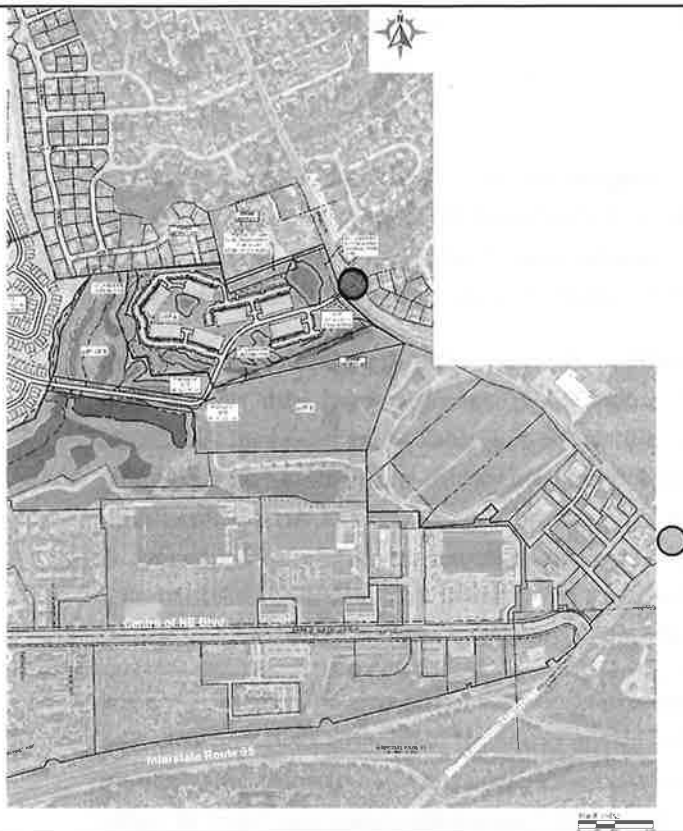


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Centre of New England COVENTRY, RHODE ISLAND



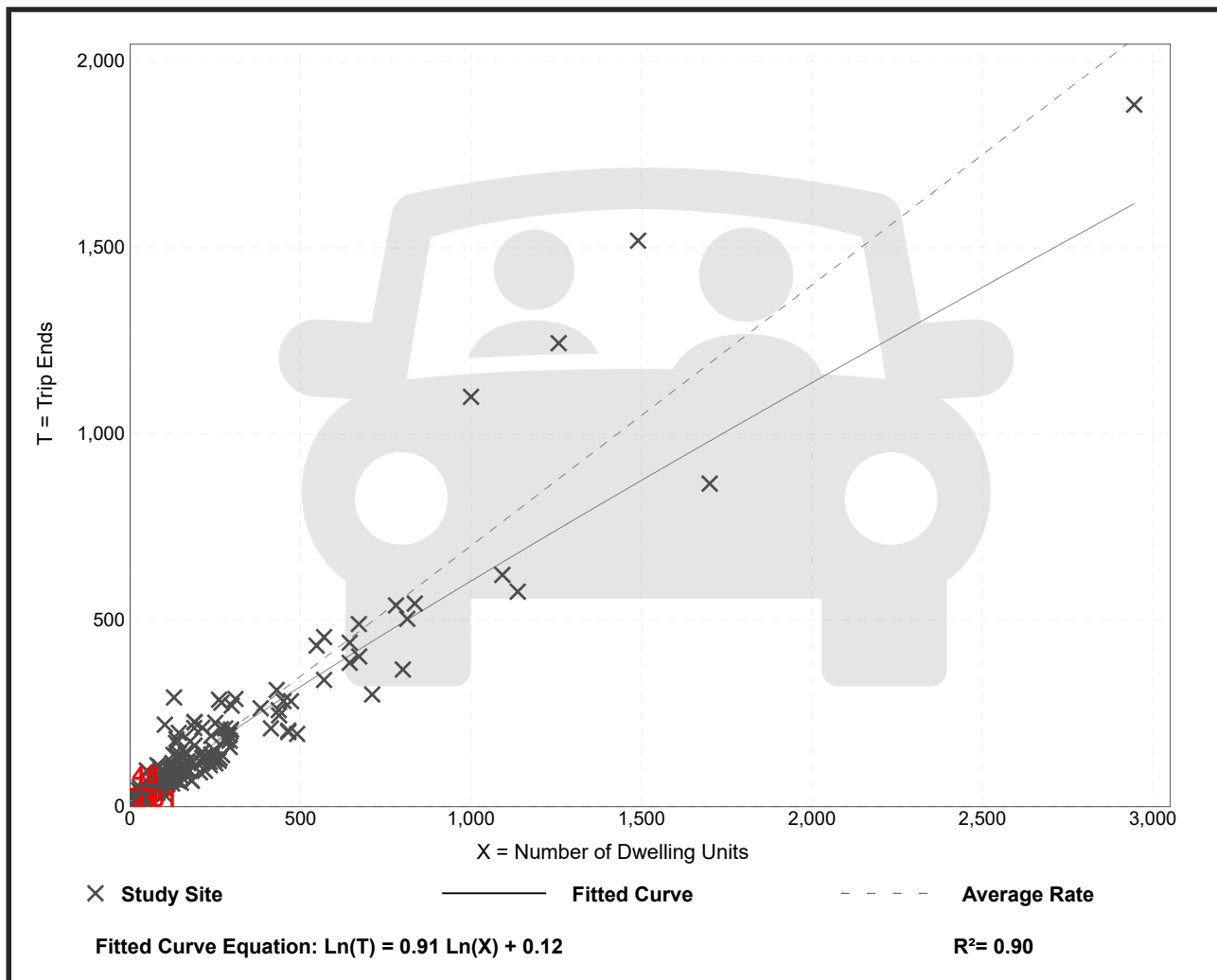
Tiogue Ave Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 192
Avg. Num. of Dwelling Units: 226
Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



Tiogogue Ave Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 208

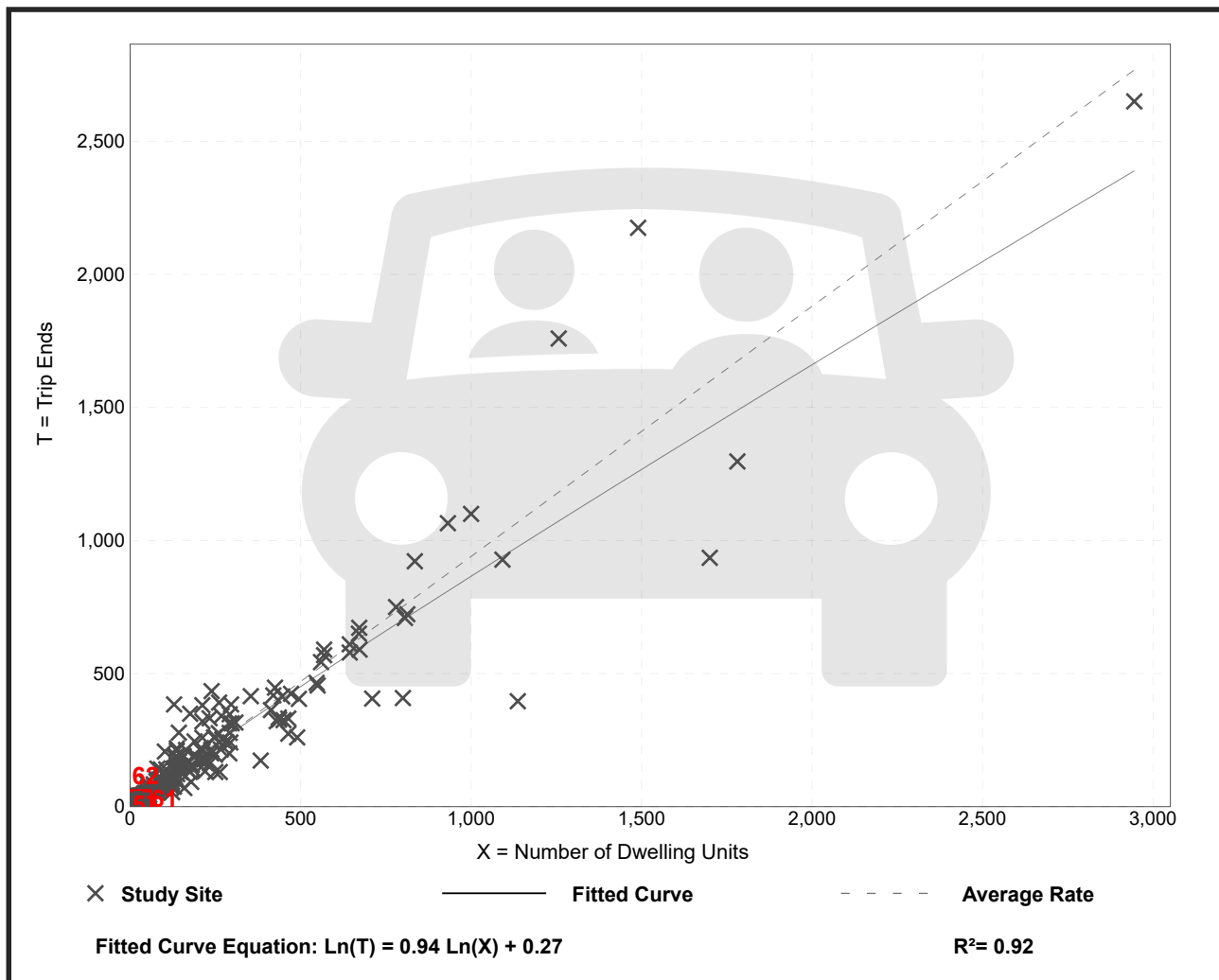
Avg. Num. of Dwelling Units: 248

Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



Tiogogue Ave Single-Family Detached Housing (210)

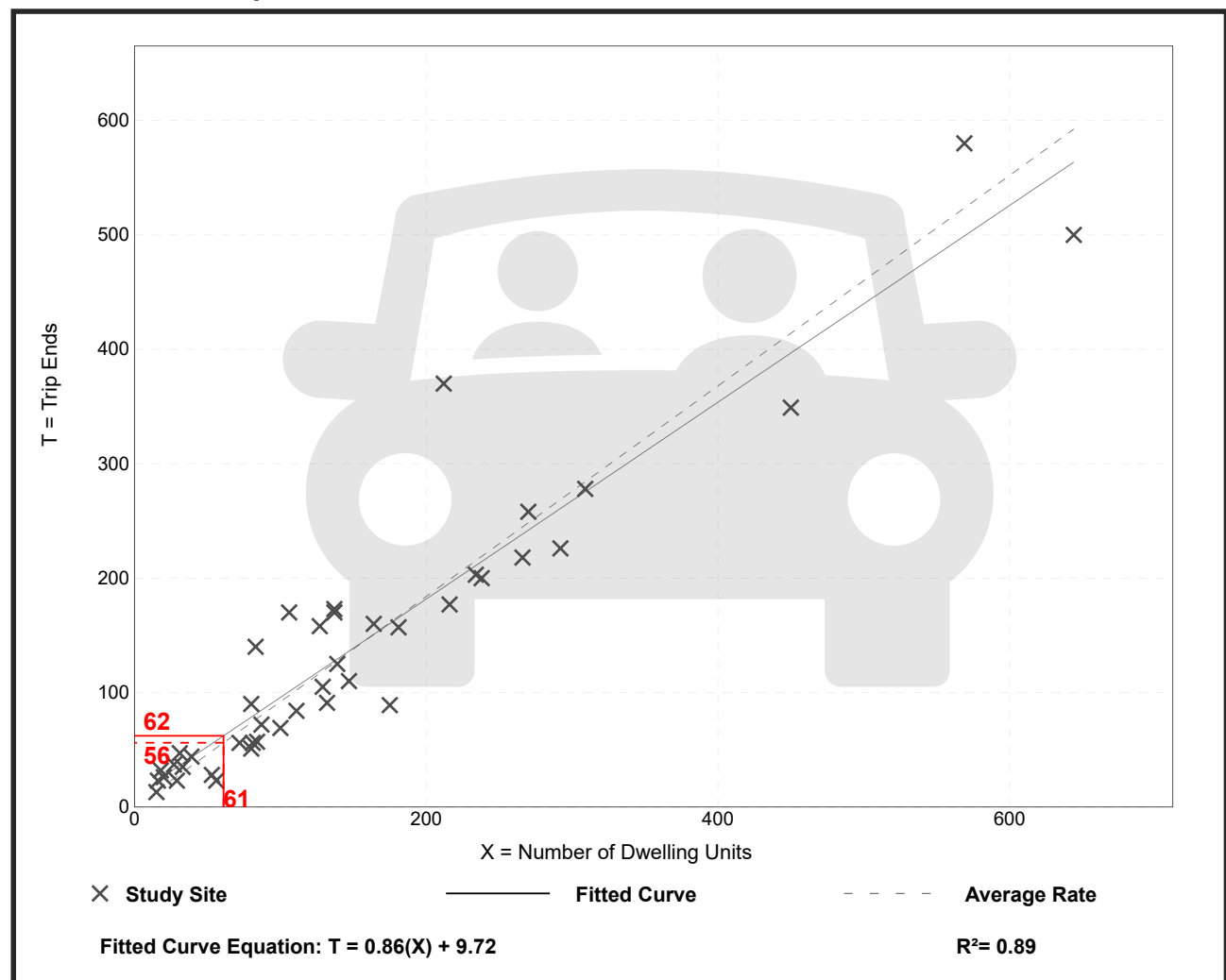
Vehicle Trip Ends vs: Dwelling Units
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 42
Avg. Num. of Dwelling Units: 152
Directional Distribution: 54% entering, 46% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.92	0.41 - 1.78	0.27

Data Plot and Equation



Tiogue Ave Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 46

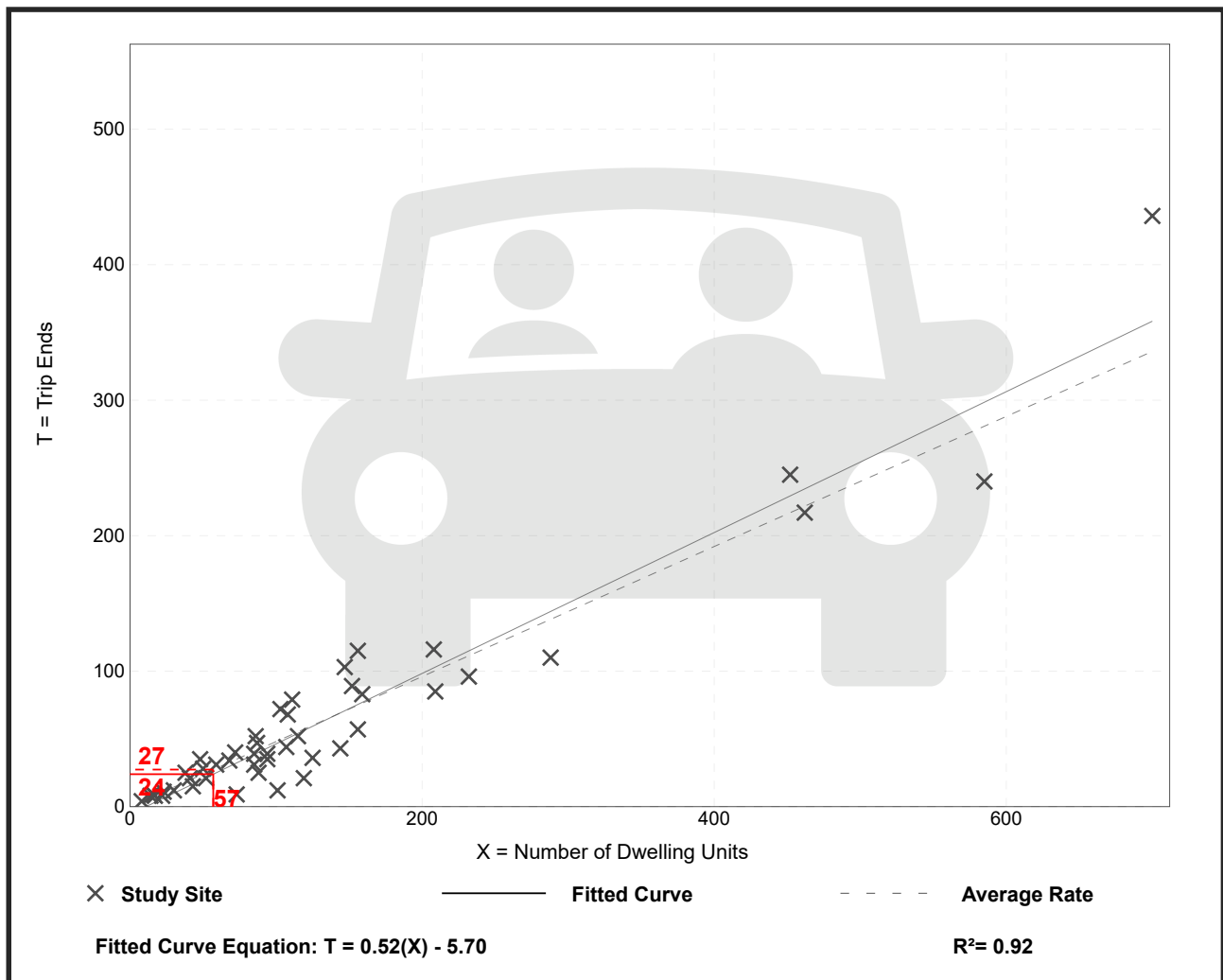
Avg. Num. of Dwelling Units: 135

Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.48	0.12 - 0.74	0.14

Data Plot and Equation



Tiogogue Ave Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 51

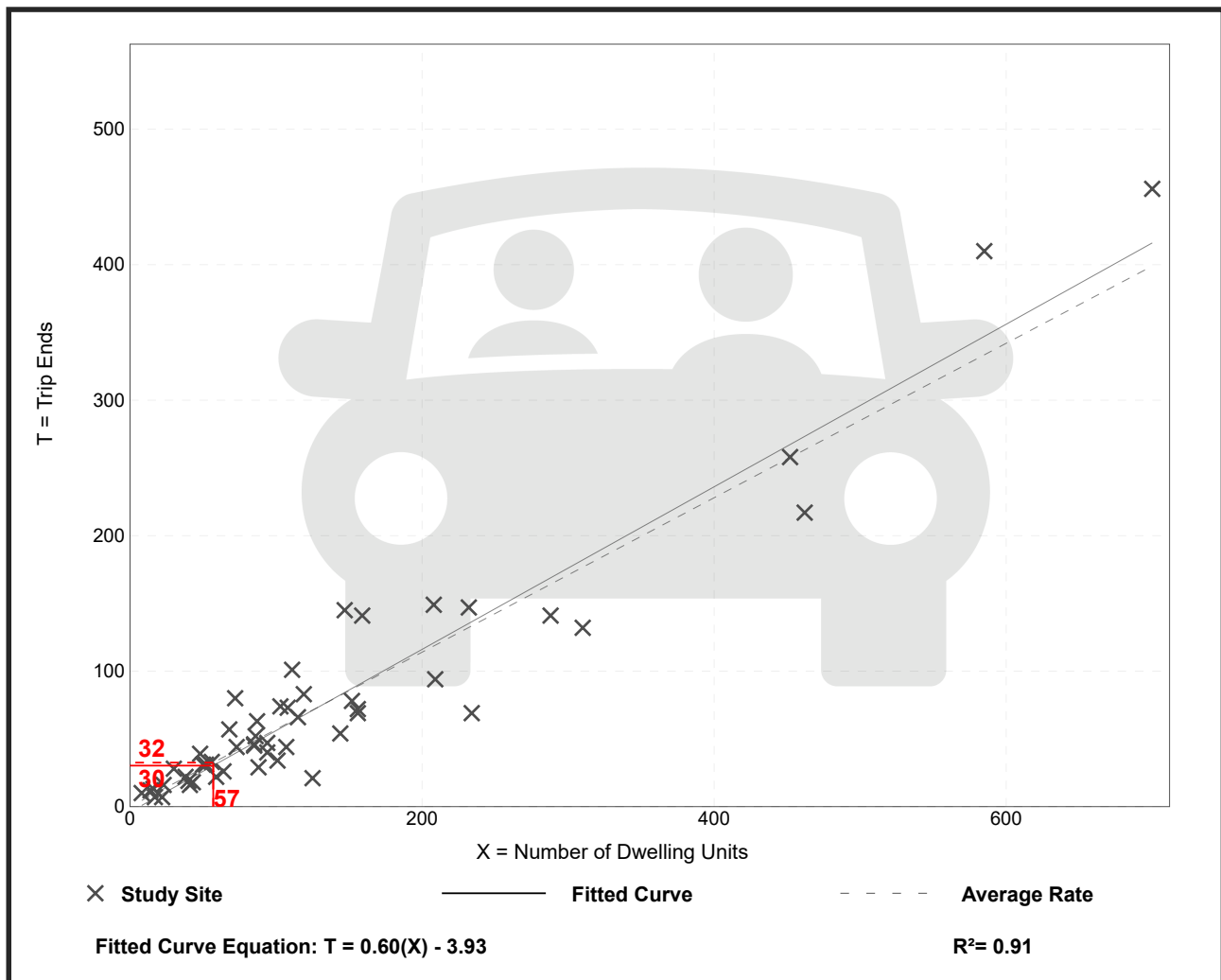
Avg. Num. of Dwelling Units: 136

Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.57	0.17 - 1.25	0.18

Data Plot and Equation



Tiogue Ave Single-Family Attached Housing (215)

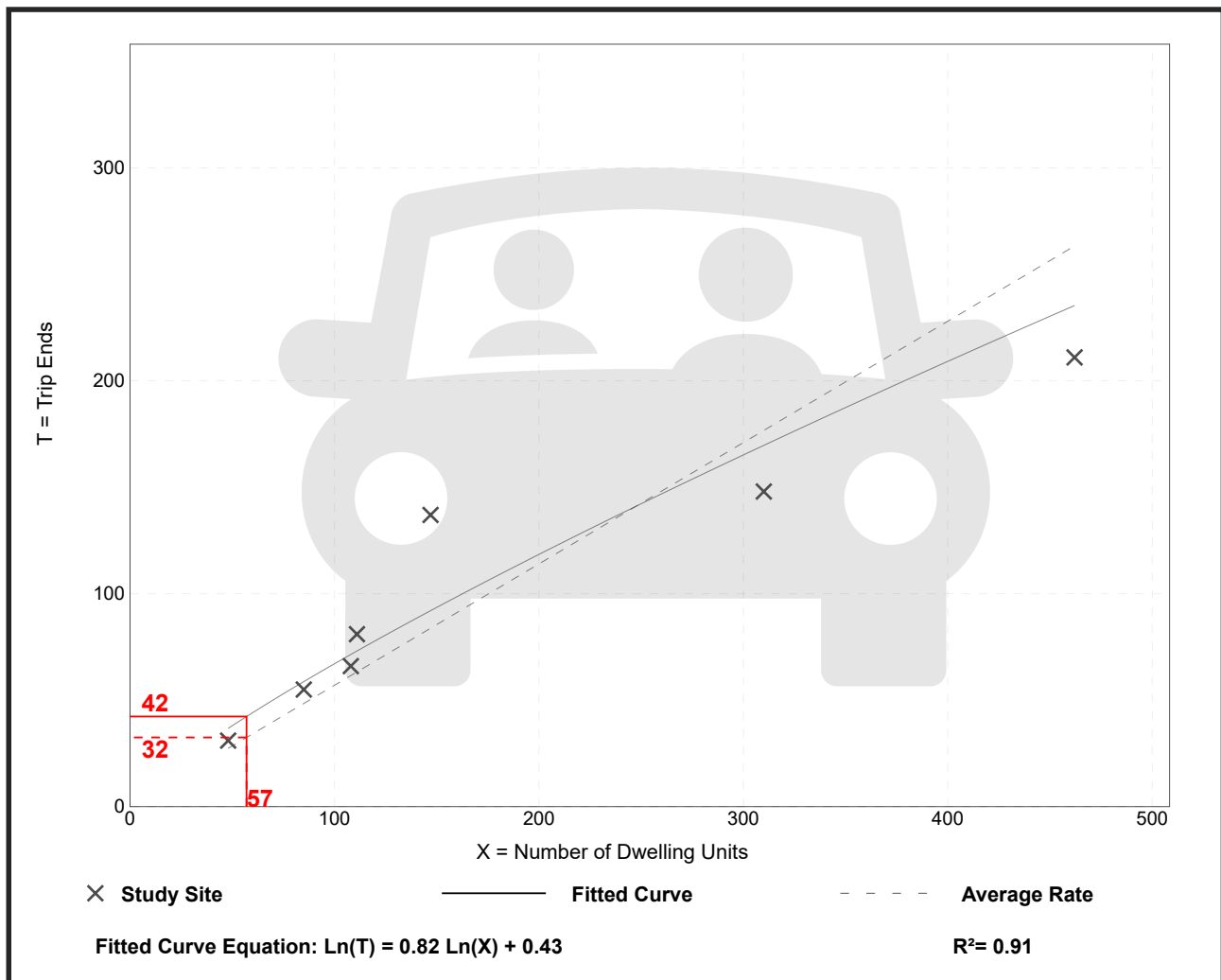
Vehicle Trip Ends vs: Dwelling Units
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 7
Avg. Num. of Dwelling Units: 182
Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.57	0.46 - 0.93	0.17

Data Plot and Equation



Tiogue Ave Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 49

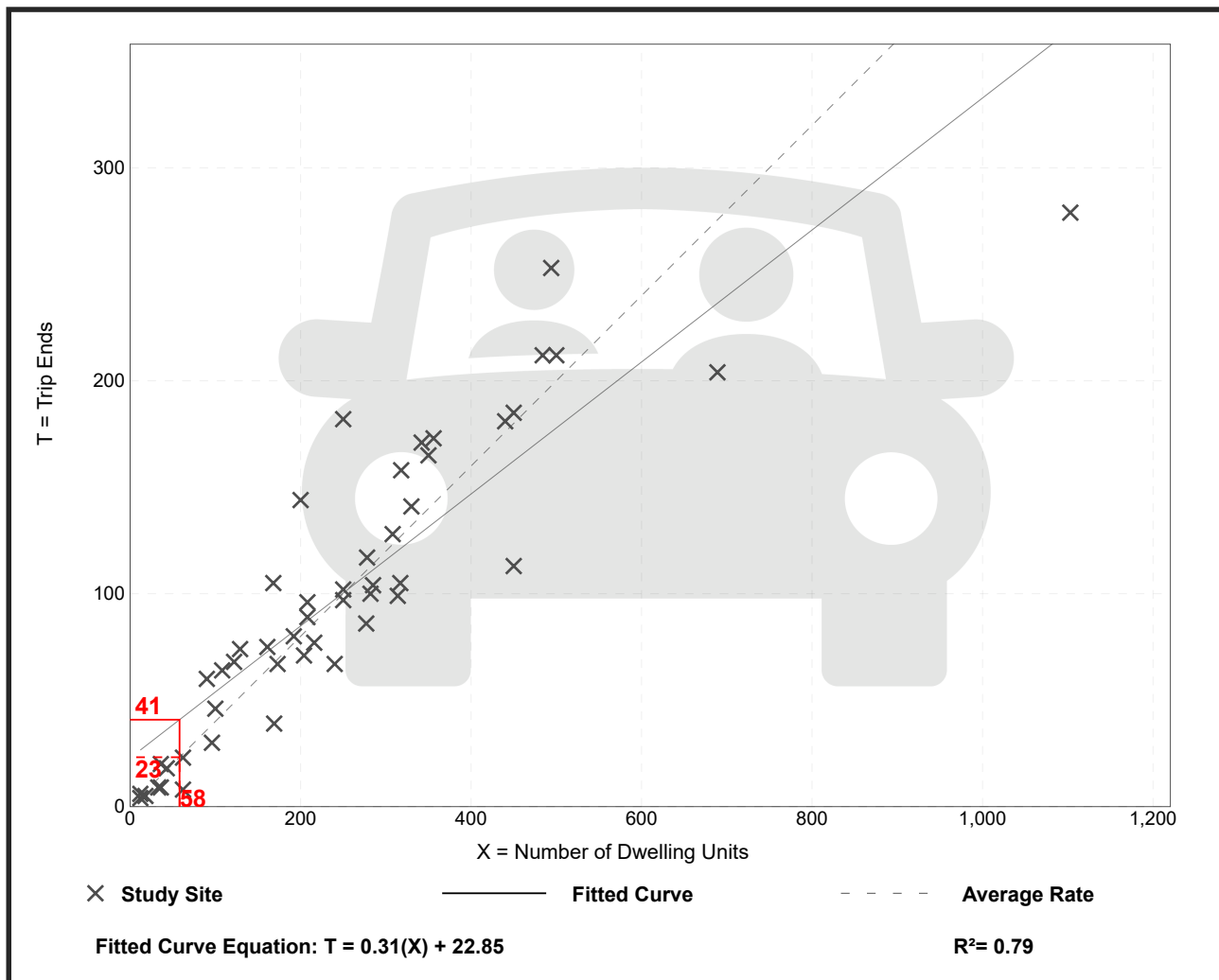
Avg. Num. of Dwelling Units: 249

Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.13 - 0.73	0.12

Data Plot and Equation



Tiogogue Ave Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 59

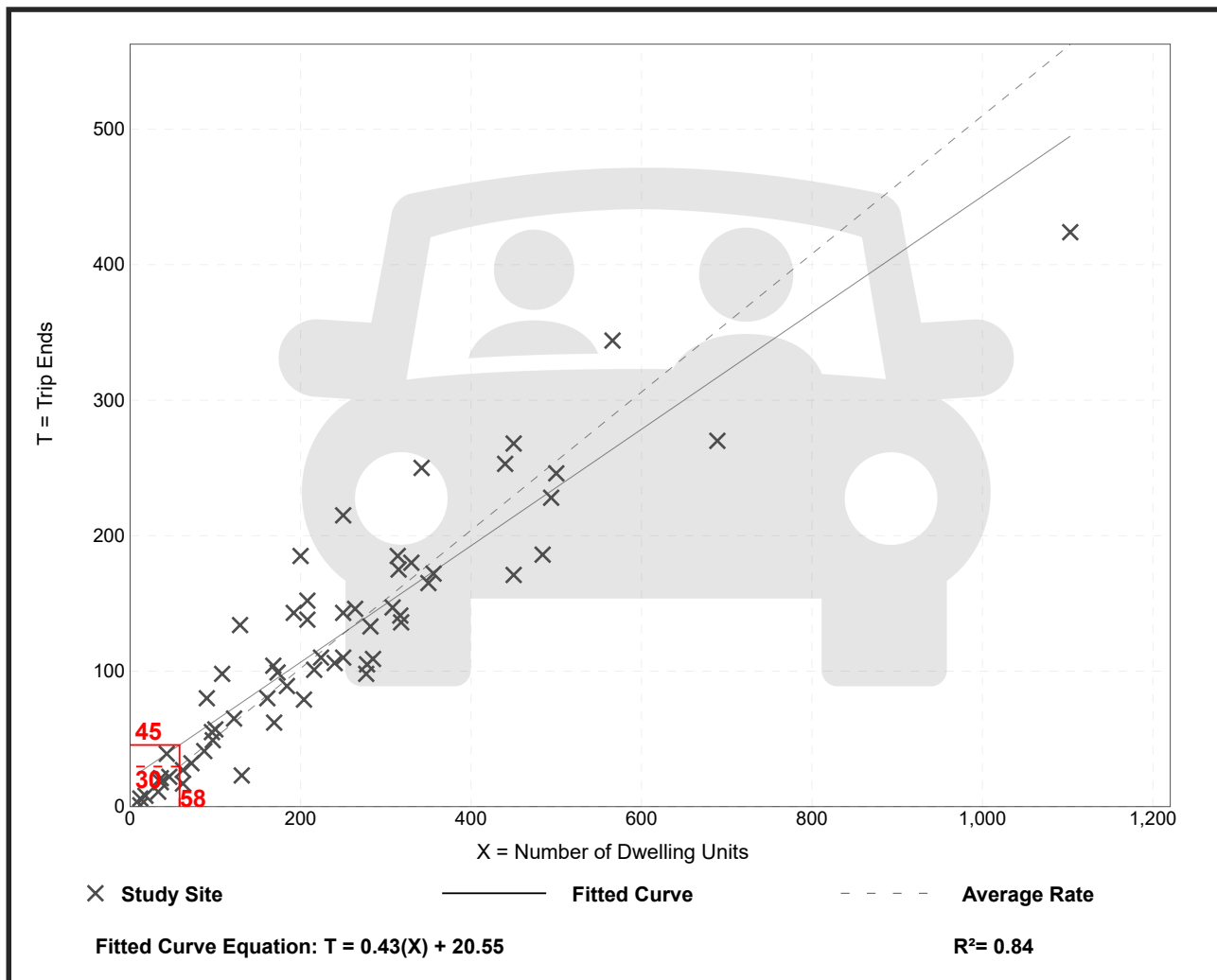
Avg. Num. of Dwelling Units: 241

Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.08 - 1.04	0.15

Data Plot and Equation



Tiogue Ave Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Saturday, Peak Hour of Generator

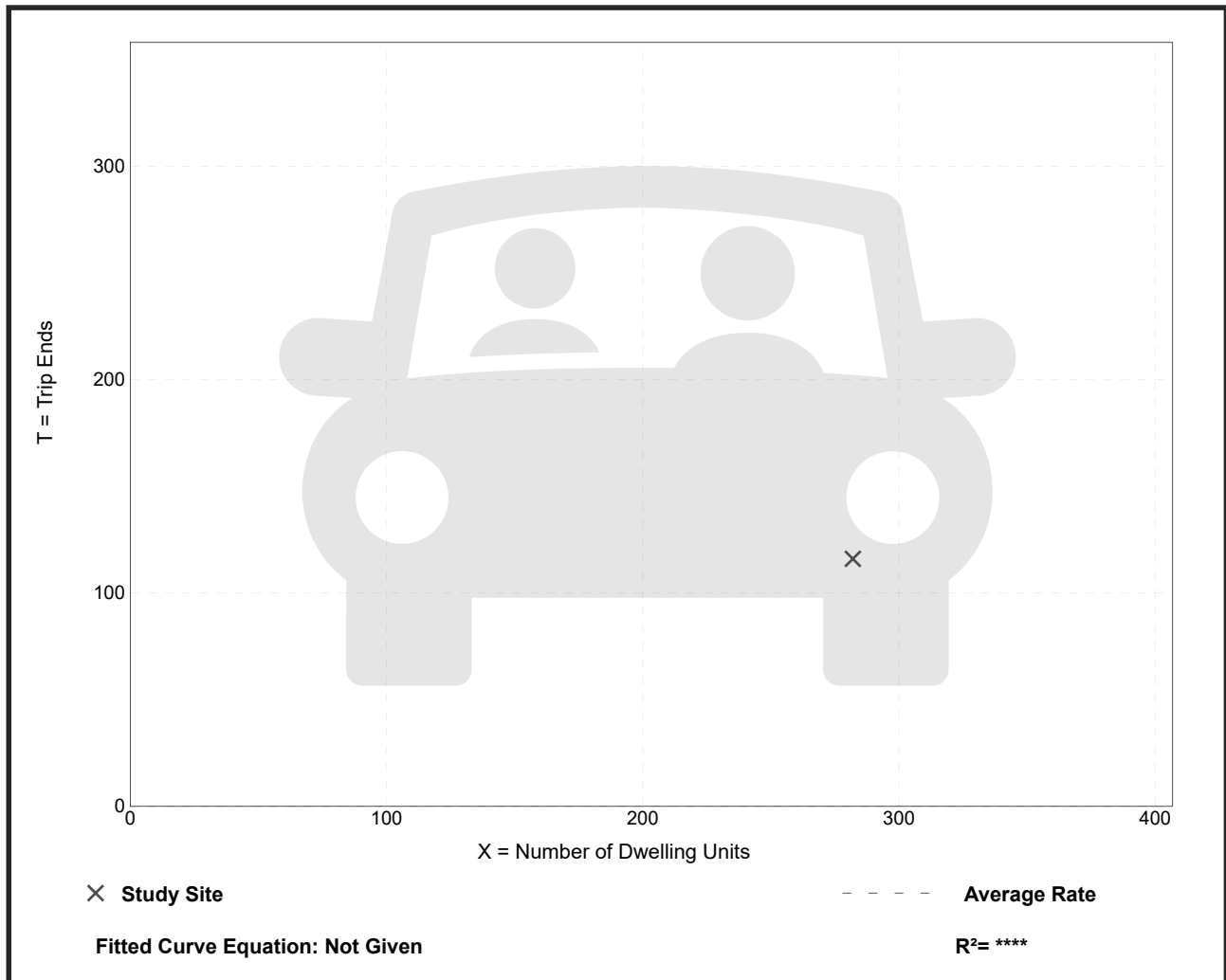
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 282
Directional Distribution: Not Available

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.41	0.41 - 0.41	*

Data Plot and Equation

Caution – Small Sample Size



Near The Highlands Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 59

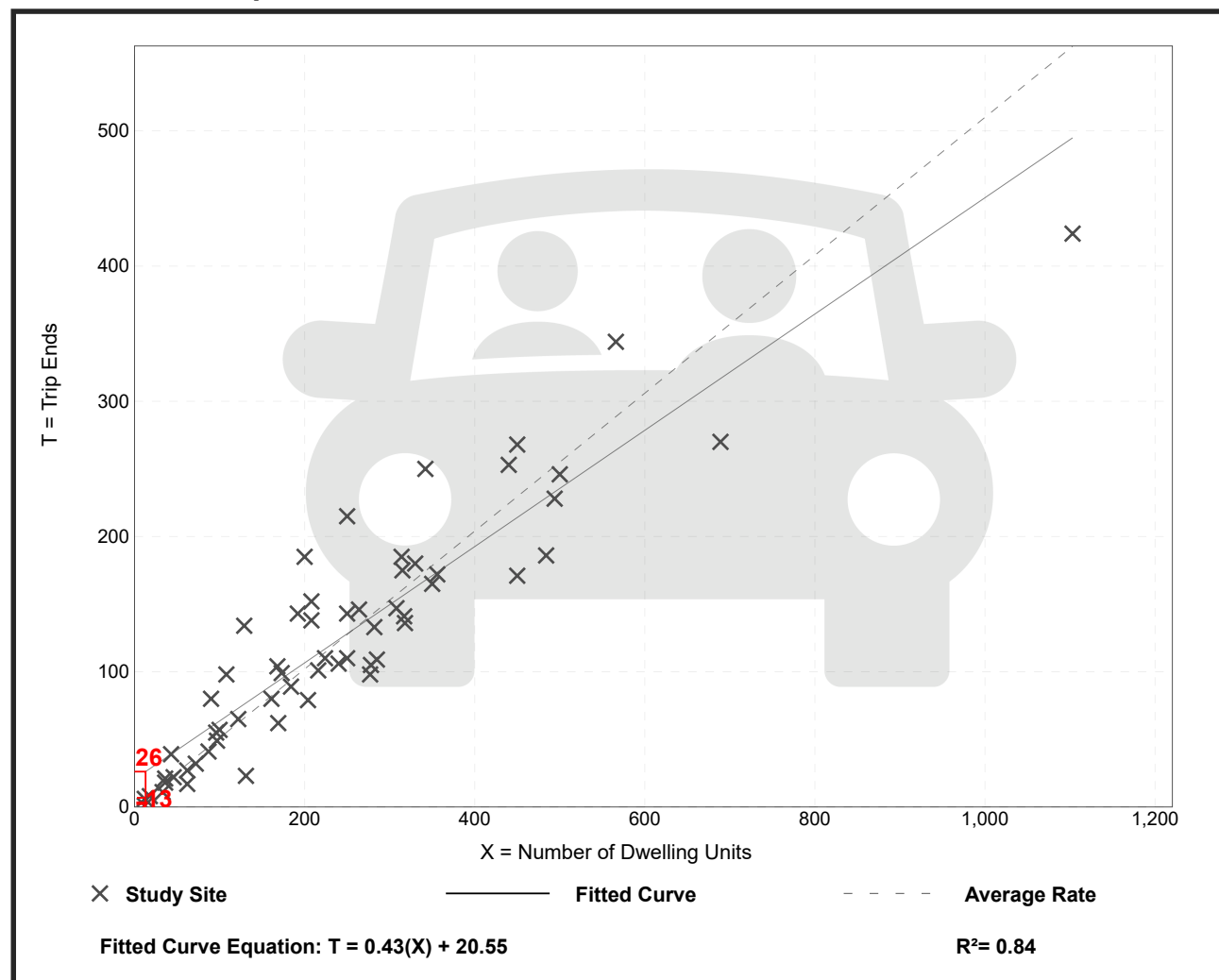
Avg. Num. of Dwelling Units: 241

Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.08 - 1.04	0.15

Data Plot and Equation



Near The Highlands Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 49

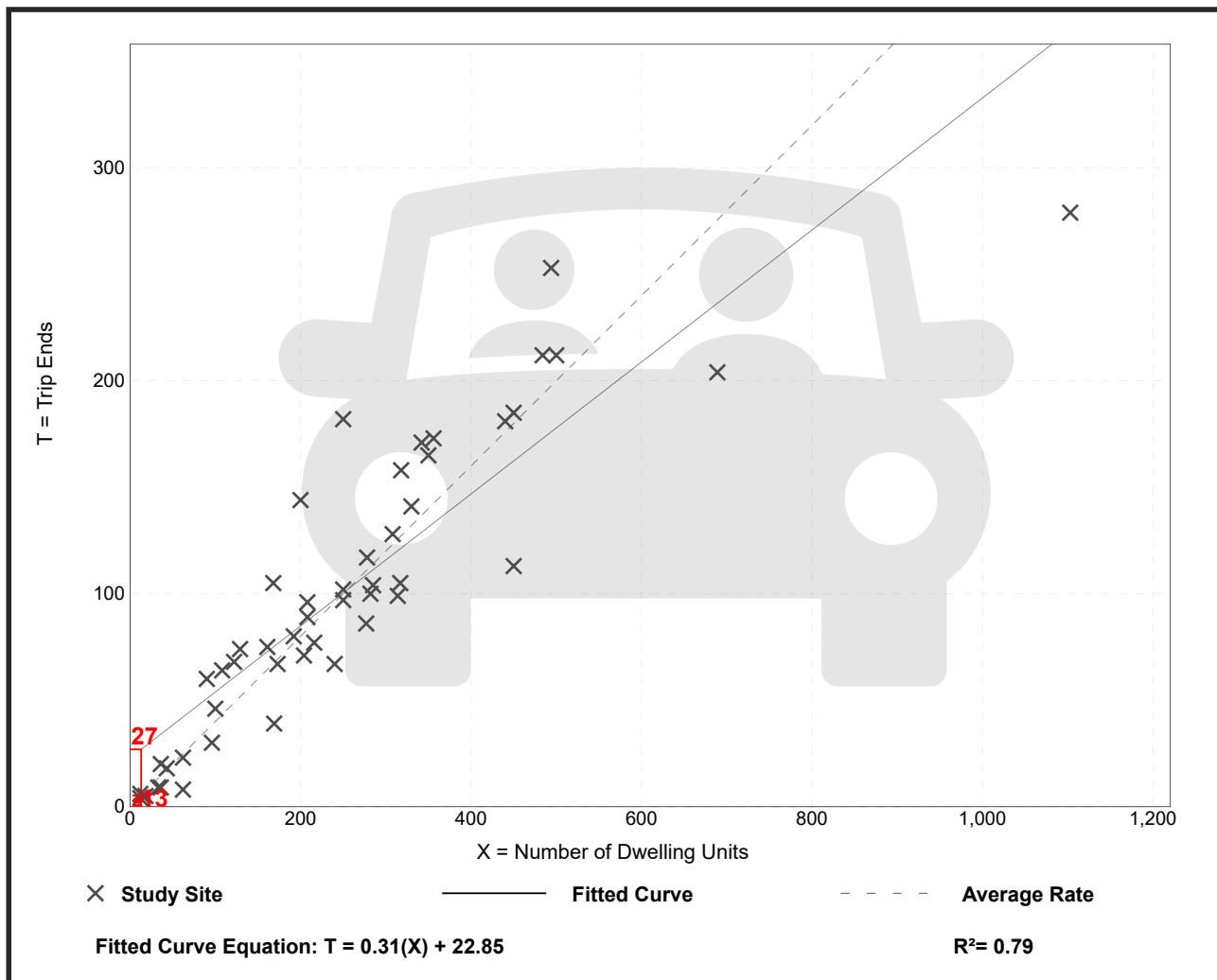
Avg. Num. of Dwelling Units: 249

Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.13 - 0.73	0.12

Data Plot and Equation



Near The Highlands Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Saturday, Peak Hour of Generator

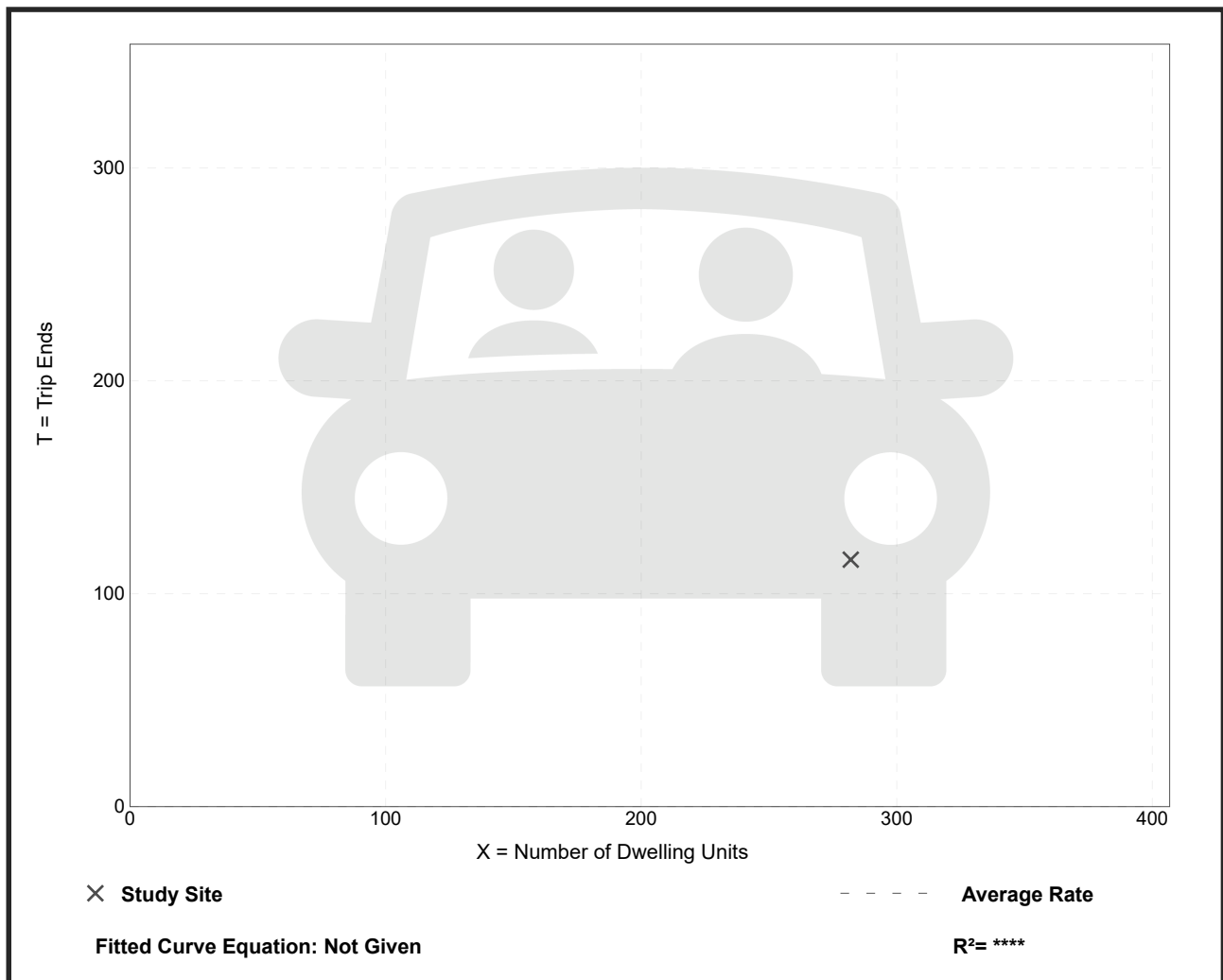
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 282
Directional Distribution: Not Available

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.41	0.41 - 0.41	*

Data Plot and Equation

Caution – Small Sample Size



Near The Highlands Senior Adult Housing - Multifamily (252)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 9

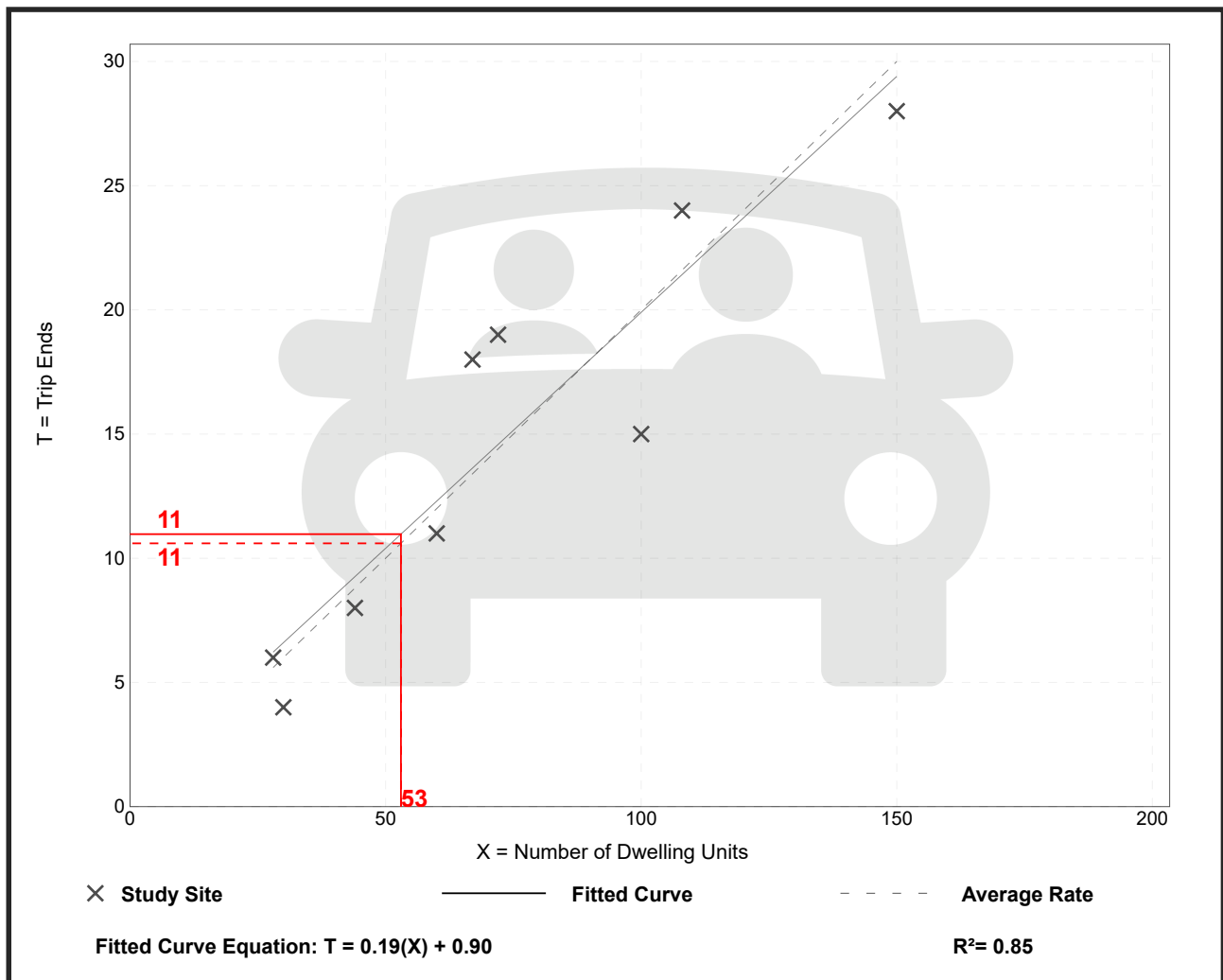
Avg. Num. of Dwelling Units: 73

Directional Distribution: 34% entering, 66% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.20	0.13 - 0.27	0.04

Data Plot and Equation



Near The Highlands Senior Adult Housing - Multifamily (252)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 9

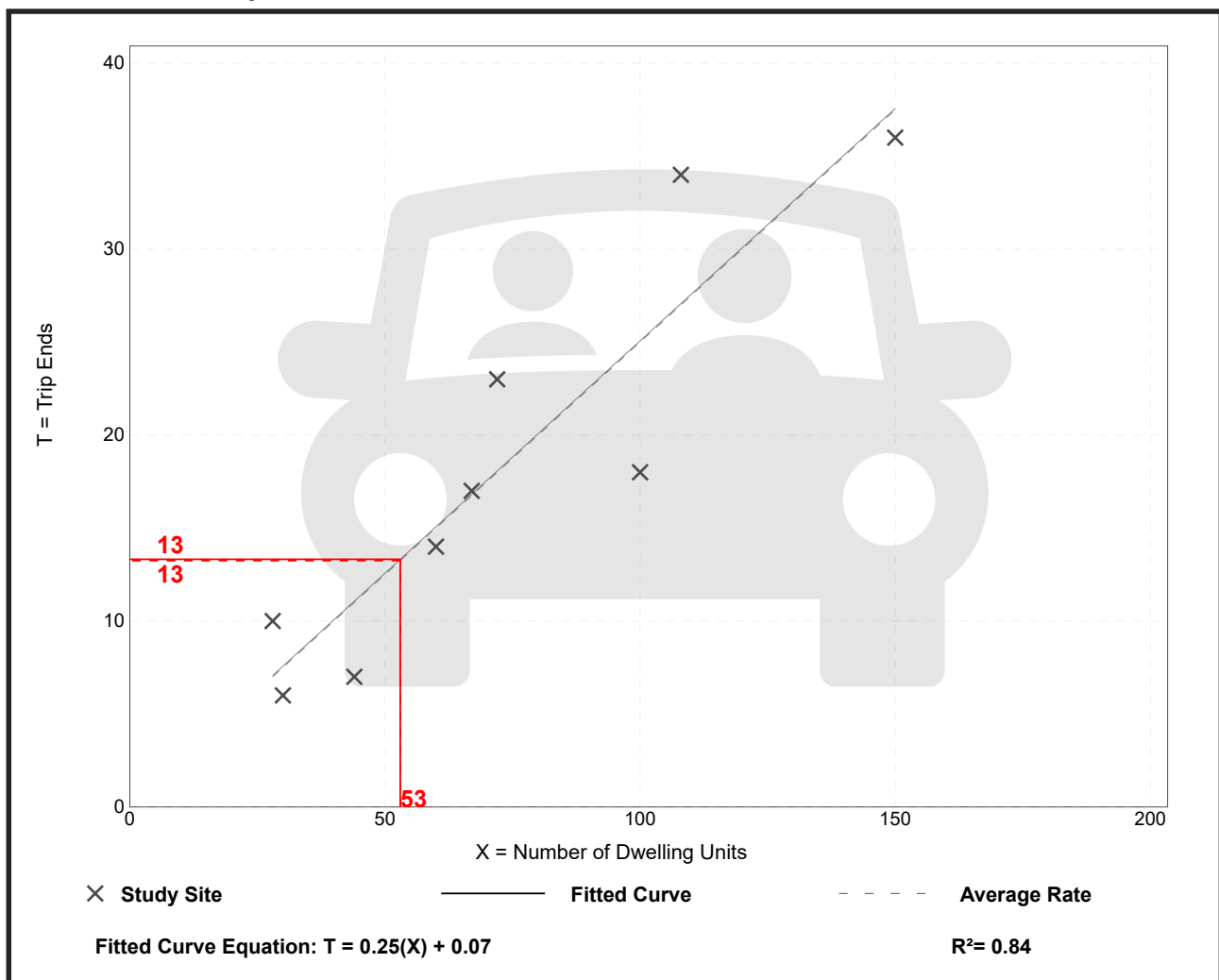
Avg. Num. of Dwelling Units: 73

Directional Distribution: 56% entering, 44% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.25	0.16 - 0.36	0.06

Data Plot and Equation



Near The Highlands Senior Adult Housing - Multifamily (252)

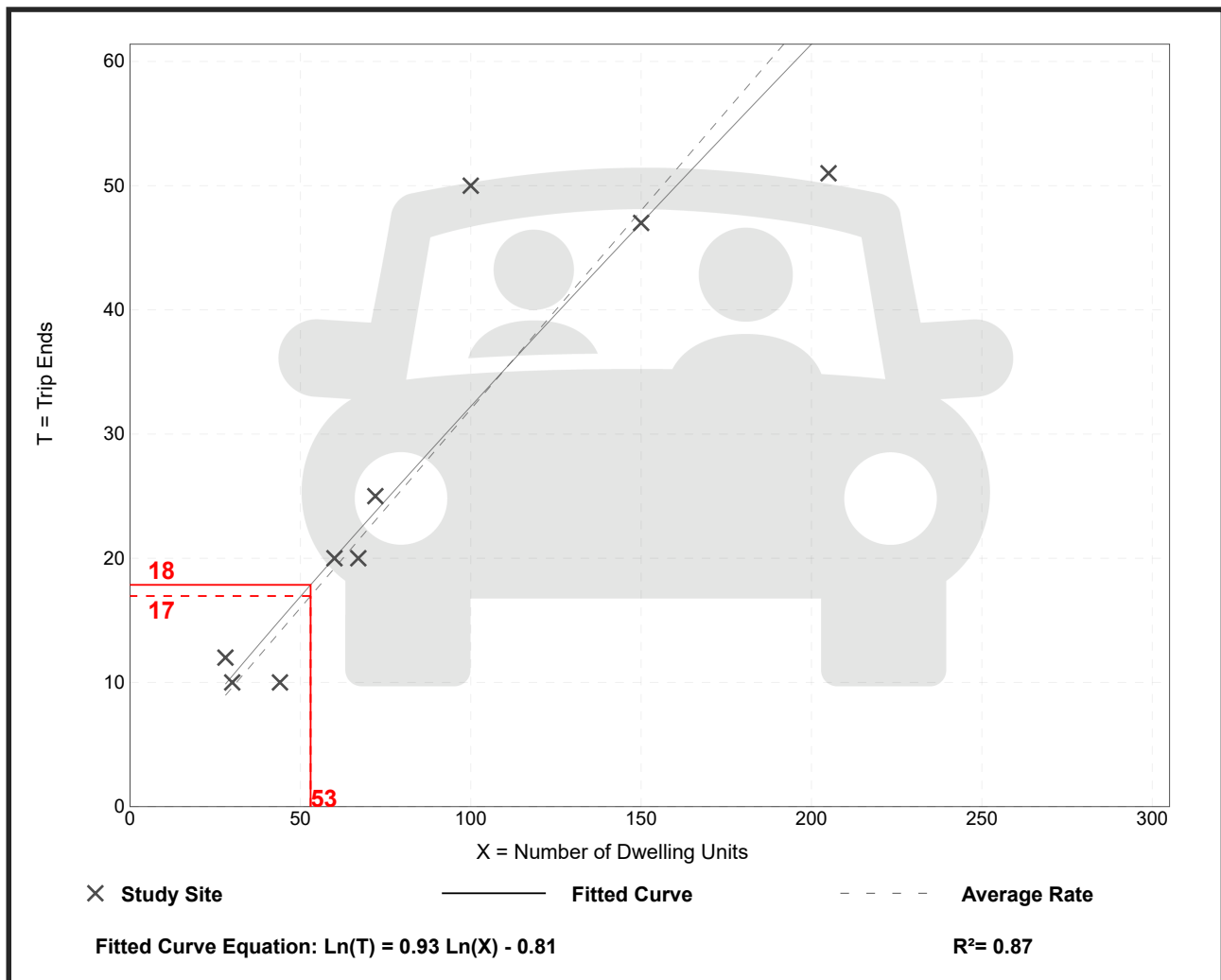
Vehicle Trip Ends vs: Dwelling Units
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 9
Avg. Num. of Dwelling Units: 84
Directional Distribution: 54% entering, 46% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.32	0.23 - 0.50	0.09

Data Plot and Equation



New London Preserve Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 192

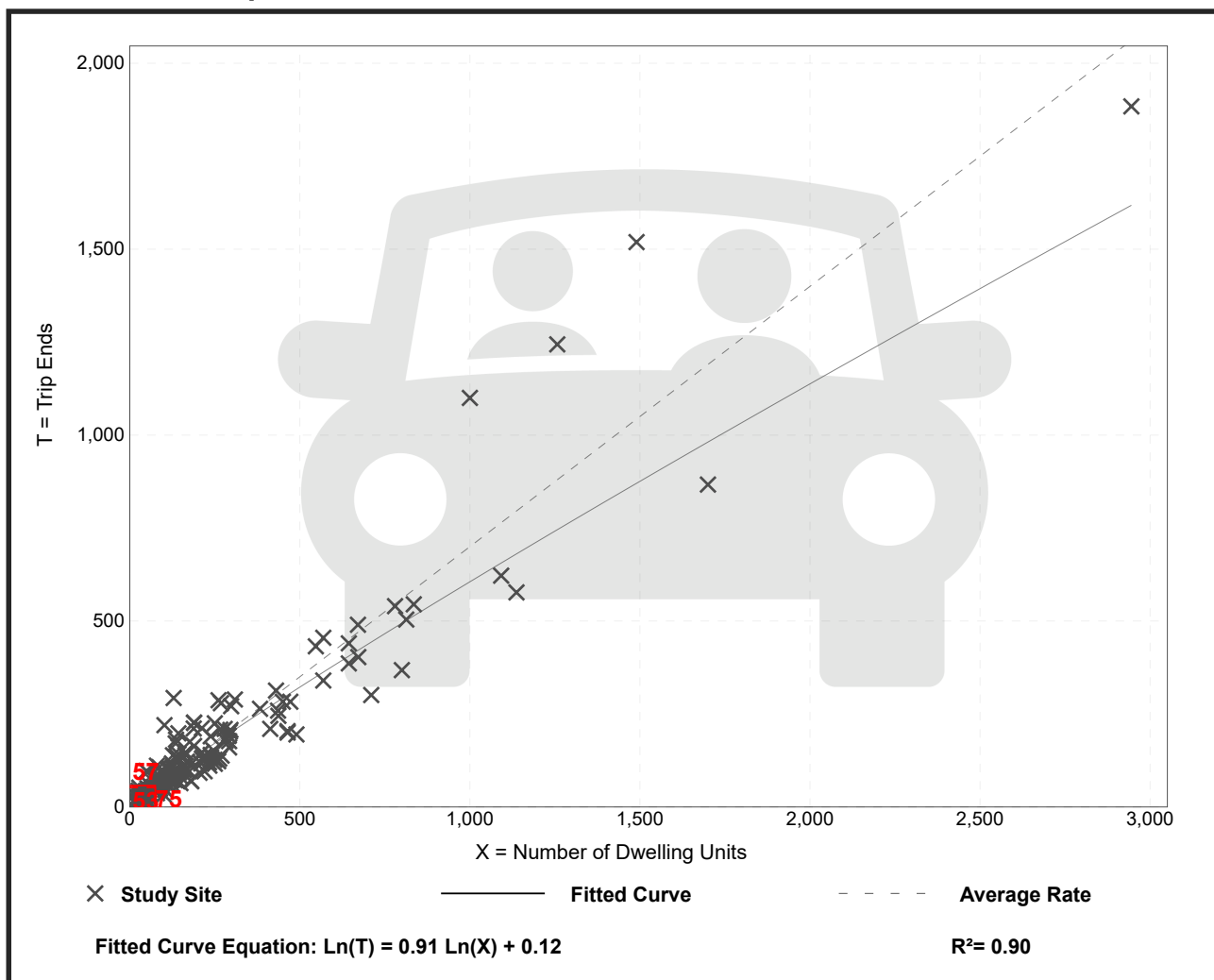
Avg. Num. of Dwelling Units: 226

Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



New London Preserve Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 208

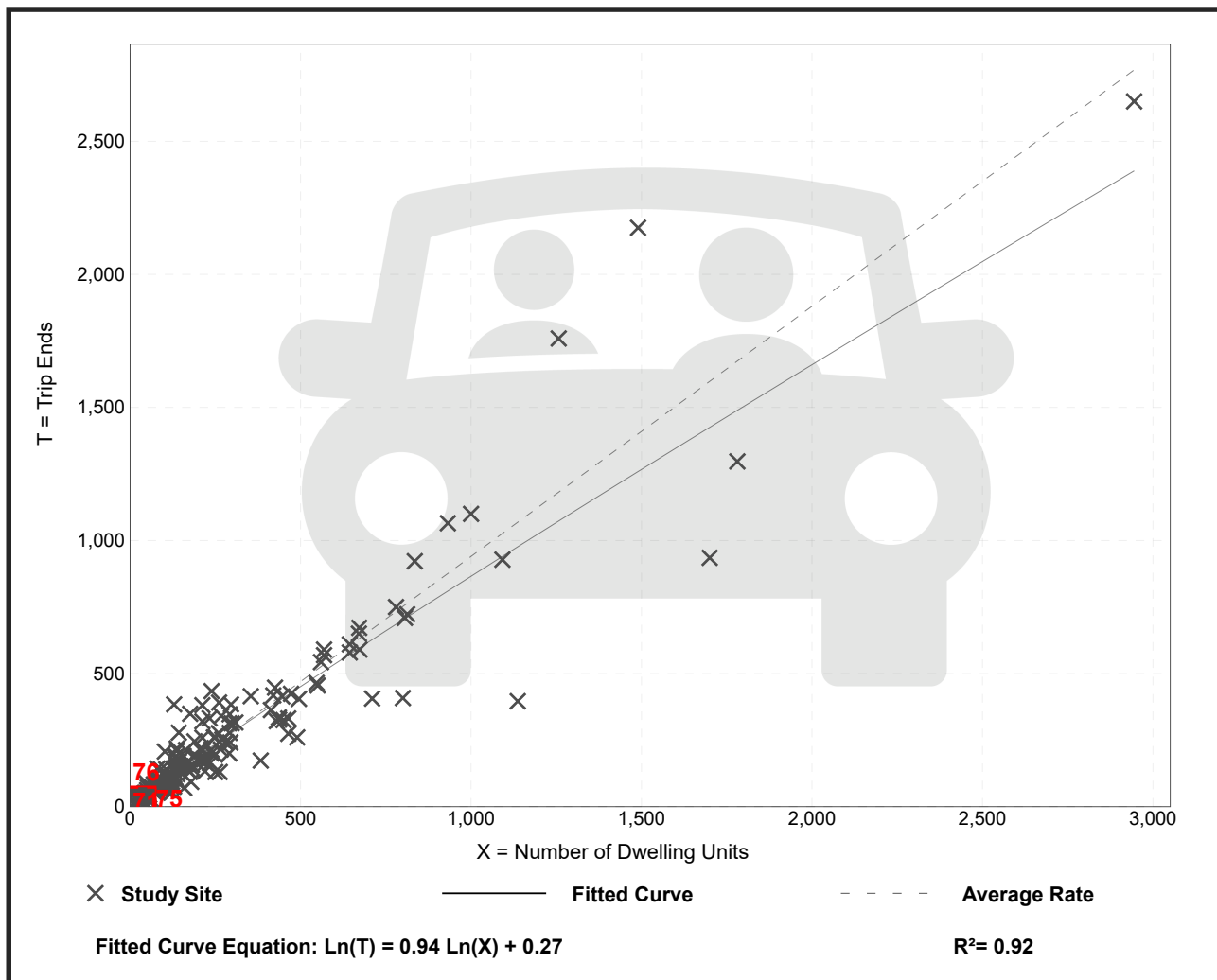
Avg. Num. of Dwelling Units: 248

Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



New London Preserve Single-Family Detached Housing (210)

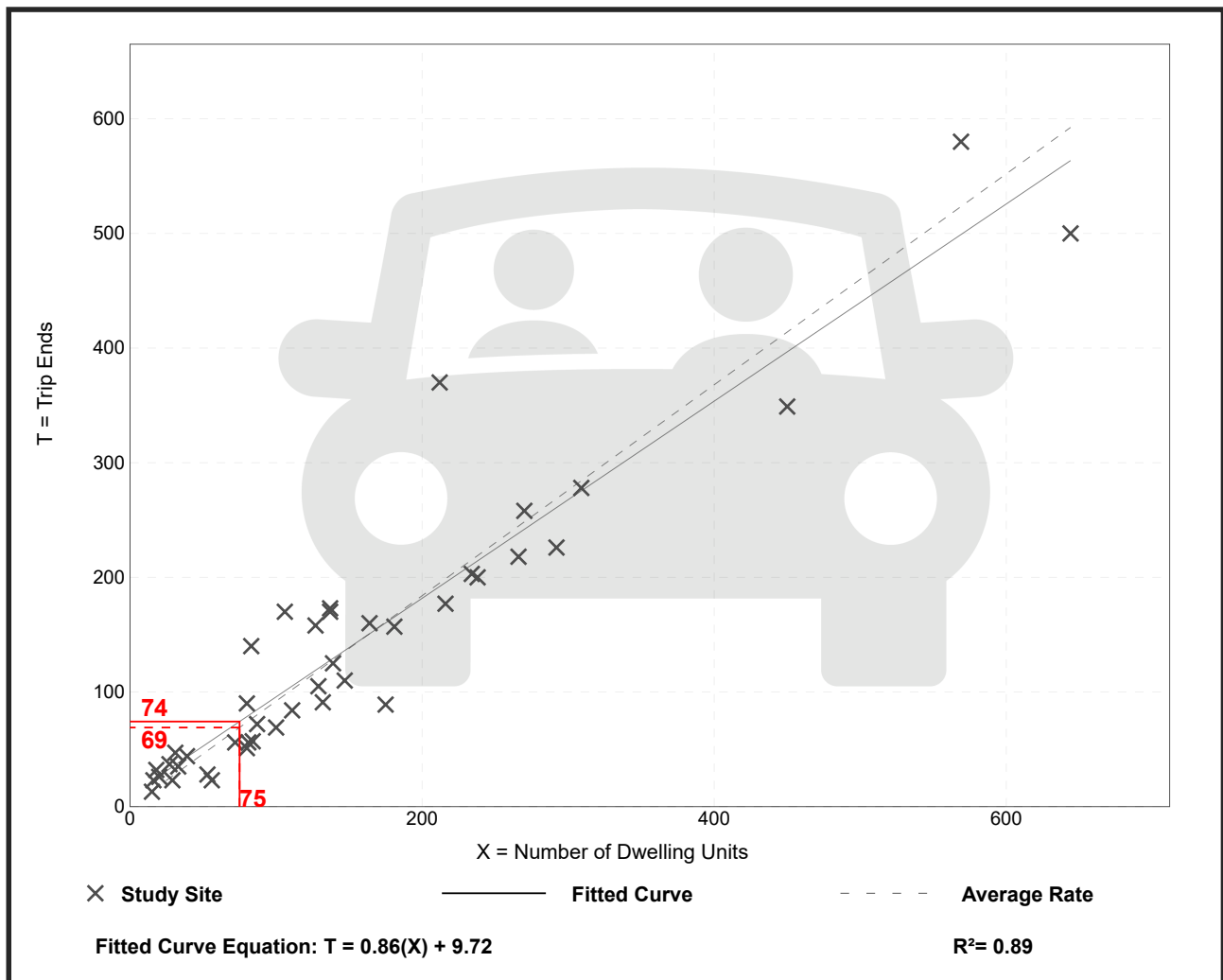
Vehicle Trip Ends vs: Dwelling Units
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 42
Avg. Num. of Dwelling Units: 152
Directional Distribution: 54% entering, 46% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.92	0.41 - 1.78	0.27

Data Plot and Equation



TRAFFIC IMPACT AND ACCESS STUDY

Division Road Neighborhood Development

East Greenwich, Rhode Island

PREPARED FOR

Mr. Ned Capozzi, Jr., President
Modern Industries, Inc.
242 West Exchange Street
Providence, RI 02903

PREPARED BY

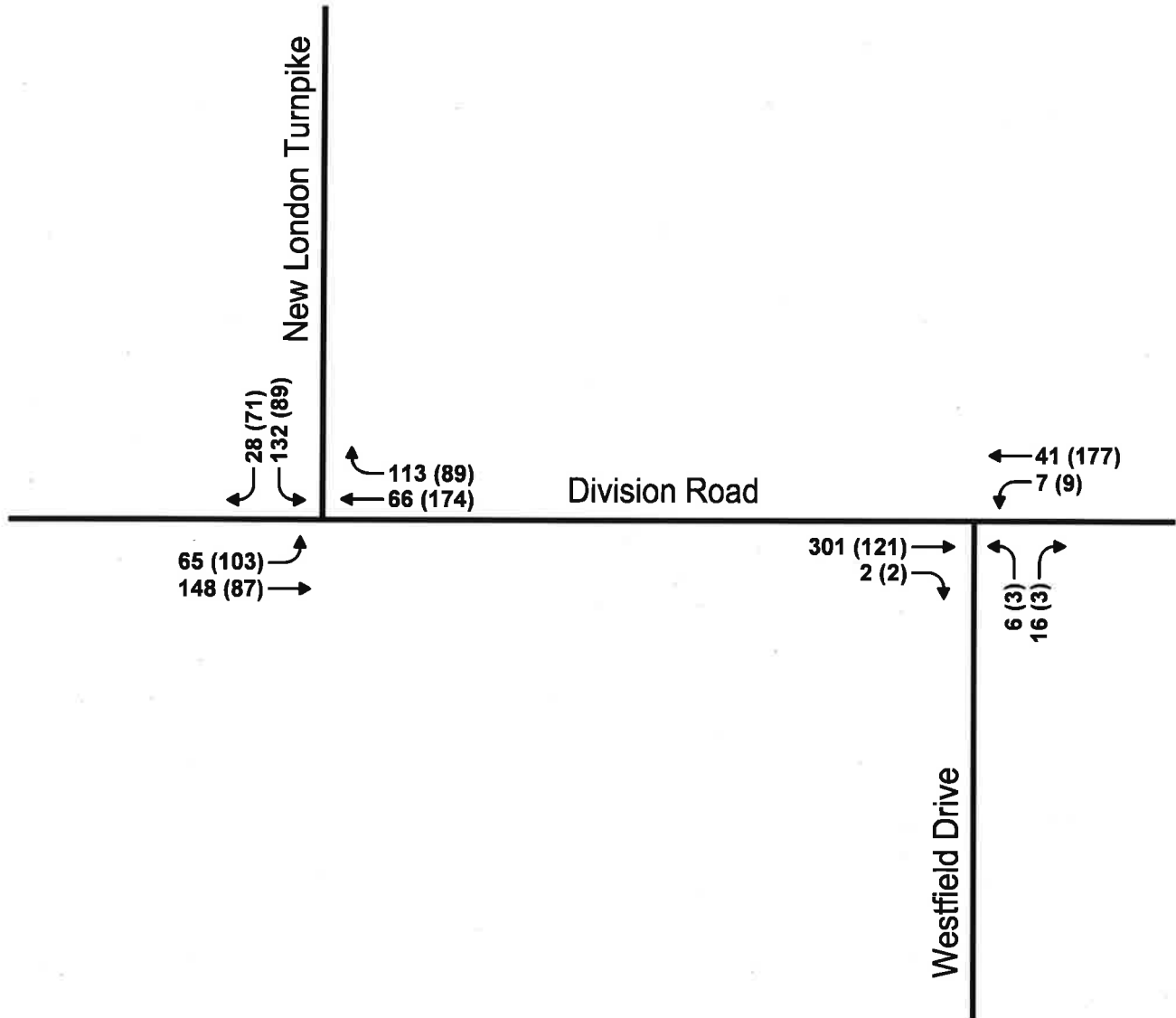
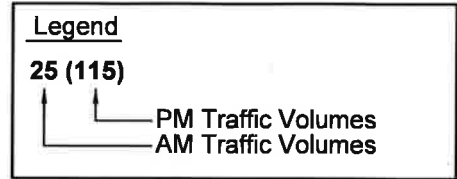


1 Cedar Street, Suite 400
Providence, RI 02903
401.272.8100

December 2020

Revised October 2022

Revised February 2023

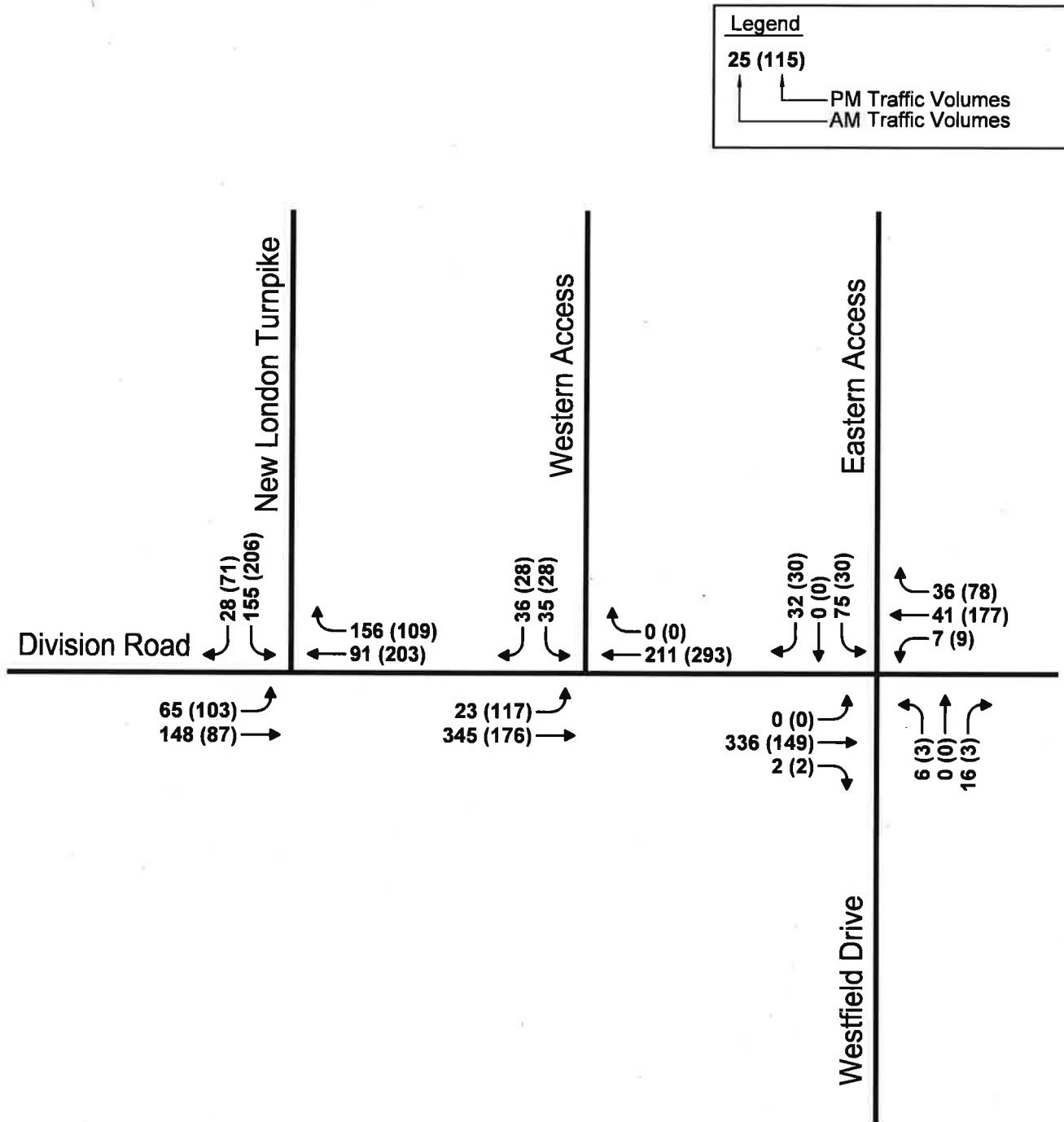


Not to Scale



2029 No Build Conditions
Peak Hour Traffic Volumes
Division Road Neighborhood Development
East Greenwich, Rhode Island

Figure 2



Not to Scale



Figure 3

2029 Proposed Conditions
Peak Hour Traffic Volumes
Division Road Neighborhood Development
East Greenwich, Rhode Island

Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 49

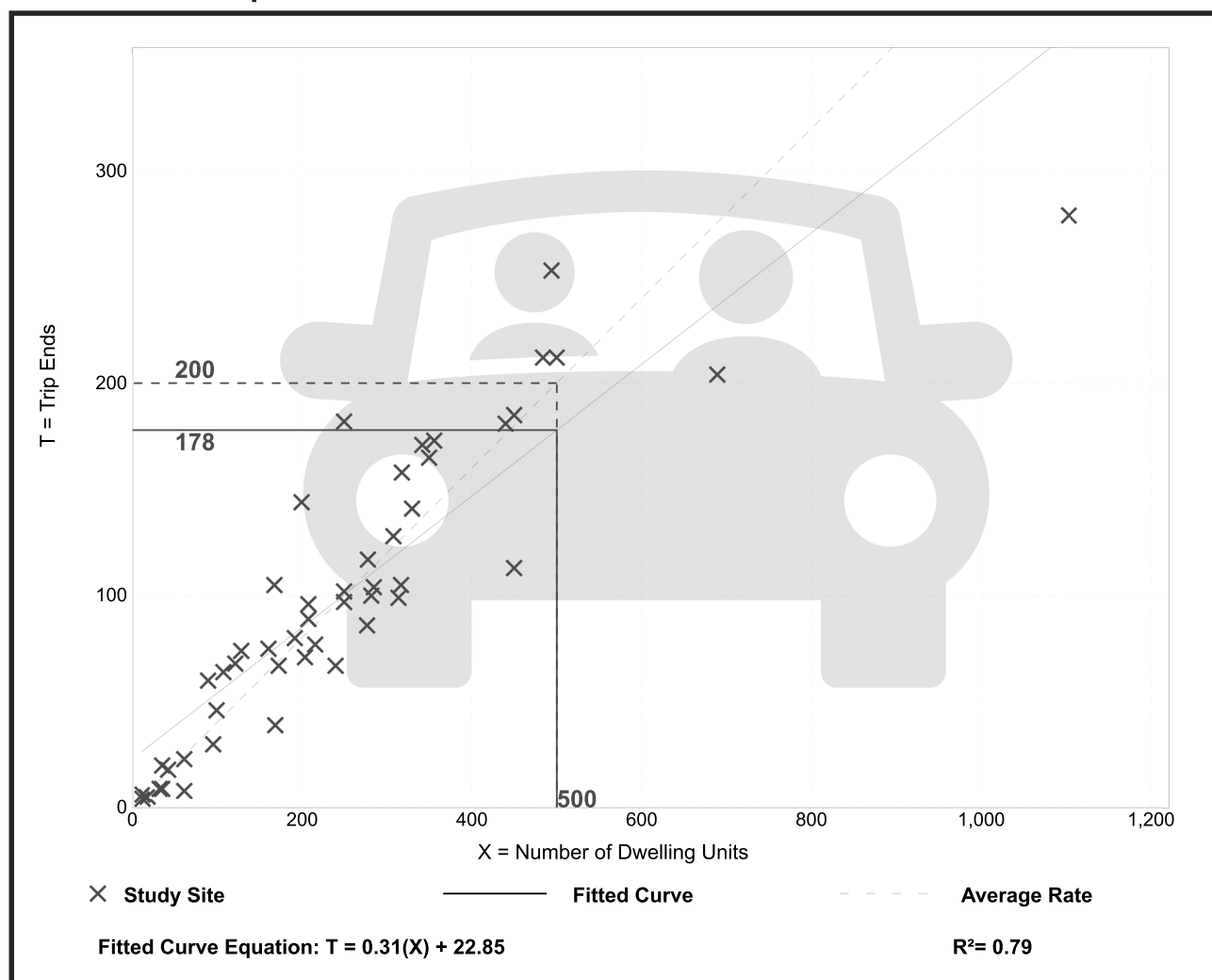
Avg. Num. of Dwelling Units: 249

Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.13 - 0.73	0.12

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 59

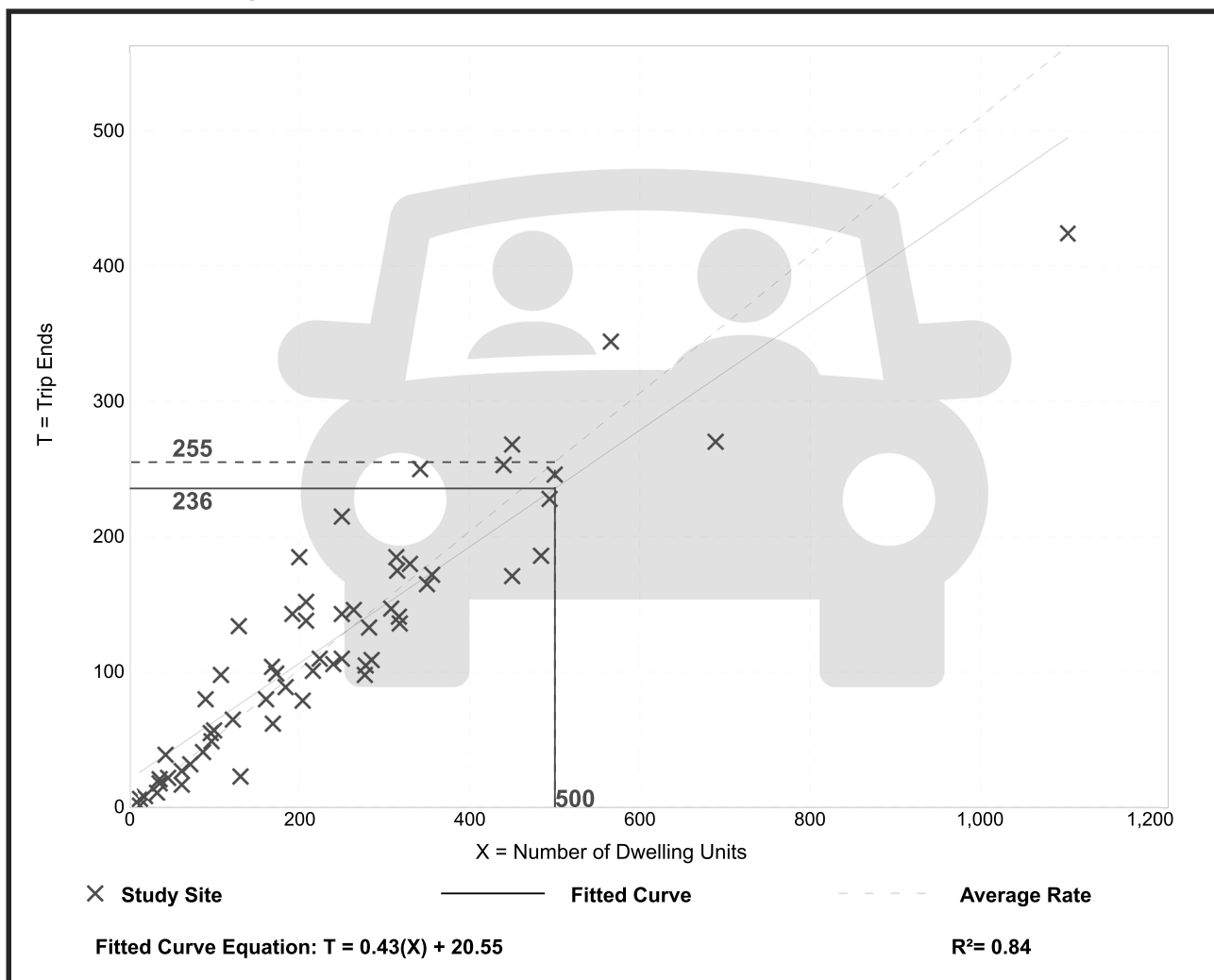
Avg. Num. of Dwelling Units: 241

Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.08 - 1.04	0.15

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Saturday, Peak Hour of Generator

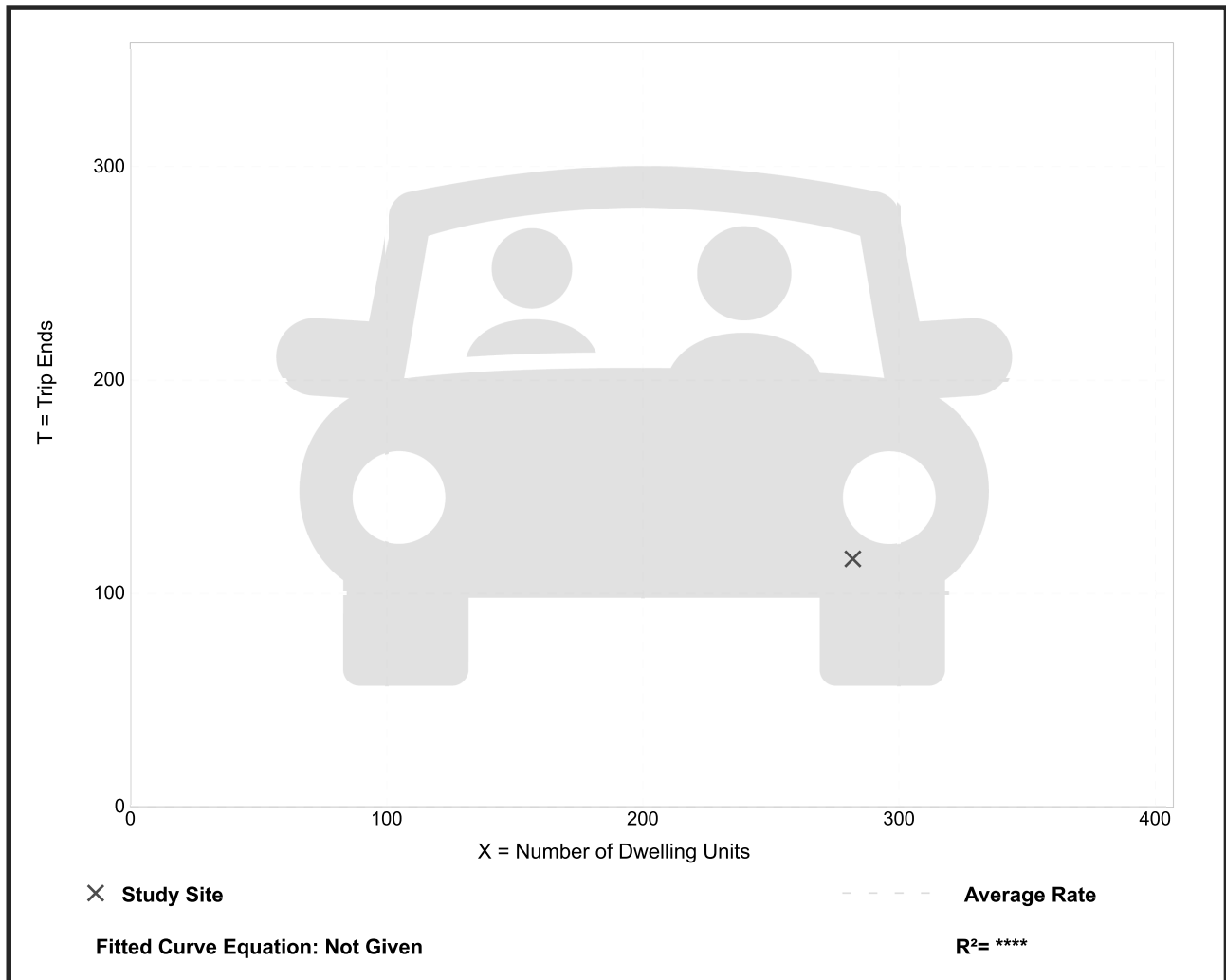
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 282
Directional Distribution: Not Available

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.41	0.41 - 0.41	*

Data Plot and Equation

Caution – Small Sample Size



Deep Green Realty,LLC

Site No.	1	2	3	4	5	5-site average (including appointment-only Framingham)
Weekday date:	2019	7/29/2020	8/24/2020	7/12/2019	2/11/2021	
Saturday date:	2019	7/25/2020	10/31/2020	7/13/2019	2/13/2021	
Size (sf):	3,705	3,700	3,000	3,100	3,600	3,421
Address:	252 Coolidge Street	266 North Main Street	1525 Main Street	416 Boston Post Road East	250 Worcester Road	
Name:	Temescal Wellness	Nature's Remedy	CommCan	Garden Remedies	Cultivate	
	Hudson	Millbury	Millis	Marlborough	Framingham	
Weekday evening peak hour						
Enter	50	50	61	76	52	58
Exit	56	53	60	82	53	61
Total	106	103	121	158	105	119
Saturday midday peak hour						
Enter	49	52	75	60	57	59
Exit	49	55	79	58	50	58
Total	98	107	154	118	107	117

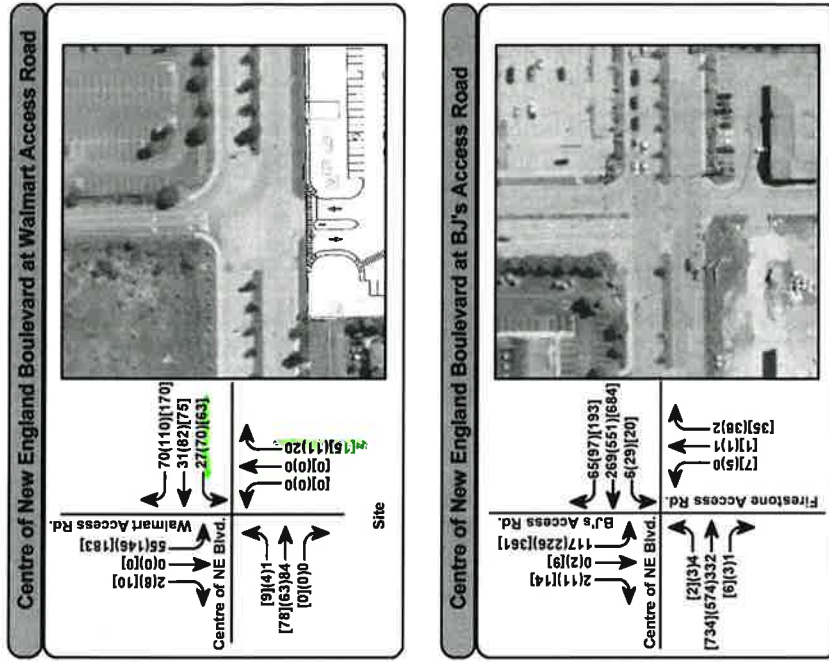


The Vue and Gemini Apartments

WEST GREENWICH, RHODE ISLAND



Right out
not shown
[45] (35) 59
TOTAL EXIT [60] (46) 79



The area reviewed included Centre of New England Boulevard including the major signalized intersection with BJ's/Home Depot/Firestone Access Roads.

A total of four (4) crashes occurred along the section of Centre of New England Boulevard over the three-year study period, with no reported injuries. Summarizing the crash data; four of the crashes, with no reported injuries, occurred at the signalized intersection of Centre of New England Boulevard at BJ's/Home Depot/Firestone Access Roads. The predominant crash type at the signalized intersection were rear end collisions, which is typical of signalized junctions due to the numerous starting and stopping movements required for the signal change intervals. At the intersection, three were rear end, and one crash was a sideswipe collision that can be attributed to vehicles changing lanes that were poorly delineated.

Based upon the historical crash data obtained from the local police, and a review of existing roadway geometry and operations, roadway or traffic related safety enhancements are presently not warranted. It should be noted that under the recent roadway maintenance work program, a new roadway surface and appropriate lane markings were added to delineate the travel lanes that had worn out a number of years ago. These improvements along with the installation of 30 mph speed limit signs should enhance the safety of Centre of New England Boulevard for the motoring public. Also, as previously noted, sidewalk installation along the property frontage and restriping of the driveway crosswalk will be completed to enhance the pedestrian accessibility and safety within the immediate site vicinity.

5.0 IMPACT ANALYSIS

5.1 TRIP GENERATION

To determine the traffic impact of a proposed development, estimates of anticipated traffic to be generated by a particular land use must be calculated. As previously discussed, construction of two mid-rise structures containing a total of 333 residential apartment units is proposed for the development. A total of 528 spaces are proposed with 100 being provided for the senior apartments. Access to the parking areas surrounding the buildings will be provided from a new northbound "driveway" approach proposed at the intersection of Centre of New England Boulevard with Village Green Circle/Walmart Access Road. A secondary point of access is proposed approximately 375 feet to the east. Figure 4 on the following page depicts the site layout and access plan prepared by *Crossman*.

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

For the proposed residential project, Land Use Code (LUC) 221 Multifamily Housing (Mid Rise) and Land Use Code (LUC) 252 Senior Housing - Multifamily were reviewed for applicability in developing an estimate of site related vehicles trips. Table 1 summarizes the peak hour site trips for the residential project that have been estimated utilizing the land use code data available from the ITE manual. The appropriate worksheets from the manual are included in the Appendix, along with the trip estimate calculations.

TABLE 1 – Trip Generation Estimate

Description		Enter	Exit	Total
<u>AM PEAK HOUR</u>				
ITE Land Use Code 221	Multifamily (Mid-Rise)	20	66	86
ITE Land Use Code 252	Senior Housing - Multifamily	7	13	20
	TOTAL	27	79	106
<u>PM PEAK HOUR</u>				
ITE Land Use Code 215	Multifamily (Mid-Rise)	56	35	91
ITE Land Use Code 252	Senior Housing - Multifamily	14	11	25
	TOTAL	70	46	116
SAT		46	45	91
		17	15	32
		63	60	123

5.2 FUTURE TRAFFIC CONDITIONS

In order to properly assess the impacts of a development, future traffic conditions of area roadways should be estimated for the period when the development is constructed and fully occupied. Typically, the expansion of base traffic is calculated when a project is to be constructed over an extended period (+3 to 5 years), and area growth that may affect capacity results should be considered. It is anticipated that the new apartments will be constructed and fully occupied within a five-year period, therefore a future 2030 build condition was reviewed for this study.

The eastern section of the *Centre of New England* overall development project is nearly complete with only one additional lot other than the subject property remaining of the large mixed-use site, and there are no immediate plans for development. This eastern dead-end section has been in its current state for over 15 years with negligible development to the west of the BJ's, so traffic volumes have remained and will continue to remain unchanged until the roadway connection is opened to traffic. Noting this future connection and anticipated change in traffic patterns, it is recommended that an additional review be completed at the main site access driveway intersection as this project moves forward through the permitting process over the next year. The review completed during final approval, would ensure no additional traffic measures are warranted specifically at the proposed apartment complex access driveway, confirming adequate and safe access to the site after the traffic pattern change is implemented later this year.

Trip Generation Summary

<u>DAILY</u>	<u>Description</u>	<u>Enter</u>	<u>Exit</u>	<u>Total</u>
ITE Land Use Code 221	Multifamily (Mid-Rise)	529	529	1,058
ITE Land Use Code 252	Senior Housing - Multifamily	<u>162</u>	<u>162</u>	<u>324</u>
	TOTAL	691	691	1,382

AM PEAK HOUR

ITE Land Use Code 221	Multifamily (Mid-Rise)	20	66	86
ITE Land Use Code 252	Senior Housing - Multifamily	<u>7</u>	<u>13</u>	<u>20</u>
	TOTAL	27	79	106

PM PEAK HOUR

ITE Land Use Code 221	Multifamily (Mid-Rise)	56	35	91
ITE Land Use Code 252	Senior Housing - Multifamily	<u>14</u>	<u>11</u>	<u>25</u>
	TOTAL	70	46	116

SATURDAY PEAK HOUR

ITE Land Use Code 221	Multifamily (Mid-Rise)	46	45	91
ITE Land Use Code 252	Senior Housing - Multifamily	<u>17</u>	<u>15</u>	<u>32</u>
	TOTAL	63	60	123



Calculations;**The Vue****ITE Land Use Code 221 – Multifamily Housing (Mid-Rise)**

Independent Variable (X) = Dwelling Units

X = 233

Daily *Directional Distribution 50% Entering, 50% Exiting*

T = 4.54 (X)

T = 4.54 (233)

T = 1,058

Enter: 529

Exit: 529

Total 1,058

AM Peak *Directional Distribution 23% Entering, 77% Exiting*

T = 0.37 (X)

T = 0.37 (233)

T = 86

Enter: 20

Exit: 66

Total 86

PM Peak *Directional Distribution 61% Entering, 39% Exiting*

T = 0.39 (X)

T = 0.39 (233)

T = 91

Enter: 56

Exit: 35

Total 91

SATURDAY Peak *Directional Distribution 51% Entering, 49% Exiting*

T = 0.39 (X)

T = 0.39 (233)

T = 91

Enter: 46

Exit: 45

Total 91



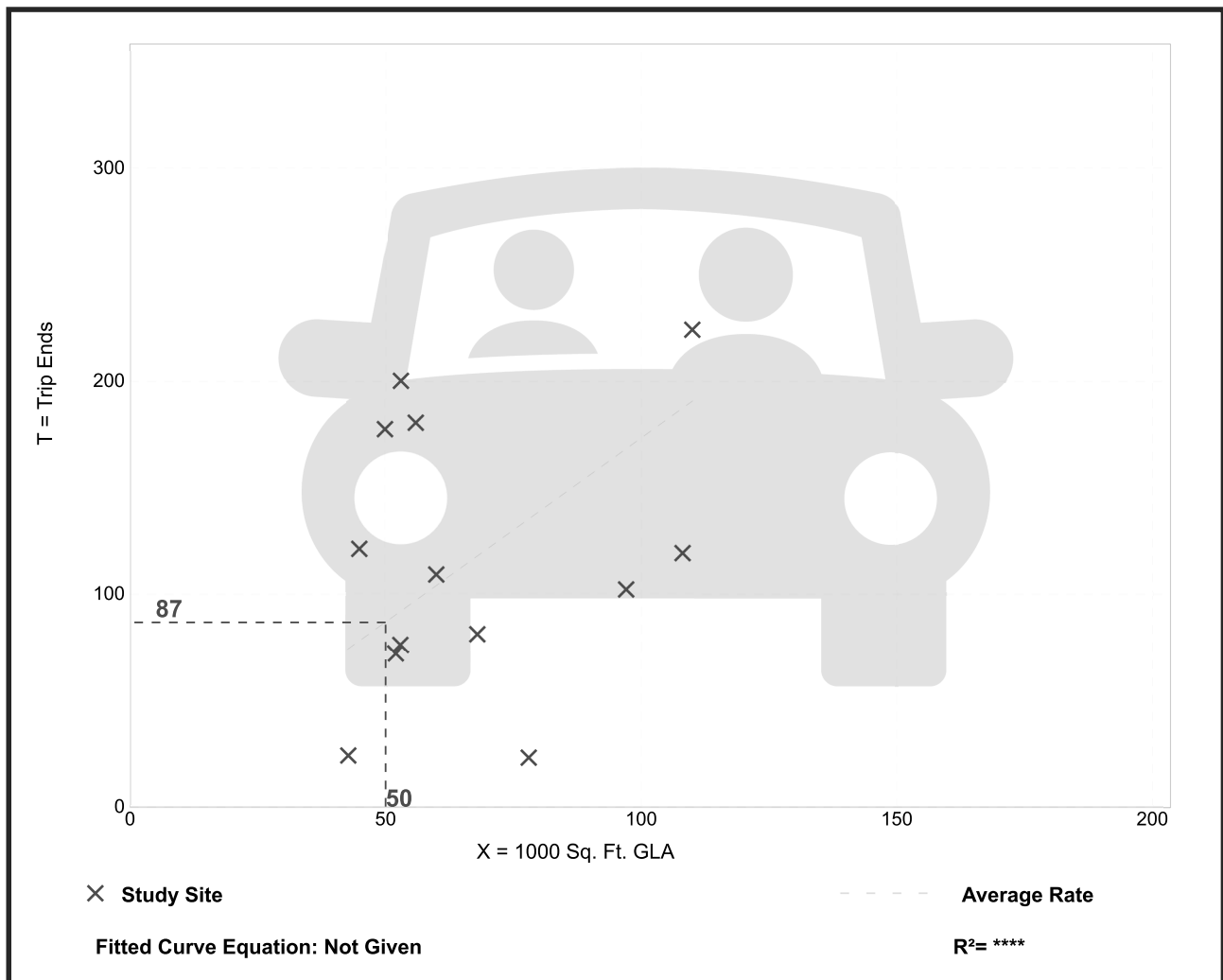
Shopping Plaza (40-150k) - Supermarket - No (821)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 13
Avg. 1000 Sq. Ft. GLA: 67
Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
1.73	0.29 - 3.77	1.06

Data Plot and Equation



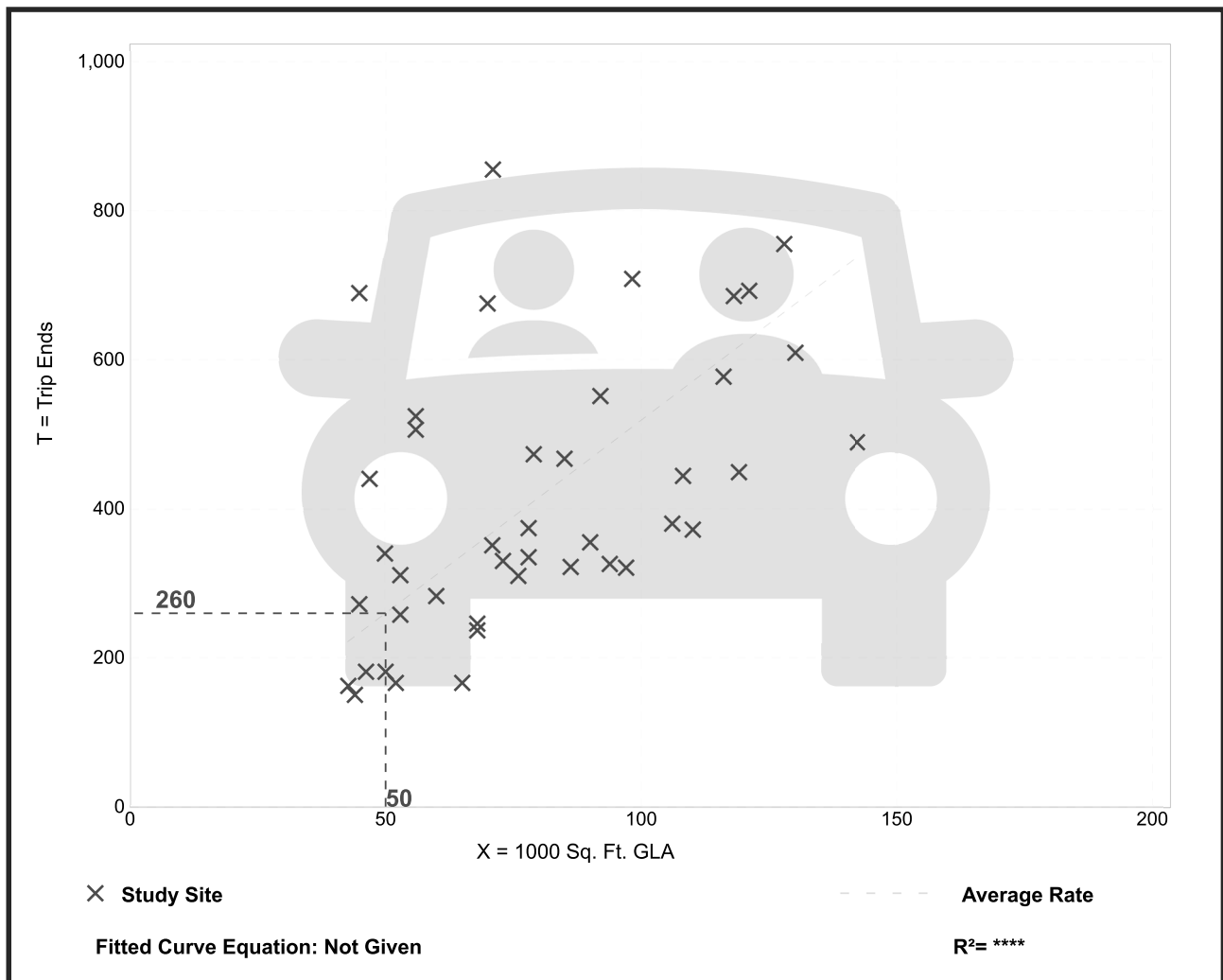
Shopping Plaza (40-150k) - Supermarket - No (821)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 42
 Avg. 1000 Sq. Ft. GLA: 79
 Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
5.19	2.55 - 15.31	2.28

Data Plot and Equation



Shopping Plaza (40-150k) - Supermarket - No (821)

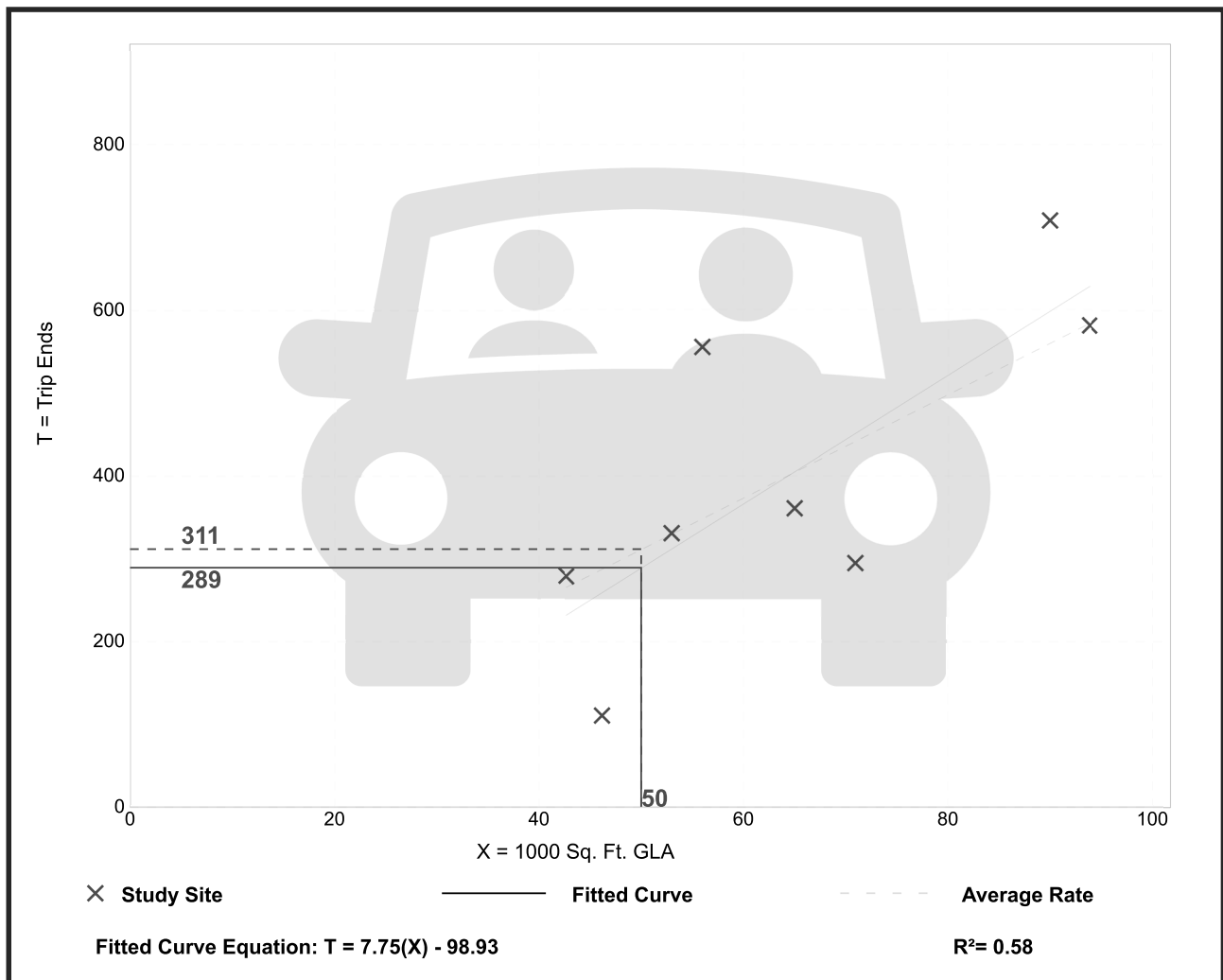
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 8
Avg. 1000 Sq. Ft. GLA: 65
Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.22	2.38 - 9.91	2.11

Data Plot and Equation



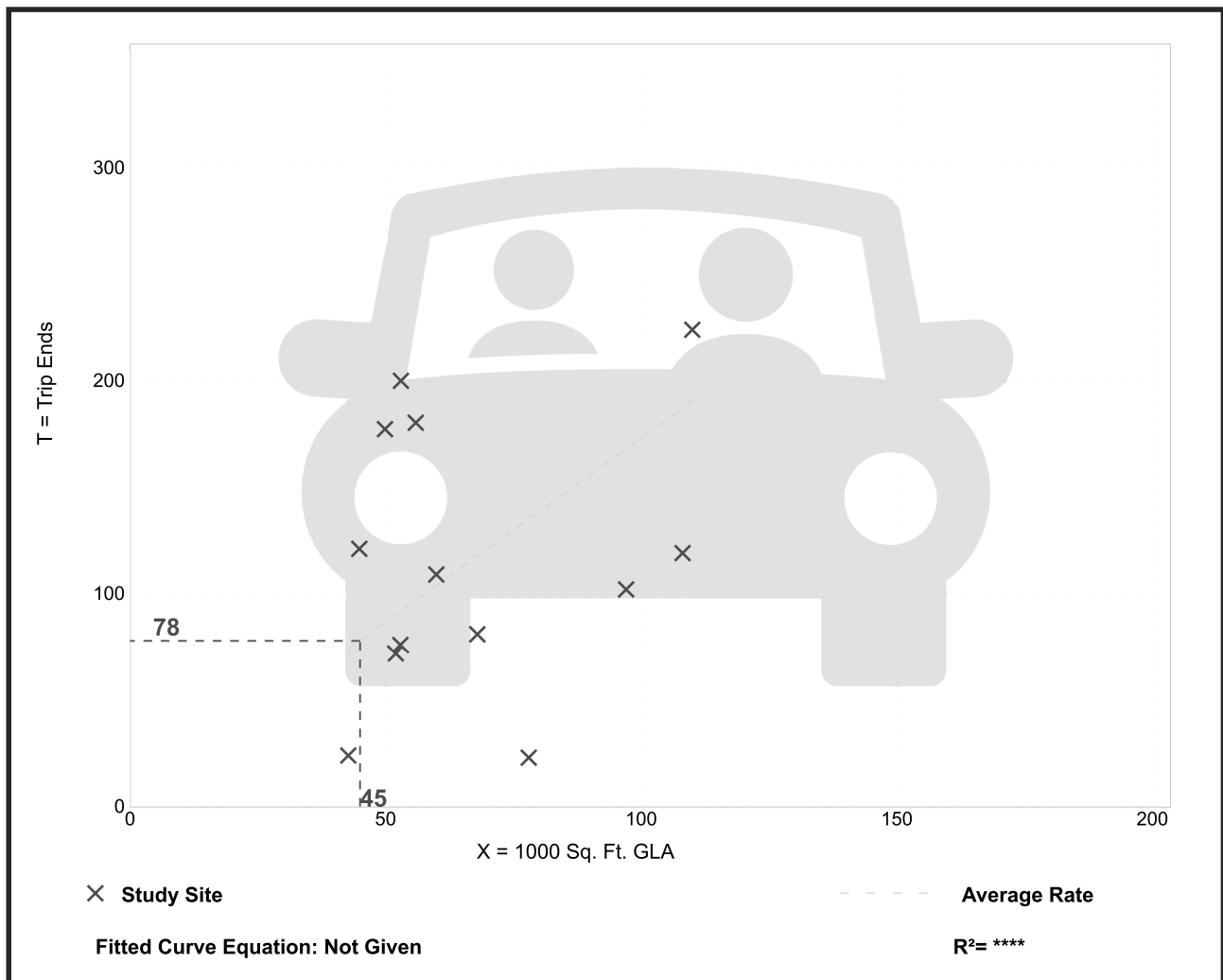
Shopping Plaza (40-150k) - Supermarket - No (821)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 13
 Avg. 1000 Sq. Ft. GLA: 67
 Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
1.73	0.29 - 3.77	1.06

Data Plot and Equation



Shopping Plaza (40-150k) - Supermarket - No (821)

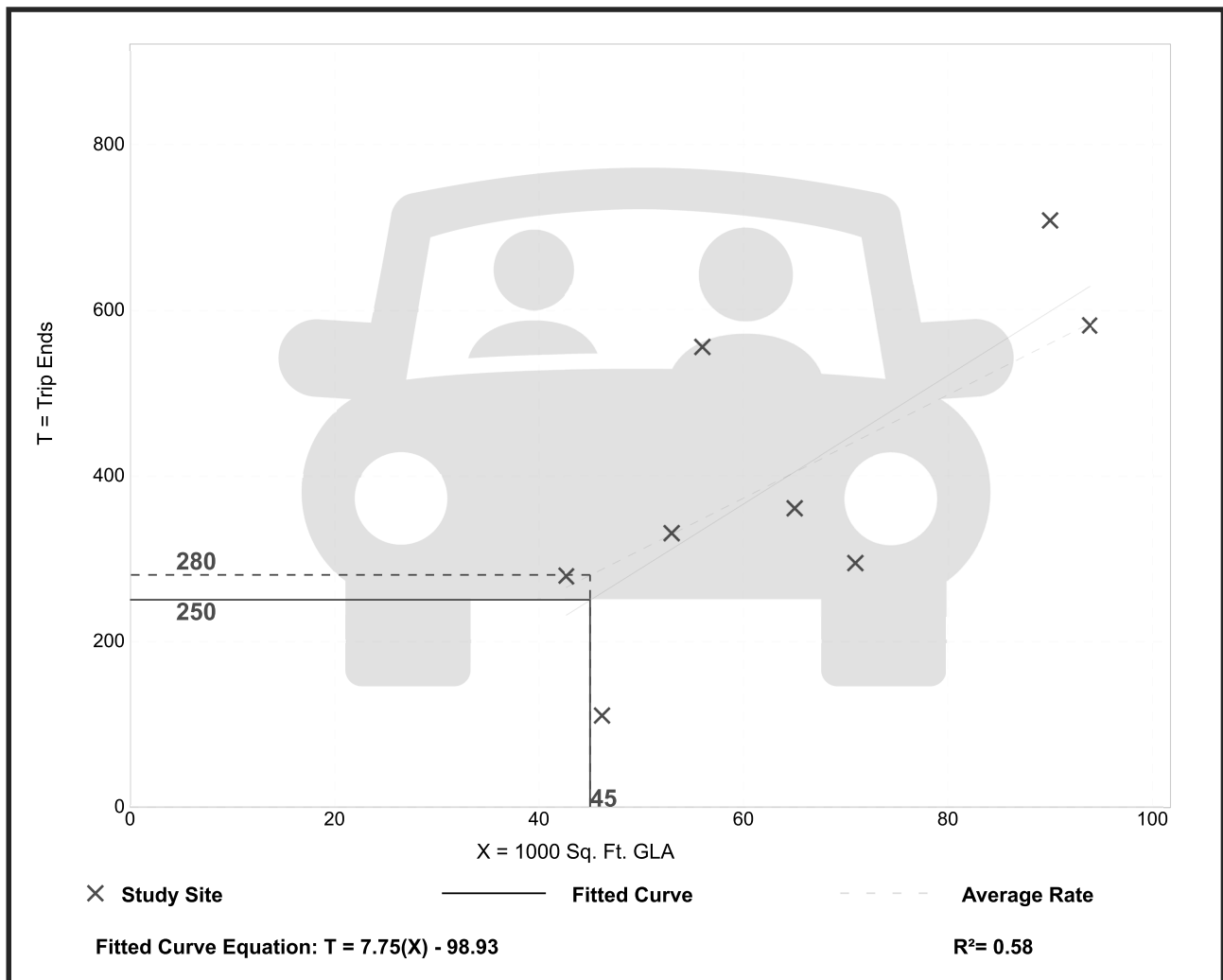
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 8
Avg. 1000 Sq. Ft. GLA: 65
Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.22	2.38 - 9.91	2.11

Data Plot and Equation



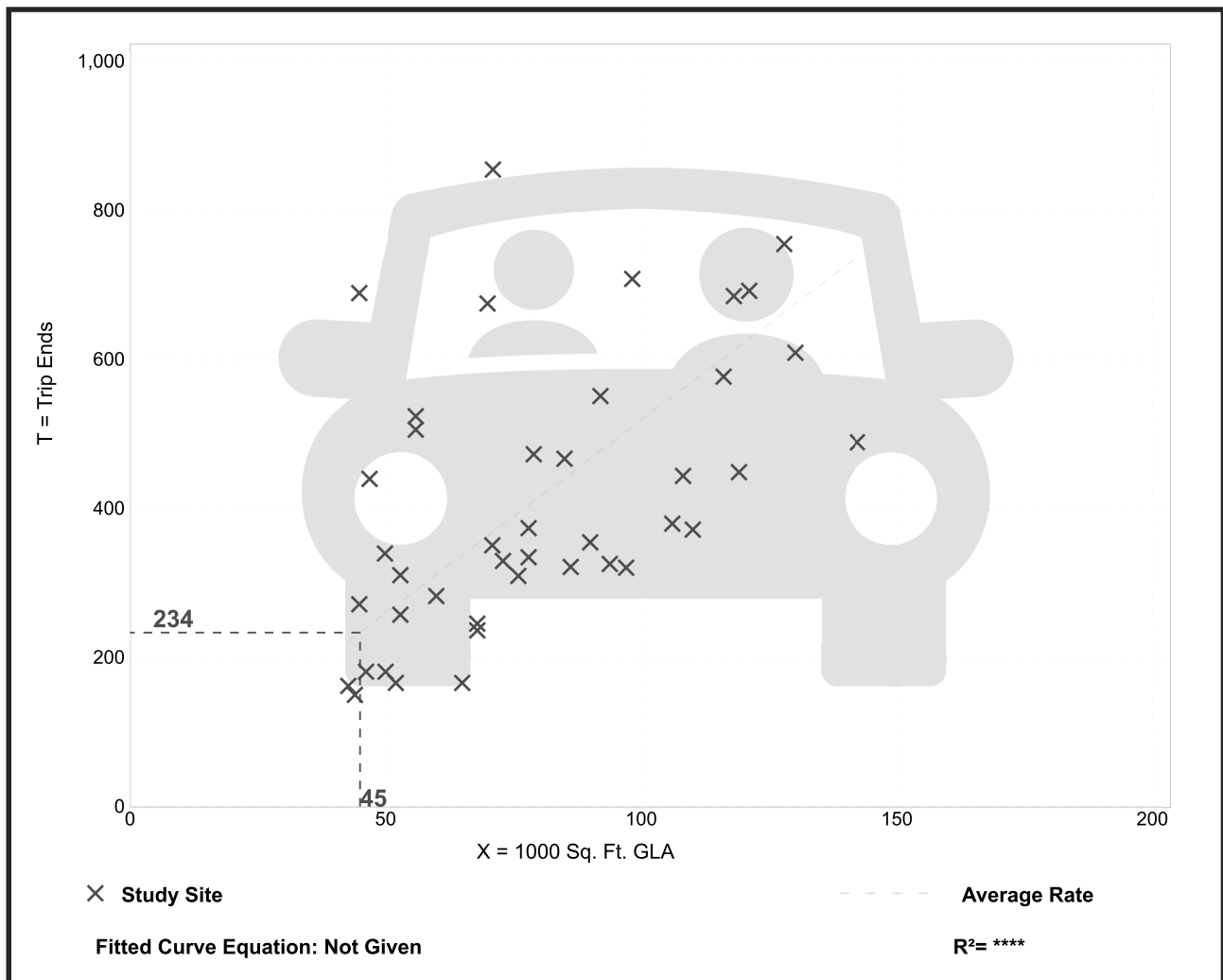
Shopping Plaza (40-150k) - Supermarket - No (821)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 42
Avg. 1000 Sq. Ft. GLA: 79
Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
5.19	2.55 - 15.31	2.28

Data Plot and Equation



Convenience Store/Gas Station - GFA (4-5.5k) (945)

Vehicle Trip Ends vs: Vehicle Fueling Positions

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 18

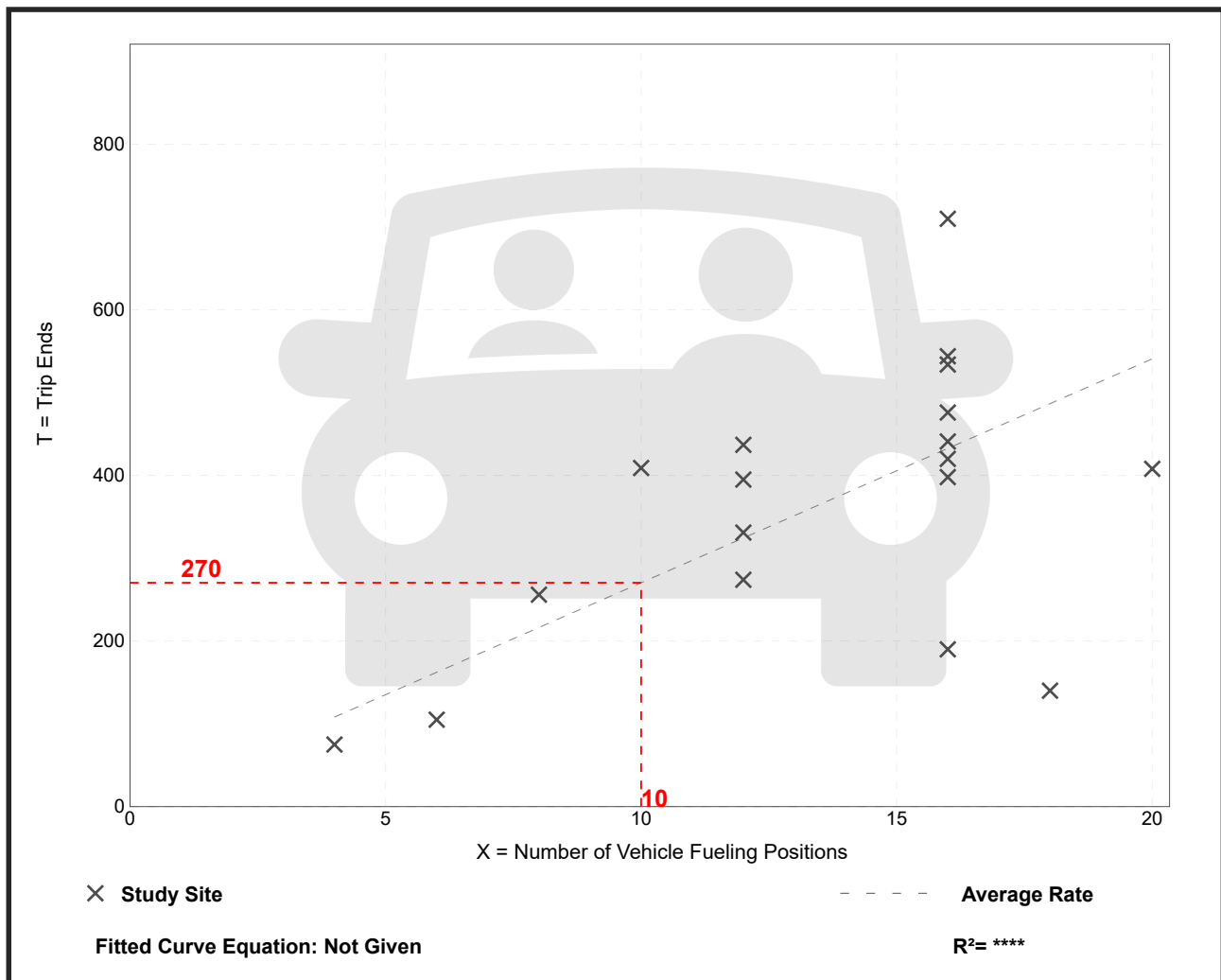
Avg. Num. of Vehicle Fueling Positions: 13

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
27.04	7.78 - 44.38	9.88

Data Plot and Equation



Convenience Store/Gas Station - GFA (4-5.5k) (945)

Vehicle Trip Ends vs: Vehicle Fueling Positions

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 23

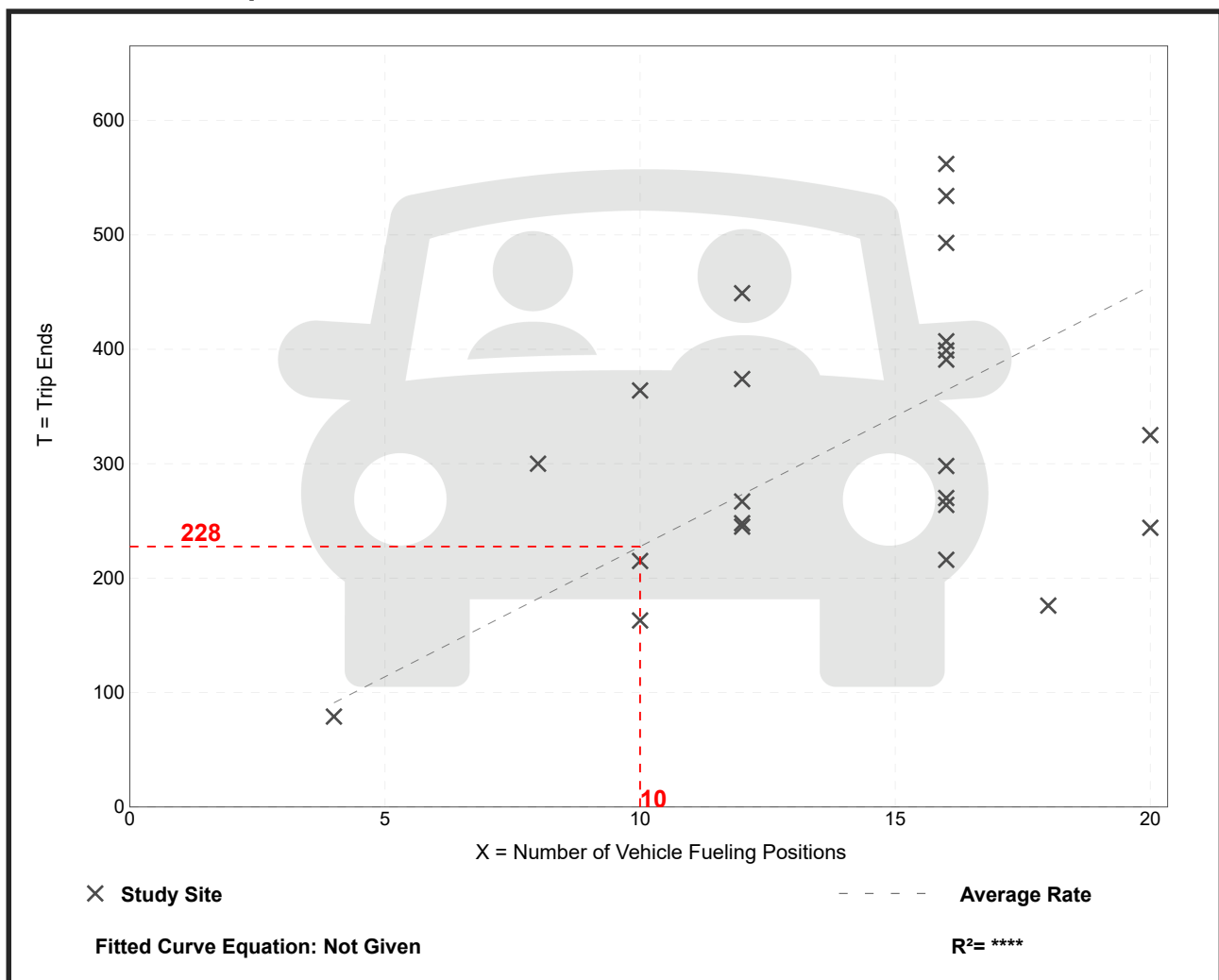
Avg. Num. of Vehicle Fueling Positions: 14

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
22.76	9.78 - 37.50	8.49

Data Plot and Equation



Convenience Store/Gas Station - GFA (4-5.5k) (945)

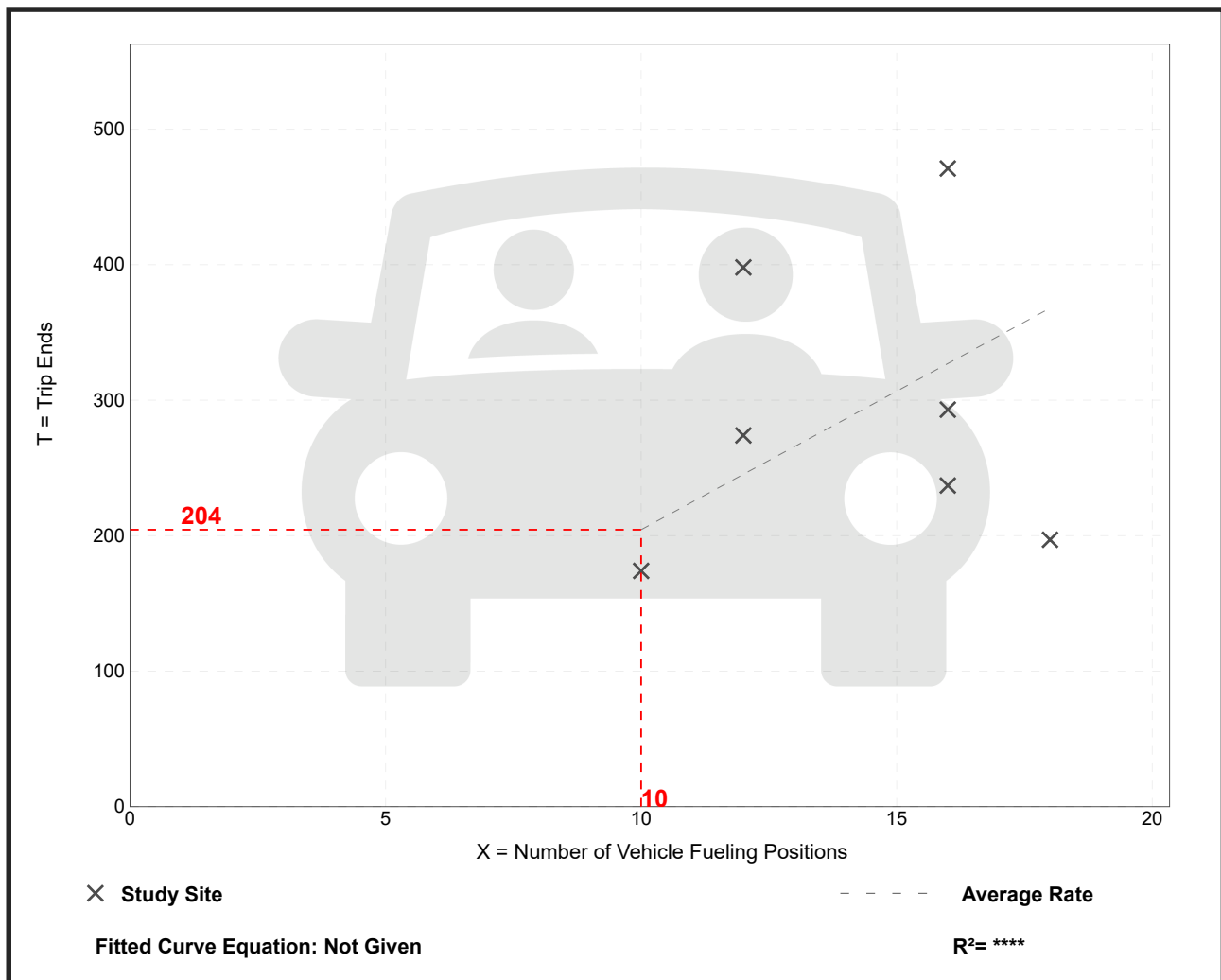
Vehicle Trip Ends vs: Vehicle Fueling Positions
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 7
Avg. Num. of Vehicle Fueling Positions: 14
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
20.44	10.94 - 33.17	8.08

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 49

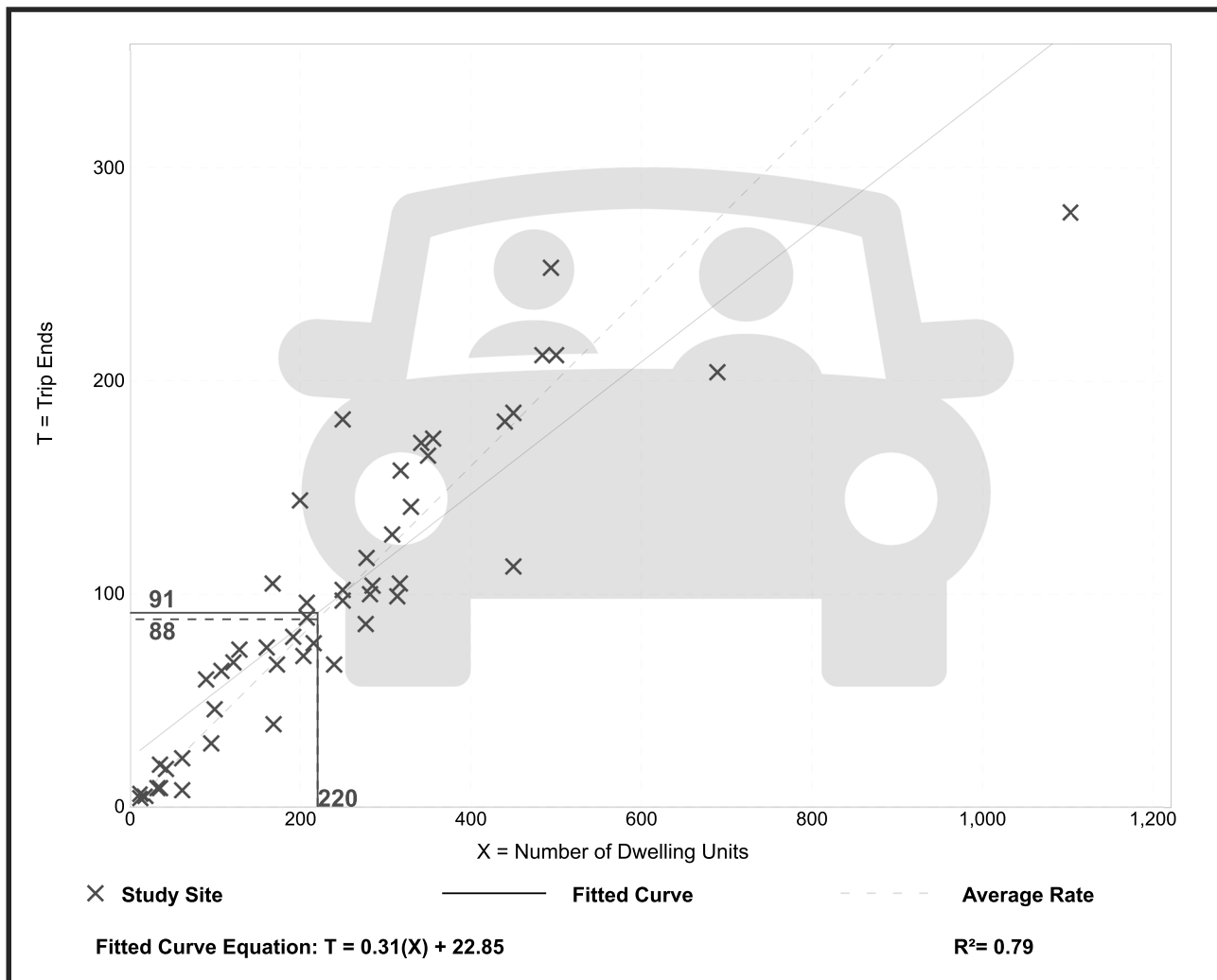
Avg. Num. of Dwelling Units: 249

Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.13 - 0.73	0.12

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 59

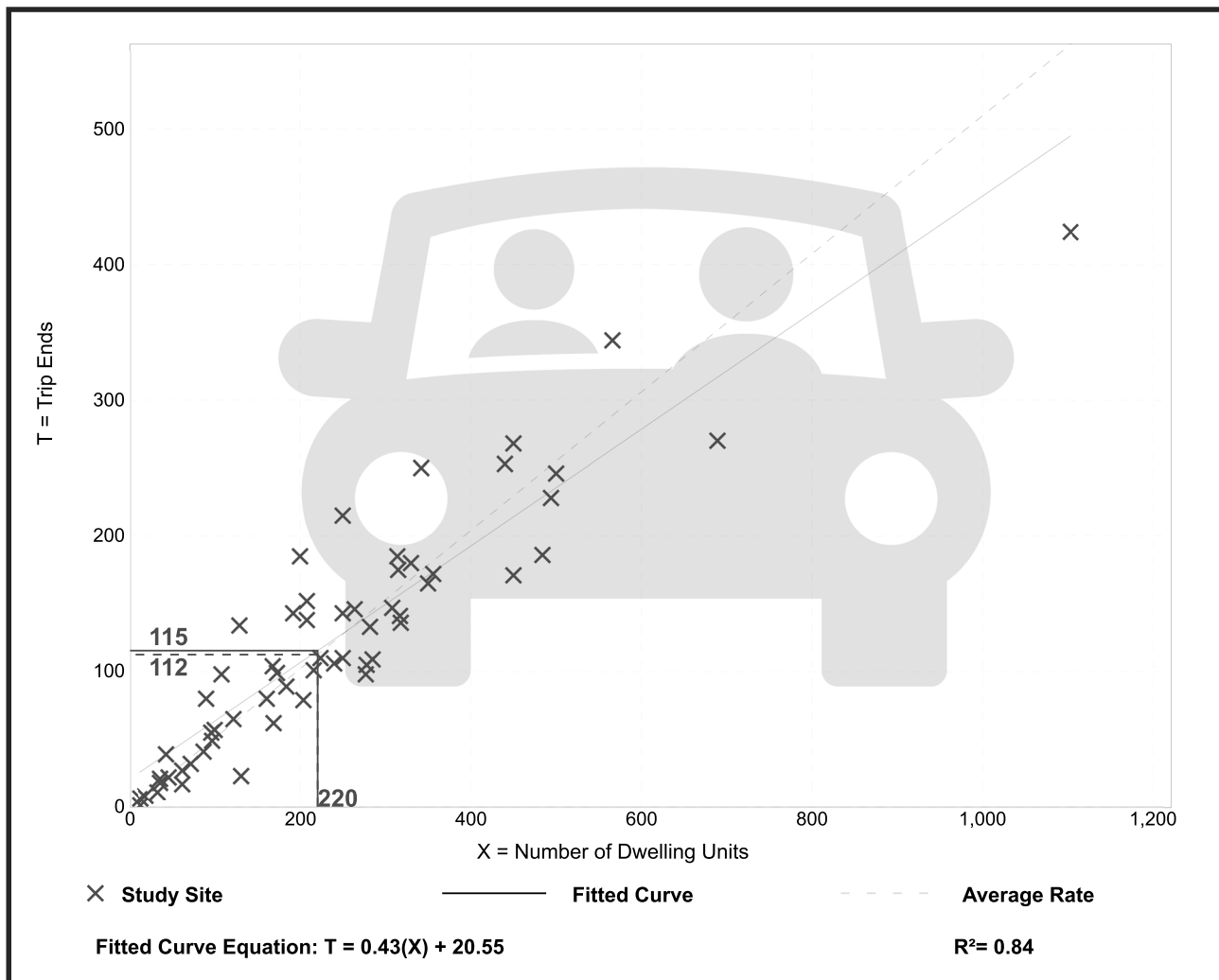
Avg. Num. of Dwelling Units: 241

Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.08 - 1.04	0.15

Data Plot and Equation



Appendix C – Capacity Analysis

AM Peak Hour
1: Grandview Street & Arnold Road

Existing Conditions
Timing Plan: Peak AM

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↕			↕↕	↕	
Traffic Volume (veh/h)	627	14	2	262	5	0
Future Volume (Veh/h)	627	14	2	262	5	0
Sign Control	Free			Free	Stop	
Grade	7%			-7%	-5%	
Peak Hour Factor	0.90	0.90	0.88	0.88	0.63	0.63
Hourly flow rate (vph)	697	16	2	298	8	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)				768		
pX, platoon unblocked						
vC, conflicting volume			713		858	705
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			713		858	705
tC, single (s)			4.2		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.3		3.5	3.3
p0 queue free %			100		97	100
cM capacity (veh/h)			857		296	379
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	713	101	199	8		
Volume Left	0	2	0	8		
Volume Right	16	0	0	0		
cSH	1700	857	1700	296		
Volume to Capacity	0.42	0.00	0.12	0.03		
Queue Length 95th (ft)	0	0	0	2		
Control Delay (s)	0.0	0.2	0.0	17.5		
Lane LOS		A		C		
Approach Delay (s)	0.0	0.1		17.5		
Approach LOS				C		
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			43.8%	ICU Level of Service	A	
Analysis Period (min)			15			

AM Peak Hour
2: Gay Street & Arnold Road

Existing Conditions
Timing Plan: Peak AM

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱			↱↱	↱	
Traffic Volume (veh/h)	601	25	2	247	18	24
Future Volume (Veh/h)	601	25	2	247	18	24
Sign Control	Free			Free	Stop	
Grade	4%			0%	0%	
Peak Hour Factor	0.89	0.89	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	675	28	2	281	20	27
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)				337		
pX, platoon unblocked					0.99	
vC, conflicting volume			703		834	689
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			703		801	689
tC, single (s)			4.3		7.1	7.2
tC, 2 stage (s)						
tF (s)			2.3		3.6	3.4
p0 queue free %			100		93	93
cM capacity (veh/h)			852		293	361
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	703	96	187	47		
Volume Left	0	2	0	20		
Volume Right	28	0	0	27		
cSH	1700	852	1700	329		
Volume to Capacity	0.41	0.00	0.11	0.14		
Queue Length 95th (ft)	0	0	0	12		
Control Delay (s)	0.0	0.2	0.0	17.8		
Lane LOS		A		C		
Approach Delay (s)	0.0	0.1		17.8		
Approach LOS				C		
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization			43.1%	ICU Level of Service	A	
Analysis Period (min)			15			

AM Peak Hour
3: New London Turnpike & Arnold Road/Crompton Road

Existing Conditions
Timing Plan: Peak AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	215	330	39	52	27	156	169	30	42	325	35
Future Volume (vph)	52	215	330	39	52	27	156	169	30	42	325	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			3%			1%			3%	
Storage Length (ft)	0		200	200		0	600		0	100		150
Storage Lanes	0		1	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		42			32			32			32	
Link Distance (ft)		337			465			829			785	
Travel Time (s)		5.5			9.9			17.7			16.7	
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.91	0.91	0.91	0.80	0.80	0.80	0.93	0.93	0.93	0.82	0.82	0.82
Heavy Vehicles (%)	5%	5%	5%	4%	4%	4%	4%	4%	4%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	293	363	49	99	0	168	214	0	51	439	0
Turn Type	Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4	5	3	8		5	2		1	6	
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	5	3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		6.0	10.0		6.0	10.0	
Minimum Split (s)	30.0	30.0	12.0	11.5	32.0		12.0	30.0		12.0	30.0	
Total Split (s)	53.0	53.0	23.0	13.0	66.0		23.0	41.0		13.0	31.0	
Total Split (%)	44.2%	44.2%	19.2%	10.8%	55.0%		19.2%	34.2%		10.8%	25.8%	
Yellow Time (s)	4.0	4.0	3.0	3.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	3.0	3.0	3.0	2.5	3.0		3.0	1.0		3.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		7.0	6.0	5.5	7.0		6.0	5.0		6.0	5.0	
Lead/Lag	Lag	Lag	Lead	Lead			Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None	C-Min		None	C-Min	
v/c Ratio	0.80	0.80	0.52	0.21	0.18		0.17	0.24		0.08	0.27	
Control Delay	59.3	10.8	25.9	18.2			10.3	16.5		14.9	21.7	
Queue Delay	0.0	0.0	0.0	0.0			0.0	0.0		0.0	0.0	
Total Delay	59.3	10.8	25.9	18.2			10.3	16.5		14.9	21.7	
Queue Length 50th (ft)	216	60	26	37			30	72		17	106	
Queue Length 95th (ft)	289	127	42	58			47	108		39	156	
Internal Link Dist (ft)	257			385			749			705		
Turn Bay Length (ft)			200	200			600			100		
Base Capacity (vph)	632	799	242	848			1156	893		628	1627	
Starvation Cap Reductn	0	0	0	0			0	0		0	0	
Spillback Cap Reductn	0	0	0	0			0	0		0	0	
Storage Cap Reductn	0	0	0	0			0	0		0	0	
Reduced v/c Ratio	0.46	0.45	0.20	0.12			0.15	0.24		0.08	0.27	

Intersection Summary

Area Type: Other

Cycle Length: 120

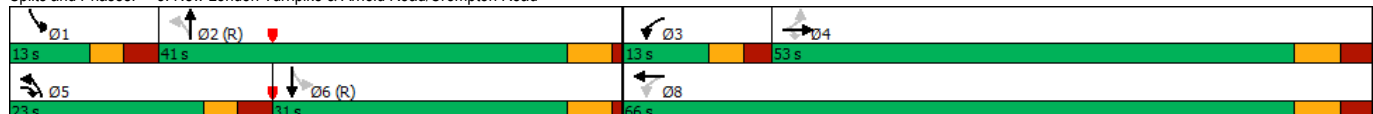
Actuated Cycle Length: 120

Offset: 13 (11%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Splits and Phases: 3: New London Turnpike & Arnold Road/Crompton Road



3: New London Turnpike & Arnold Road/Crompton Road

Timing Plan: Peak AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	215	330	39	52	27	156	169	30	42	325	35
Future Volume (vph)	52	215	330	39	52	27	156	169	30	42	325	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			3%			1%			3%	
Total Lost time (s)		7.0	6.0	5.5	7.0		6.0	5.0		6.0	5.0	
Lane Util. Factor		1.00	1.00	1.00	1.00		0.97	1.00		1.00	0.95	
Flpb, ped/bikes		1.00	1.00	1.00	0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85	1.00	0.95		1.00	0.98		1.00	0.99	
Flt Protected		0.99	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1800	1546	1710	1694		3350	1777		1743	3435	
Flt Permitted		0.91	1.00	0.28	1.00		0.44	1.00		0.61	1.00	
Satd. Flow (perm)		1651	1546	507	1694		1551	1777		1121	3435	
Peak-hour factor, PHF	0.91	0.91	0.91	0.80	0.80	0.80	0.93	0.93	0.93	0.82	0.82	0.82
Adj. Flow (vph)	57	236	363	49	65	34	168	182	32	51	396	43
RTOR Reduction (vph)	0	0	179	0	21	0	0	4	0	0	5	0
Lane Group Flow (vph)	0	293	184	49	78	0	168	210	0	51	434	0
Confl. Peds. (#/hr)	1					1						
Heavy Vehicles (%)	5%	5%	5%	4%	4%	4%	4%	4%	4%	2%	2%	2%
Turn Type	Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4	5	3	8		5	2		1	6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)		26.8	34.8	38.4	38.4		65.8	57.8		61.4	55.6	
Effective Green, g (s)		26.8	34.8	38.4	38.4		65.8	57.8		61.4	55.6	
Actuated g/C Ratio		0.22	0.29	0.32	0.32		0.55	0.48		0.51	0.46	
Clearance Time (s)		7.0	6.0	5.5	7.0		6.0	5.0		6.0	5.0	
Vehicle Extension (s)		2.9	2.6	2.6	2.9		2.6	2.9		2.6	2.9	
Lane Grp Cap (vph)		368	448	223	542		970	855		603	1591	
v/s Ratio Prot			c0.03	c0.01	0.05		0.01	0.12		0.00	c0.13	
v/s Ratio Perm		c0.18	0.09	0.06			0.08			0.04		
v/c Ratio		0.80	0.41	0.22	0.14		0.17	0.25		0.08	0.27	
Uniform Delay, d1		44.0	34.3	29.8	29.1		13.1	18.3		14.7	19.8	
Progression Factor		1.00	1.00	1.00	1.00		0.74	0.77		1.00	1.00	
Incremental Delay, d2		11.3	0.5	0.4	0.1		0.1	0.7		0.0	0.4	
Delay (s)		55.3	34.8	30.2	29.2		9.7	14.8		14.8	20.2	
Level of Service		E	C	C	C		A	B		B	C	
Approach Delay (s)		44.0			29.5		12.5				19.6	
Approach LOS		D			C		B				B	
Intersection Summary												
HCM 2000 Control Delay			28.4			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.43									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)				23.5		
Intersection Capacity Utilization			56.3%			ICU Level of Service				B		
Analysis Period (min)			15									
c Critical Lane Group												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	145	10	234	42	2	28	216	314	19	25	581	174
Future Volume (vph)	145	10	234	42	2	28	216	314	19	25	581	174
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			4%			-1%			1%	
Storage Length (ft)	300		0	0		0	375		0	100		0
Storage Lanes	1		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		32			32			32			32	
Link Distance (ft)		542			502			702			829	
Travel Time (s)		11.5			10.7			15.0			17.7	
Peak Hour Factor	0.84	0.84	0.84	0.90	0.90	0.90	0.87	0.87	0.87	0.93	0.93	0.93
Heavy Vehicles (%)	5%	5%	5%	14%	14%	14%	8%	8%	8%	6%	6%	6%
Shared Lane Traffic (%)	47%											
Lane Group Flow (vph)	92	93	279	0	80	0	248	383	0	27	812	0
Turn Type	Split	NA	pt+ov	Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	4	4	4 5	3	3		5	2		1	6	
Permitted Phases							2			6		
Detector Phase	4	4	4 5	3	3		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		5.0	5.0		6.0	10.0		5.0	10.0	
Minimum Split (s)	13.0	13.0		11.0	11.0		13.0	15.5		12.0	15.5	
Total Split (s)	24.0	24.0		24.0	24.0		25.0	56.0		16.0	47.0	
Total Split (%)	20.0%	20.0%		20.0%	20.0%		20.8%	46.7%		13.3%	39.2%	
Yellow Time (s)	3.5	3.5		3.0	3.0		3.5	4.5		3.5	4.5	
All-Red Time (s)	3.5	3.5		3.0	3.0		3.5	1.0		3.5	1.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.0			6.0		7.0	5.5		7.0	5.5	
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
v/c Ratio	0.56	0.56	0.49		0.40		0.31	0.34		0.05	0.43	
Control Delay	63.7	63.7	7.0		40.5		9.4	15.3		6.5	12.4	
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay	63.7	63.7	7.0		40.5		9.4	15.3		6.5	12.4	
Queue Length 50th (ft)	72	73	0		19		34	154		5	139	
Queue Length 95th (ft)	116	117	47		45		62	246		m13	191	
Internal Link Dist (ft)		462			422			622			749	
Turn Bay Length (ft)	300						375			100		
Base Capacity (vph)	231	233	652		452		993	1117		643	1896	
Starvation Cap Reductn	0	0	0		0		0	0		0	0	
Spillback Cap Reductn	0	0	0		0		0	0		0	0	
Storage Cap Reductn	0	0	0		0		0	0		0	0	
Reduced v/c Ratio	0.40	0.40	0.43		0.18		0.25	0.34		0.04	0.43	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

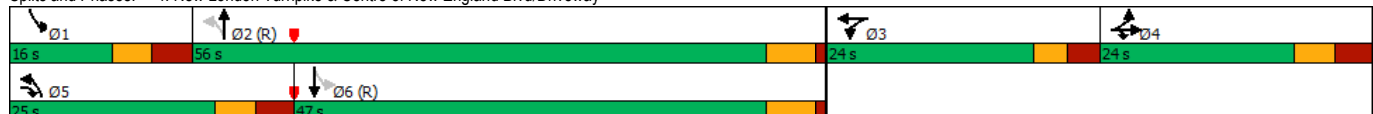
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: New London Turnpike & Centre of New England Blvd/Driveway



4: New London Turnpike & Centre of New England Blvd/Driveway

Timing Plan: Peak AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	145	10	234	42	2	28	216	314	19	25	581	174
Future Volume (vph)	145	10	234	42	2	28	216	314	19	25	581	174
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			4%			-1%			1%	
Total Lost time (s)	7.0	7.0	7.0		6.0		7.0	5.5		7.0	5.5	
Lane Util. Factor	0.95	0.95	1.00		0.95		0.97	1.00		1.00	0.95	
Flt	1.00	1.00	0.85		0.94		1.00	0.99		1.00	0.97	
Flt Protected	0.95	0.96	1.00		0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1625	1639	1530		2840		3259	1753		1694	3272	
Flt Permitted	0.95	0.96	1.00		0.97		0.27	1.00		0.51	1.00	
Satd. Flow (perm)	1625	1639	1530		2840		932	1753		917	3272	
Peak-hour factor, PHF	0.84	0.84	0.84	0.90	0.90	0.90	0.87	0.87	0.87	0.93	0.93	0.93
Adj. Flow (vph)	173	12	279	47	2	31	248	361	22	27	625	187
RTOR Reduction (vph)	0	0	215	0	29	0	0	1	0	0	16	0
Lane Group Flow (vph)	92	93	64	0	51	0	248	382	0	27	796	0
Heavy Vehicles (%)	5%	5%	5%	14%	14%	14%	8%	8%	8%	6%	6%	6%
Turn Type	Split	NA	pt+ov	Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	4	4	4 5	3	3		5	2		1	6	
Permitted Phases							2			6		
Actuated Green, G (s)	12.1	12.1	27.5		6.2		80.9	72.5		71.5	67.8	
Effective Green, g (s)	12.1	12.1	27.5		6.2		80.9	72.5		71.5	67.8	
Actuated g/C Ratio	0.10	0.10	0.23		0.05		0.67	0.60		0.60	0.56	
Clearance Time (s)	7.0	7.0			6.0		7.0	5.5		7.0	5.5	
Vehicle Extension (s)	2.6	2.6			2.6		2.6	2.9		2.6	2.9	
Lane Grp Cap (vph)	163	165	350		146		791	1059		570	1848	
v/s Ratio Prot	0.06	c0.06	0.04		c0.02		c0.02	c0.22		0.00	c0.24	
v/s Ratio Perm							0.19			0.03		
v/c Ratio	0.56	0.56	0.18		0.35		0.31	0.36		0.05	0.43	
Uniform Delay, d1	51.4	51.4	37.2		54.9		8.2	12.0		10.0	15.0	
Progression Factor	1.00	1.00	1.00		1.00		1.12	1.09		0.74	0.75	
Incremental Delay, d2	3.8	3.7	0.2		1.1		0.2	0.9		0.0	0.7	
Delay (s)	55.2	55.1	37.4		56.1		9.3	14.0		7.4	12.0	
Level of Service	E	E	D		E		A	B		A	B	
Approach Delay (s)		44.5			56.1		12.1			11.8		
Approach LOS		D			E		B			B		
Intersection Summary												
HCM 2000 Control Delay			21.2									
HCM 2000 Level of Service												C
HCM 2000 Volume to Capacity ratio			0.44									
Actuated Cycle Length (s)			120.0									25.5
Intersection Capacity Utilization			55.7%									B
ICU Level of Service												
Analysis Period (min)			15									

c Critical Lane Group

5: New London Turnpike & I-95 SB On-Ramp/I-95 SB Off-Ramp

Timing Plan: Peak AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	21	0	313	12	235	0	0	662	203
Future Volume (vph)	0	0	0	21	0	313	12	235	0	0	662	203
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			5%	
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			37			32			32	
Link Distance (ft)		436			567			812			702	
Travel Time (s)		9.9			10.4			17.3			15.0	
Confl. Peds. (#/hr)							2					2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.86	0.86	0.86	0.96	0.96	0.96
Heavy Vehicles (%)	2%	2%	2%	5%	5%	5%	9%	9%	9%	7%	7%	7%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	23	0	340	0	287	0	0	690	211
Turn Type				Prot		Prot	Perm	NA			NA	Free
Protected Phases				2		2		1			1	
Permitted Phases							1					Free
Detector Phase				2		2	1	1			1	
Switch Phase												
Minimum Initial (s)				6.0		6.0	10.0	10.0			10.0	
Minimum Split (s)				10.5		10.5	17.0	17.0			17.0	
Total Split (s)				20.0		20.0	40.0	40.0			40.0	
Total Split (%)				33.3%		33.3%	66.7%	66.7%			66.7%	
Yellow Time (s)				3.0		3.0	5.0	5.0			5.0	
All-Red Time (s)				1.5		1.5	2.0	2.0			2.0	
Lost Time Adjust (s)				0.0		0.0		0.0			0.0	
Total Lost Time (s)				4.5		4.5		7.0			7.0	
Lead/Lag				Lag		Lag	Lead	Lead			Lead	
Lead-Lag Optimize?												
Recall Mode				None		None	C-Min	C-Min			C-Min	
v/c Ratio				0.10		0.68		0.25			0.59	0.15
Control Delay				21.8		10.6		5.2			10.1	0.2
Queue Delay				0.0		0.0		0.0			0.0	0.0
Total Delay				21.8		10.6		5.2			10.1	0.2
Queue Length 50th (ft)				8		0		28			208	0
Queue Length 95th (ft)				22		56		78			350	0
Internal Link Dist (ft)		356			487			732			622	
Turn Bay Length (ft)												
Base Capacity (vph)				441		647		1131			1167	1441
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				0.05		0.53		0.25			0.59	0.15
Intersection Summary												
Area Type:	Other											
Cycle Length:	60											
Actuated Cycle Length:	60											
Offset:	40 (67%), Referenced to phase 1:NBSB, Start of Green											
Natural Cycle:	55											
Control Type:	Actuated-Coordinated											

Splits and Phases: 5: New London Turnpike & I-95 SB On-Ramp/I-95 SB Off-Ramp



5: New London Turnpike & I-95 SB On-Ramp/I-95 SB Off-Ramp

Timing Plan: Peak AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	21	0	313	12	235	0	0	662	203
Future Volume (vph)	0	0	0	21	0	313	12	235	0	0	662	203
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			5%	
Total Lost time (s)				4.5		4.5		7.0			7.0	4.0
Lane Util. Factor				1.00		1.00		1.00			1.00	1.00
Flpb, ped/bikes				1.00		1.00		1.00			1.00	0.98
Flpb, ped/bikes				1.00		1.00		1.00			1.00	1.00
Frt				1.00		0.85		1.00			1.00	0.85
Flt Protected				0.95		1.00		1.00			1.00	1.00
Satd. Flow (prot)				1710		1530		1739			1731	1441
Flt Permitted				0.95		1.00		0.96			1.00	1.00
Satd. Flow (perm)				1710		1530		1679			1731	1441
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.86	0.86	0.86	0.96	0.96	0.96
Adj. Flow (vph)	0	0	0	23	0	340	14	273	0	0	690	211
RTOR Reduction (vph)	0	0	0	0	0	294	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	23	0	46	0	287	0	0	690	211
Confl. Peds. (#/hr)							2					2
Heavy Vehicles (%)	2%	2%	2%	5%	5%	5%	9%	9%	9%	7%	7%	7%
Turn Type				Prot		Prot	Perm	NA			NA	Free
Protected Phases				2		2		1			1	
Permitted Phases							1					Free
Actuated Green, G (s)				8.1		8.1		40.4			40.4	60.0
Effective Green, g (s)				8.1		8.1		40.4			40.4	60.0
Actuated g/C Ratio				0.13		0.13		0.67			0.67	1.00
Clearance Time (s)				4.5		4.5		7.0			7.0	
Vehicle Extension (s)				2.4		2.4		2.9			2.9	
Lane Grp Cap (vph)				230		206		1130			1165	1441
v/s Ratio Prot				0.01		0.03					c0.40	
v/s Ratio Perm								0.17				c0.15
v/c Ratio				0.10		0.22		0.25			0.59	0.15
Uniform Delay, d1				22.8		23.1		3.9			5.3	0.0
Progression Factor				1.00		1.00		1.00			1.32	1.00
Incremental Delay, d2				0.1		0.4		0.5			2.1	0.2
Delay (s)				22.9		23.5		4.4			9.1	0.2
Level of Service				C		C		A			A	A
Approach Delay (s)		0.0			23.5			4.4			7.0	
Approach LOS		A			C			A			A	
Intersection Summary												
HCM 2000 Control Delay			10.4		HCM 2000 Level of Service					B		
HCM 2000 Volume to Capacity ratio			0.53									
Actuated Cycle Length (s)			60.0		Sum of lost time (s)					11.5		
Intersection Capacity Utilization			47.3%		ICU Level of Service					A		
Analysis Period (min)			15									
c Critical Lane Group												

6: New London Turnpike & I-95 NB Off-Ramp/I-95 NB On-Ramp

Timing Plan: Peak AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	134	0	21	0	0	0	0	113	64	585	98	0
Future Volume (Veh/h)	134	0	21	0	0	0	0	113	64	585	98	0
Sign Control		Stop			Stop			Free			Free	
Grade		3%			0%			3%			2%	
Peak Hour Factor	0.74	0.74	0.74	0.92	0.92	0.92	0.77	0.77	0.77	0.97	0.97	0.97
Hourly flow rate (vph)	181	0	28	0	0	0	0	147	83	603	101	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)											812	
pX, platoon unblocked	0.77	0.77	0.77	0.77	0.77		0.77					
vC, conflicting volume	1454	1454	101	1482	1454	147	101			147		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1440	1440	0	1477	1440	147	0			147		
tC, single (s)	7.2	6.6	6.3	7.1	6.5	6.2	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.6	4.1	3.4	3.5	4.0	3.3	2.3			2.3		
p0 queue free %	0	100	97	100	100	100	100			100		
cM capacity (veh/h)	55	57	829	52	58	900	1200			1399		
Direction, Lane #	EB 1	NB 1	NB 2	SB 1								
Volume Total	209	147	83	704								
Volume Left	181	0	0	603								
Volume Right	28	0	83	0								
cSH	63	1700	1700	1399								
Volume to Capacity	3.31	0.09	0.05	0.43								
Queue Length 95th (ft)	Err	0	0	56								
Control Delay (s)	Err	0.0	0.0	8.8								
Lane LOS	F			A								
Approach Delay (s)	Err	0.0		8.8								
Approach LOS	F											
Intersection Summary												
Average Delay			1833.7									
Intersection Capacity Utilization			60.2%				ICU Level of Service		B			
Analysis Period (min)			15									

PM Peak Hour
1: Grandview Street & Arnold Road

Existing Conditions
Timing Plan: Peak PM

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱			↱↱	↱	
Traffic Volume (veh/h)	513	16	13	732	28	5
Future Volume (Veh/h)	513	16	13	732	28	5
Sign Control	Free			Free	Stop	
Grade	7%			-7%	-5%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.75	0.75
Hourly flow rate (vph)	552	17	14	787	37	7
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)				768		
pX, platoon unblocked					0.94	
vC, conflicting volume			569		982	560
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			569		861	560
tC, single (s)			4.1		6.8	7.0
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		86	99
cM capacity (veh/h)			999		273	469
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	569	276	525	44		
Volume Left	0	14	0	37		
Volume Right	17	0	0	7		
cSH	1700	999	1700	292		
Volume to Capacity	0.33	0.01	0.31	0.15		
Queue Length 95th (ft)	0	1	0	13		
Control Delay (s)	0.0	0.6	0.0	19.5		
Lane LOS		A		C		
Approach Delay (s)	0.0	0.2		19.5		
Approach LOS				C		
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			39.5%	ICU Level of Service	A	
Analysis Period (min)			15			

PM Peak Hour
2: Gay Street & Arnold Road

Existing Conditions
Timing Plan: Peak PM

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱			↱↱	↘	
Traffic Volume (veh/h)	488	33	2	723	30	24
Future Volume (Veh/h)	488	33	2	723	30	24
Sign Control	Free			Free	Stop	
Grade	4%			0%	0%	
Peak Hour Factor	0.95	0.95	0.92	0.92	0.64	0.64
Hourly flow rate (vph)	514	35	2	786	47	38
Pedestrians					1	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					0	
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)				337		
pX, platoon unblocked					0.93	
vC, conflicting volume			550		930	532
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			550		766	532
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		85	92
cM capacity (veh/h)			1015		313	491
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	549	264	524	85		
Volume Left	0	2	0	47		
Volume Right	35	0	0	38		
cSH	1700	1015	1700	374		
Volume to Capacity	0.32	0.00	0.31	0.23		
Queue Length 95th (ft)	0	0	0	22		
Control Delay (s)	0.0	0.1	0.0	17.4		
Lane LOS		A		C		
Approach Delay (s)	0.0	0.0		17.4		
Approach LOS				C		
Intersection Summary						
Average Delay			1.1			
Intersection Capacity Utilization			37.7%	ICU Level of Service	A	
Analysis Period (min)			15			

PM Peak Hour
3: New London Turnpike & Arnold Road/Crompton Road

Existing Conditions
Timing Plan: Peak PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	82	99	296	115	223	87	424	396	29	31	255	50
Future Volume (vph)	82	99	296	115	223	87	424	396	29	31	255	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			3%			1%			3%	
Storage Length (ft)	0		200	200		0	600		0	100		150
Storage Lanes	0		1	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		42			32			32			32	
Link Distance (ft)		337			465			829			785	
Travel Time (s)		5.5			9.9			17.7			16.7	
Confl. Peds. (#/hr)			1	1								
Peak Hour Factor	0.92	0.92	0.92	0.95	0.95	0.95	0.92	0.92	0.92	0.83	0.83	0.83
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	197	322	121	327	0	461	462	0	37	367	0
Turn Type	Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4	5	3	8		5	2		1	6	
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	5	3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		6.0	10.0		6.0	10.0	
Minimum Split (s)	30.0	30.0	12.0	11.5	32.0		12.0	30.0		12.0	30.0	
Total Split (s)	30.0	30.0	41.0	13.0	43.0		41.0	64.0		13.0	36.0	
Total Split (%)	25.0%	25.0%	34.2%	10.8%	35.8%		34.2%	53.3%		10.8%	30.0%	
Yellow Time (s)	4.0	4.0	3.0	3.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	3.0	3.0	3.0	2.5	3.0		3.0	1.0		3.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		7.0	6.0	5.5	7.0		6.0	5.0		6.0	5.0	
Lead/Lag	Lag	Lag	Lead	Lead			Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None	C-Min		None	C-Min	
v/c Ratio		0.82	0.48	0.37	0.58		0.41	0.48		0.09	0.26	
Control Delay		73.0	7.6	31.0	35.9		15.0	24.3		14.4	23.9	
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		73.0	7.6	31.0	35.9		15.0	24.3		14.4	23.9	
Queue Length 50th (ft)		145	27	65	194		62	244		12	93	
Queue Length 95th (ft)		#266	90	109	282		137	375		27	130	
Internal Link Dist (ft)		257			385			749			705	
Turn Bay Length (ft)			200	200			600			100		
Base Capacity (vph)		263	903	326	594		1448	1010		431	1435	
Starvation Cap Reductn		0	0	0	0		0	0		0	0	
Spillback Cap Reductn		0	0	0	0		0	0		0	0	
Storage Cap Reductn		0	0	0	0		0	0		0	0	
Reduced v/c Ratio		0.75	0.36	0.37	0.55		0.32	0.46		0.09	0.26	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 115 (96%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: New London Turnpike & Arnold Road/Crompton Road



3: New London Turnpike & Arnold Road/Crompton Road

Timing Plan: Peak PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	82	99	296	115	223	87	424	396	29	31	255	50
Future Volume (vph)	82	99	296	115	223	87	424	396	29	31	255	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			3%			1%			3%	
Total Lost time (s)		7.0	6.0	5.5	7.0		6.0	5.0		6.0	5.0	
Lane Util. Factor		1.00	1.00	1.00	1.00		0.97	1.00		1.00	0.95	
Flpb, ped/bikes		1.00	0.99	1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85	1.00	0.96		1.00	0.99		1.00	0.98	
Flt Protected		0.98	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1831	1578	1742	1757		3416	1834		1743	3401	
Flt Permitted		0.70	1.00	0.39	1.00		0.44	1.00		0.44	1.00	
Satd. Flow (perm)		1317	1578	715	1757		1598	1834		803	3401	
Peak-hour factor, PHF	0.92	0.92	0.92	0.95	0.95	0.95	0.92	0.92	0.92	0.83	0.83	0.83
Adj. Flow (vph)	89	108	322	121	235	92	461	430	32	37	307	60
RTOR Reduction (vph)	0	0	189	0	12	0	0	2	0	0	10	0
Lane Group Flow (vph)	0	197	133	121	315	0	461	460	0	37	357	0
Confl. Peds. (#/hr)			1	1								
Turn Type	Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4	5	3	8		5	2		1	6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)		21.9	35.6	38.0	38.0		70.0	60.0		54.3	50.3	
Effective Green, g (s)		21.9	35.6	38.0	38.0		70.0	60.0		54.3	50.3	
Actuated g/C Ratio		0.18	0.30	0.32	0.32		0.58	0.50		0.45	0.42	
Clearance Time (s)		7.0	6.0	5.5	7.0		6.0	5.0		6.0	5.0	
Vehicle Extension (s)		2.9	2.6	2.6	2.9		2.6	2.9		2.6	2.9	
Lane Grp Cap (vph)		240	468	317	556		1139	917		394	1425	
v/s Ratio Prot			0.03	0.03	c0.18		c0.05	c0.25		0.00	0.10	
v/s Ratio Perm		c0.15	0.05	0.09			0.19			0.04		
v/c Ratio		0.82	0.28	0.38	0.57		0.40	0.50		0.09	0.25	
Uniform Delay, d1		47.2	32.4	30.6	34.2		12.5	20.0		18.5	22.6	
Progression Factor		1.00	1.00	1.00	1.00		1.05	1.07		1.00	1.00	
Incremental Delay, d2		19.6	0.3	0.6	1.3		0.1	1.5		0.1	0.4	
Delay (s)		66.8	32.7	31.2	35.4		13.3	23.0		18.6	23.0	
Level of Service		E	C	C	D		B	C		B	C	
Approach Delay (s)		45.6			34.3			18.2			22.6	
Approach LOS		D			C			B			C	
Intersection Summary												
HCM 2000 Control Delay			28.3		HCM 2000 Level of Service					C		
HCM 2000 Volume to Capacity ratio			0.61									
Actuated Cycle Length (s)			120.0		Sum of lost time (s)					23.5		
Intersection Capacity Utilization			75.5%		ICU Level of Service					D		
Analysis Period (min)			15									

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	350	12	422	20	5	31	461	605	11	27	368	328
Future Volume (vph)	350	12	422	20	5	31	461	605	11	27	368	328
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			4%			-1%			1%	
Storage Length (ft)	300		0	0		0	375		0	100		0
Storage Lanes	1		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		32			32			32			32	
Link Distance (ft)		542			502			702			829	
Travel Time (s)		11.5			10.7			15.0			17.7	
Peak Hour Factor	0.98	0.98	0.98	0.78	0.78	0.78	0.89	0.89	0.89	0.97	0.97	0.97
Shared Lane Traffic (%)	48%											
Lane Group Flow (vph)	186	183	431	0	72	0	518	692	0	28	717	0
Turn Type	Split	NA	pt+ov	Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	4	4	4 5	3	3		5	2		1	6	
Permitted Phases							2			6		
Detector Phase	4	4	4 5	3	3		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		5.0	5.0		6.0	10.0		5.0	10.0	
Minimum Split (s)	13.0	13.0		11.0	11.0		13.0	15.5		12.0	15.5	
Total Split (s)	25.0	25.0		23.0	23.0		31.0	58.0		14.0	41.0	
Total Split (%)	20.8%	20.8%		19.2%	19.2%		25.8%	48.3%		11.7%	34.2%	
Yellow Time (s)	3.5	3.5		3.0	3.0		3.5	4.5		3.5	4.5	
All-Red Time (s)	3.5	3.5		3.0	3.0		3.5	1.0		3.5	1.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.0			6.0		7.0	5.5		7.0	5.5	
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
v/c Ratio	0.67	0.66	0.53		0.35		0.57	0.64		0.09	0.44	
Control Delay	58.2	57.4	4.9		32.6		13.9	26.0		13.4	18.1	
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.7		0.0	0.0	
Total Delay	58.2	57.4	4.9		32.6		13.9	26.7		13.4	18.1	
Queue Length 50th (ft)	143	141	7		12		94	452		8	94	
Queue Length 95th (ft)	213	210	62		29		m109	m510		24	277	
Internal Link Dist (ft)		462			422			622			749	
Turn Bay Length (ft)	300						375			100		
Base Capacity (vph)	297	299	895		476		1102	1077		328	1626	
Starvation Cap Reductn	0	0	0		0		0	134		0	0	
Spillback Cap Reductn	0	0	0		0		0	0		0	0	
Storage Cap Reductn	0	0	0		0		0	0		0	0	
Reduced v/c Ratio	0.63	0.61	0.48		0.15		0.47	0.73		0.09	0.44	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

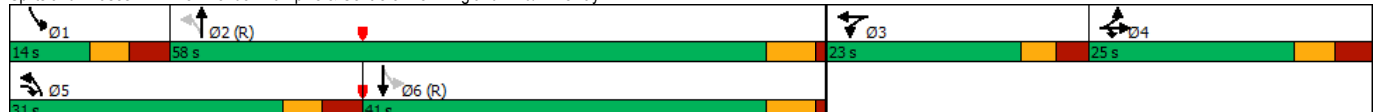
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: New London Turnpike & Centre of New England Blvd/Driveway



4: New London Turnpike & Centre of New England Blvd/Driveway

Timing Plan: Peak PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	350	12	422	20	5	31	461	605	11	27	368	328
Future Volume (vph)	350	12	422	20	5	31	461	605	11	27	368	328
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			4%			-1%			1%	
Total Lost time (s)	7.0	7.0	7.0		6.0		7.0	5.5		7.0	5.5	
Lane Util. Factor	0.95	0.95	1.00		0.95		0.97	1.00		1.00	0.95	
Frt	1.00	1.00	0.85		0.92		1.00	1.00		1.00	0.93	
Flt Protected	0.95	0.96	1.00		0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1673	1682	1575		3123		3450	1867		1761	3273	
Flt Permitted	0.95	0.96	1.00		0.98		0.26	1.00		0.27	1.00	
Satd. Flow (perm)	1673	1682	1575		3123		957	1867		499	3273	
Peak-hour factor, PHF	0.98	0.98	0.98	0.78	0.78	0.78	0.89	0.89	0.89	0.97	0.97	0.97
Adj. Flow (vph)	357	12	431	26	6	40	518	680	12	28	379	338
RTOR Reduction (vph)	0	0	273	0	38	0	0	0	0	0	104	0
Lane Group Flow (vph)	186	183	158	0	34	0	518	692	0	28	613	0
Turn Type	Split	NA	pt+ov	Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	4	4	4 5	3	3		5	2		1	6	
Permitted Phases							2			6		
Actuated Green, G (s)	19.9	19.9	41.3		5.5		76.1	65.3		58.5	54.7	
Effective Green, g (s)	19.9	19.9	41.3		5.5		76.1	65.3		58.5	54.7	
Actuated g/C Ratio	0.17	0.17	0.34		0.05		0.63	0.54		0.49	0.46	
Clearance Time (s)	7.0	7.0			6.0		7.0	5.5		7.0	5.5	
Vehicle Extension (s)	2.6	2.6			2.6		2.6	2.9		2.6	2.9	
Lane Grp Cap (vph)	277	278	542		143		906	1015		283	1491	
v/s Ratio Prot	c0.11	0.11	0.10		c0.01		c0.07	c0.37		0.00	0.19	
v/s Ratio Perm							0.29			0.05		
v/c Ratio	0.67	0.66	0.29		0.24		0.57	0.68		0.10	0.41	
Uniform Delay, d1	47.0	46.9	28.7		55.2		11.8	19.8		17.4	21.9	
Progression Factor	1.00	1.00	1.00		1.00		1.15	1.13		0.99	0.96	
Incremental Delay, d2	5.8	5.1	0.2		0.7		0.3	1.5		0.1	0.8	
Delay (s)	52.8	51.9	28.9		55.9		13.9	24.0		17.4	21.8	
Level of Service	D	D	C		E		B	C		B	C	
Approach Delay (s)		39.7			55.9			19.7			21.7	
Approach LOS		D			E			B			C	
Intersection Summary												
HCM 2000 Control Delay			26.8				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.68									
Actuated Cycle Length (s)			120.0				Sum of lost time (s)			25.5		
Intersection Capacity Utilization			69.6%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

5: New London Turnpike & I-95 SB On-Ramp/I-95 SB Off-Ramp

Timing Plan: Peak PM

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	81	0	780	13	377	0	0	483	323
Future Volume (vph)	0	0	0	81	0	780	13	377	0	0	483	323
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			5%	
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			37			32			32	
Link Distance (ft)		436			567			812			702	
Travel Time (s)		9.9			10.4			17.3			15.0	
Confl. Peds. (#/hr)							4					4
Peak Hour Factor	0.92	0.92	0.92	0.95	0.95	0.95	0.93	0.93	0.93	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	85	0	821	0	419	0	0	508	340
Turn Type				Prot		Prot	Perm	NA			NA	Free
Protected Phases				2		2		1			1	
Permitted Phases							1					Free
Detector Phase				2		2	1	1			1	
Switch Phase												
Minimum Initial (s)				6.0		6.0	10.0	10.0			10.0	
Minimum Split (s)				10.5		10.5	17.0	17.0			17.0	
Total Split (s)				20.0		20.0	40.0	40.0			40.0	
Total Split (%)				33.3%		33.3%	66.7%	66.7%			66.7%	
Yellow Time (s)				3.0		3.0	5.0	5.0			5.0	
All-Red Time (s)				1.5		1.5	2.0	2.0			2.0	
Lost Time Adjust (s)				0.0		0.0		0.0			0.0	
Total Lost Time (s)				4.5		4.5		7.0			7.0	
Lead/Lag				Lag		Lag	Lead	Lead			Lead	
Lead-Lag Optimize?												
Recall Mode				None		None	C-Min	C-Min			C-Min	
v/c Ratio				0.19		1.14		0.42			0.51	0.23
Control Delay				18.7		95.0		9.5			13.1	0.3
Queue Delay				0.0		0.1		0.1			0.0	0.0
Total Delay				18.7		95.1		9.6			13.1	0.3
Queue Length 50th (ft)				24		~231		79			129	0
Queue Length 95th (ft)				54		#430		135			280	0
Internal Link Dist (ft)		356			487			732			622	
Turn Bay Length (ft)												
Base Capacity (vph)				454		719		1003			998	1510
Starvation Cap Reductn				0		0		0			0	0
Spillback Cap Reductn				0		13		56			0	0
Storage Cap Reductn				0		0		0			0	0
Reduced v/c Ratio				0.19		1.16		0.44			0.51	0.23

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 40 (67%), Referenced to phase 1:NBSB, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

~ 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: 5: New London Turnpike & I-95 SB On-Ramp/I-95 SB Off-Ramp



5: New London Turnpike & I-95 SB On-Ramp/I-95 SB Off-Ramp

Timing Plan: Peak PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	81	0	780	13	377	0	0	483	323
Future Volume (vph)	0	0	0	81	0	780	13	377	0	0	483	323
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			5%	
Total Lost time (s)				4.5		4.5		7.0			7.0	4.0
Lane Util. Factor				1.00		1.00		1.00			1.00	1.00
Frpb, ped/bikes				1.00		1.00		1.00			1.00	0.98
Flpb, ped/bikes				1.00		1.00		1.00			1.00	1.00
Frt				1.00		0.85		1.00			1.00	0.85
Flt Protected				0.95		1.00		1.00			1.00	1.00
Satd. Flow (prot)				1761		1575		1860			1816	1510
Flt Permitted				0.95		1.00		0.98			1.00	1.00
Satd. Flow (perm)				1761		1575		1823			1816	1510
Peak-hour factor, PHF	0.92	0.92	0.92	0.95	0.95	0.95	0.93	0.93	0.93	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	85	0	821	14	405	0	0	508	340
RTOR Reduction (vph)	0	0	0	0	0	313	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	85	0	508	0	419	0	0	508	340
Confl. Peds. (#/hr)							4					4
Turn Type				Prot		Prot	Perm	NA			NA	Free
Protected Phases				2		2		1			1	
Permitted Phases							1					Free
Actuated Green, G (s)				15.5		15.5		33.0			33.0	60.0
Effective Green, g (s)				15.5		15.5		33.0			33.0	60.0
Actuated g/C Ratio				0.26		0.26		0.55			0.55	1.00
Clearance Time (s)				4.5		4.5		7.0			7.0	
Vehicle Extension (s)				2.4		2.4		2.9			2.9	
Lane Grp Cap (vph)				454		406		1002			998	1510
v/s Ratio Prot				0.05		c0.32					c0.28	
v/s Ratio Perm								0.23				0.23
v/c Ratio				0.19		1.25		0.42			0.51	0.23
Uniform Delay, d1				17.3		22.2		7.9			8.4	0.0
Progression Factor				1.00		1.00		1.00			1.32	1.00
Incremental Delay, d2				0.1		132.0		1.3			1.7	0.3
Delay (s)				17.5		154.2		9.2			12.9	0.3
Level of Service				B		F		A			B	A
Approach Delay (s)		0.0			141.4			9.2			7.8	
Approach LOS		A			F			A			A	
Intersection Summary												
HCM 2000 Control Delay			63.8	HCM 2000 Level of Service						E		
HCM 2000 Volume to Capacity ratio			0.75									
Actuated Cycle Length (s)			60.0	Sum of lost time (s)						11.5		
Intersection Capacity Utilization			78.4%	ICU Level of Service						D		
Analysis Period (min)			15									

c Critical Lane Group

6: New London Turnpike & I-95 NB Off-Ramp/I-95 NB On-Ramp

Timing Plan: Peak PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	212	0	20	0	0	0	0	178	49	406	158	0
Future Volume (Veh/h)	212	0	20	0	0	0	0	178	49	406	158	0
Sign Control		Stop			Stop			Free			Free	
Grade		3%			0%			3%			2%	
Peak Hour Factor	0.97	0.97	0.97	0.92	0.92	0.92	0.85	0.85	0.85	0.89	0.89	0.89
Hourly flow rate (vph)	219	0	21	0	0	0	0	209	58	456	178	0
Pedestrians		2										
Lane Width (ft)		12.0										
Walking Speed (ft/s)		3.5										
Percent Blockage		0										
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)											812	
pX, platoon unblocked	0.83	0.83	0.83	0.83	0.83		0.83					
vC, conflicting volume	1301	1301	180	1320	1301	209	180			209		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1260	1260	0	1283	1260	209	0			209		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	100	98	100	100	100	100			100		67
cM capacity (veh/h)	90	94	898	85	94	831	1338			1362		
Direction, Lane #	EB 1	NB 1	NB 2	SB 1								
Volume Total	240	209	58	634								
Volume Left	219	0	0	456								
Volume Right	21	0	58	0								
cSH	98	1700	1700	1362								
Volume to Capacity	2.46	0.12	0.03	0.33								
Queue Length 95th (ft)	548	0	0	37								
Control Delay (s)	755.7	0.0	0.0	7.4								
Lane LOS	F			A								
Approach Delay (s)	755.7	0.0		7.4								
Approach LOS	F											
Intersection Summary												
Average Delay			163.1									
Intersection Capacity Utilization			63.1%				ICU Level of Service			B		
Analysis Period (min)			15									

SAT Midday Peak Hour
1: Grandview Street & Arnold Road

Existing Conditions
Timing Plan: Peak SAT Midday

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱			↱↱	↱	
Traffic Volume (veh/h)	541	11	0	523	16	1
Future Volume (Veh/h)	541	11	0	523	16	1
Sign Control	Free			Free	Stop	
Grade	7%			-7%	-5%	
Peak Hour Factor	0.97	0.97	0.88	0.88	0.61	0.61
Hourly flow rate (vph)	558	11	0	594	26	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)				768		
pX, platoon unblocked					0.96	
vC, conflicting volume			569		860	564
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			569		775	564
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		92	100
cM capacity (veh/h)			999		322	470
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	569	198	396	28		
Volume Left	0	0	0	26		
Volume Right	11	0	0	2		
cSH	1700	999	1700	330		
Volume to Capacity	0.33	0.00	0.23	0.08		
Queue Length 95th (ft)	0	0	0	7		
Control Delay (s)	0.0	0.0	0.0	16.9		
Lane LOS				C		
Approach Delay (s)	0.0	0.0		16.9		
Approach LOS				C		
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			39.1%	ICU Level of Service	A	
Analysis Period (min)			15			

SAT Midday Peak Hour
2: Gay Street & Arnold Road

Existing Conditions
Timing Plan: Peak SAT Midday

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↕			↕↕	↕	
Traffic Volume (veh/h)	516	29	3	510	14	11
Future Volume (Veh/h)	516	29	3	510	14	11
Sign Control	Free			Free	Stop	
Grade	4%			0%	0%	
Peak Hour Factor	0.96	0.96	0.88	0.88	0.78	0.78
Hourly flow rate (vph)	538	30	3	580	18	14
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)				337		
pX, platoon unblocked					0.94	
vC, conflicting volume			568		849	553
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			568		722	553
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		95	97
cM capacity (veh/h)			1000		340	477
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	568	196	387	32		
Volume Left	0	3	0	18		
Volume Right	30	0	0	14		
cSH	1700	1000	1700	389		
Volume to Capacity	0.33	0.00	0.23	0.08		
Queue Length 95th (ft)	0	0	0	7		
Control Delay (s)	0.0	0.2	0.0	15.1		
Lane LOS		A		C		
Approach Delay (s)	0.0	0.1		15.1		
Approach LOS				C		
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			38.9%	ICU Level of Service	A	
Analysis Period (min)			15			

SAT Midday Peak Hour
3: New London Turnpike & Arnold Road/Crompton Road

Existing Conditions
Timing Plan: Peak SAT Midday

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	73	387	88	95	46	367	372	36	22	326	44
Future Volume (vph)	52	73	387	88	95	46	367	372	36	22	326	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			3%			1%			3%	
Storage Length (ft)	0		200	200		0	600		0	100		150
Storage Lanes	0		1	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		42			32			32			32	
Link Distance (ft)		337			465			829			785	
Travel Time (s)		5.5			9.9			17.7			16.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.87	0.87	0.87	0.85	0.85	0.85
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	132	407	93	148	0	422	469	0	26	436	0
Turn Type	Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4	5	3	8		5	2		1	6	
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	5	3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		6.0	10.0		6.0	10.0	
Minimum Split (s)	30.0	30.0	12.0	11.5	32.0		12.0	30.0		12.0	30.0	
Total Split (s)	45.0	45.0	31.0	13.0	58.0		31.0	49.0		13.0	31.0	
Total Split (%)	37.5%	37.5%	25.8%	10.8%	48.3%		25.8%	40.8%		10.8%	25.8%	
Yellow Time (s)	4.0	4.0	3.0	3.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	3.0	3.0	3.0	2.5	3.0		3.0	1.0		3.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		7.0	6.0	5.5	7.0		6.0	5.0		6.0	5.0	
Lead/Lag	Lag	Lag	Lead	Lead			Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None	C-Min		None	C-Min	
v/c Ratio		0.67	0.65	0.32	0.32		0.36	0.44		0.05	0.26	
Control Delay		65.3	19.4	35.5	30.7		5.2	13.5		10.8	18.9	
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		65.3	19.4	35.5	30.7		5.2	13.5		10.8	18.9	
Queue Length 50th (ft)		99	117	56	76		15	247		7	98	
Queue Length 95th (ft)		156	198	94	127		91	296		19	145	
Internal Link Dist (ft)		257			385			749			705	
Turn Bay Length (ft)			200	200			600			100		
Base Capacity (vph)		473	773	292	756		1369	1074		506	1709	
Starvation Cap Reductn		0	0	0	0		0	0		0	0	
Spillback Cap Reductn		0	0	0	0		0	0		0	0	
Storage Cap Reductn		0	0	0	0		0	0		0	0	
Reduced v/c Ratio		0.28	0.53	0.32	0.20		0.31	0.44		0.05	0.26	

Intersection Summary

Area Type: Other

Cycle Length: 120

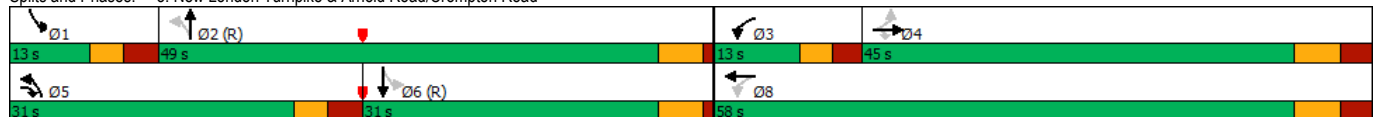
Actuated Cycle Length: 120

Offset: 15 (13%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Splits and Phases: 3: New London Turnpike & Arnold Road/Crompton Road



SAT Midday Peak Hour
3: New London Turnpike & Arnold Road/Crompton Road

Existing Conditions
Timing Plan: Peak SAT Midday

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	73	387	88	95	46	367	372	36	22	326	44
Future Volume (vph)	52	73	387	88	95	46	367	372	36	22	326	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			3%			1%			3%	
Total Lost time (s)		7.0	6.0	5.5	7.0		6.0	5.0		6.0	5.0	
Lane Util. Factor		1.00	1.00	1.00	1.00		0.97	1.00		1.00	0.95	
Frt		1.00	0.85	1.00	0.95		1.00	0.99		1.00	0.98	
Flt Protected		0.98	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1834	1591	1743	1746		3416	1829		1743	3424	
Flt Permitted		0.80	1.00	0.46	1.00		0.42	1.00		0.45	1.00	
Satd. Flow (perm)		1493	1591	845	1746		1525	1829		828	3424	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.87	0.87	0.87	0.85	0.85	0.85
Adj. Flow (vph)	55	77	407	93	100	48	422	428	41	26	384	52
RTOR Reduction (vph)	0	0	177	0	19	0	0	2	0	0	6	0
Lane Group Flow (vph)	0	132	230	93	129	0	422	467	0	26	430	0
Turn Type	Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4	5	3	8		5	2		1	6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)		15.9	27.9	30.3	30.3		77.7	67.9		63.5	59.7	
Effective Green, g (s)		15.9	27.9	30.3	30.3		77.7	67.9		63.5	59.7	
Actuated g/C Ratio		0.13	0.23	0.25	0.25		0.65	0.57		0.53	0.50	
Clearance Time (s)		7.0	6.0	5.5	7.0		6.0	5.0		6.0	5.0	
Vehicle Extension (s)		2.9	2.6	2.6	2.9		2.6	2.9		2.6	2.9	
Lane Grp Cap (vph)		197	369	279	440		1176	1034		467	1703	
v/s Ratio Prot			c0.06	0.02	c0.07		0.04	c0.26		0.00	0.13	
v/s Ratio Perm		c0.09	0.08	0.06			0.20			0.03		
v/c Ratio		0.67	0.62	0.33	0.29		0.36	0.45		0.06	0.25	
Uniform Delay, d1		49.6	41.3	35.6	36.2		9.0	15.2		13.6	17.3	
Progression Factor		1.00	1.00	1.00	1.00		0.46	0.76		1.00	1.00	
Incremental Delay, d2		8.5	2.9	0.6	0.4		0.1	1.2		0.0	0.4	
Delay (s)		58.0	44.2	36.2	36.6		4.3	12.7		13.7	17.7	
Level of Service		E	D	D	D		A	B		B	B	
Approach Delay (s)		47.6			36.4			8.7			17.5	
Approach LOS		D			D			A			B	
Intersection Summary												
HCM 2000 Control Delay			23.6			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.51									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)				23.5		
Intersection Capacity Utilization			62.1%			ICU Level of Service				B		
Analysis Period (min)			15									
c Critical Lane Group												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	465	16	580	26	9	23	476	334	18	29	358	442
Future Volume (vph)	465	16	580	26	9	23	476	334	18	29	358	442
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			4%			-1%			1%	
Storage Length (ft)	300		0	0		0	375		0	100		0
Storage Lanes	1		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		32			32			32			32	
Link Distance (ft)		542			502			702			829	
Travel Time (s)		11.5			10.7			15.0			17.7	
Confl. Peds. (#/hr)	8					8						
Peak Hour Factor	0.91	0.91	0.91	0.60	0.60	0.60	0.89	0.89	0.89	0.93	0.93	0.93
Shared Lane Traffic (%)	48%											
Lane Group Flow (vph)	266	263	637	0	96	0	535	395	0	31	860	0
Turn Type	Split	NA	pt+ov	Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	4	4	4 5	3	3		5	2		1	6	
Permitted Phases							2			6		
Detector Phase	4	4	4 5	3	3		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		5.0	5.0		6.0	10.0		5.0	10.0	
Minimum Split (s)	13.0	13.0		11.0	11.0		13.0	15.5		12.0	15.5	
Total Split (s)	27.0	27.0		22.0	22.0		30.0	58.0		13.0	41.0	
Total Split (%)	22.5%	22.5%		18.3%	18.3%		25.0%	48.3%		10.8%	34.2%	
Yellow Time (s)	3.5	3.5		3.0	3.0		3.5	4.5		3.5	4.5	
All-Red Time (s)	3.5	3.5		3.0	3.0		3.5	1.0		3.5	1.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.0			6.0		7.0	5.5		7.0	5.5	
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
v/c Ratio	0.71	0.69	0.71		0.42		0.72	0.43		0.08	0.67	
Control Delay	53.8	53.1	15.2		39.1		26.8	25.2		12.8	23.6	
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay	53.8	53.1	15.2		39.1		26.8	25.2		12.8	23.6	
Queue Length 50th (ft)	192	189	154		23		127	244		11	133	
Queue Length 95th (ft)	#321	#303	301		27		172	m322		m20	284	
Internal Link Dist (ft)		462			422			622			749	
Turn Bay Length (ft)	300						375			100		
Base Capacity (vph)	377	379	938		453		839	928		412	1283	
Starvation Cap Reductn	0	0	0		0		0	0		0	0	
Spillback Cap Reductn	0	0	0		0		0	0		0	0	
Storage Cap Reductn	0	0	0		0		0	0		0	0	
Reduced v/c Ratio	0.71	0.69	0.68		0.21		0.64	0.43		0.08	0.67	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: New London Turnpike & Centre of New England Blvd/Driveway



												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	465	16	580	26	9	23	476	334	18	29	358	442
Future Volume (vph)	465	16	580	26	9	23	476	334	18	29	358	442
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			4%			-1%			1%	
Total Lost time (s)	7.0	7.0	7.0		6.0		7.0	5.5		7.0	5.5	
Lane Util. Factor	0.95	0.95	1.00		0.95		0.97	1.00		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	1.00		0.98		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85		0.94		1.00	0.99		1.00	0.92	
Flt Protected	0.95	0.96	1.00		0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1673	1682	1575		3127		3450	1858		1761	3230	
Flt Permitted	0.95	0.96	1.00		0.98		0.14	1.00		0.53	1.00	
Satd. Flow (perm)	1673	1682	1575		3127		500	1858		980	3230	
Peak-hour factor, PHF	0.91	0.91	0.91	0.60	0.60	0.60	0.89	0.89	0.89	0.93	0.93	0.93
Adj. Flow (vph)	511	18	637	43	15	38	535	375	20	31	385	475
RTOR Reduction (vph)	0	0	201	0	36	0	0	2	0	0	173	0
Lane Group Flow (vph)	266	263	436	0	60	0	535	393	0	31	687	0
Confl. Peds. (#/hr)	8					8						
Turn Type	Split	NA	pt+ov	Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	4	4	4 5	3	3		5	2		1	6	
Permitted Phases							2			6		
Actuated Green, G (s)	27.1	27.1	53.1		7.3		67.1	56.5		44.7	41.1	
Effective Green, g (s)	27.1	27.1	53.1		7.3		67.1	56.5		44.7	41.1	
Actuated g/C Ratio	0.23	0.23	0.44		0.06		0.56	0.47		0.37	0.34	
Clearance Time (s)	7.0	7.0			6.0		7.0	5.5		7.0	5.5	
Vehicle Extension (s)	2.6	2.6			2.6		2.6	2.9		2.6	2.9	
Lane Grp Cap (vph)	377	379	696		190		746	874		388	1106	
v/s Ratio Prot	0.16	0.16	c0.28		c0.02		c0.11	0.21		0.00	0.21	
v/s Ratio Perm							c0.29			0.03		
v/c Ratio	0.71	0.69	0.63		0.32		0.72	0.45		0.08	0.62	
Uniform Delay, d1	42.8	42.6	25.8		54.0		21.3	21.3		24.0	32.9	
Progression Factor	1.00	1.00	1.00		1.00		1.15	1.11		0.78	0.86	
Incremental Delay, d2	5.6	5.1	1.6		0.8		2.5	1.3		0.1	2.5	
Delay (s)	48.4	47.7	27.4		54.7		27.1	24.9		18.8	31.0	
Level of Service	D	D	C		D		C	C		B	C	
Approach Delay (s)		36.8			54.7			26.2			30.5	
Approach LOS		D			D			C			C	
Intersection Summary												
HCM 2000 Control Delay			32.3		HCM 2000 Level of Service					C		
HCM 2000 Volume to Capacity ratio			0.72									
Actuated Cycle Length (s)			120.0		Sum of lost time (s)					25.5		
Intersection Capacity Utilization			79.6%		ICU Level of Service					D		
Analysis Period (min)			15									

c Critical Lane Group

	↖	→	↗	↖	←	↖	↗	↑	↖	↗	↓	↖
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖		↖		↖			↖	↖
Traffic Volume (vph)	0	0	0	47	0	570	10	356	0	0	649	329
Future Volume (vph)	0	0	0	47	0	570	10	356	0	0	649	329
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			5%	
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			37			32			32	
Link Distance (ft)		436			567			812			702	
Travel Time (s)		9.9			10.4			17.3			15.0	
Confl. Peds. (#/hr)			2	2								
Peak Hour Factor	0.92	0.92	0.92	0.99	0.99	0.99	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	47	0	576	0	398	0	0	705	358
Turn Type				Prot		Prot	Perm	NA			NA	Free
Protected Phases				2		2		1			1	
Permitted Phases							1					Free
Detector Phase				2		2	1	1			1	
Switch Phase												
Minimum Initial (s)				6.0		6.0	10.0	10.0			10.0	
Minimum Split (s)				10.5		10.5	17.0	17.0			17.0	
Total Split (s)				20.0		20.0	40.0	40.0			40.0	
Total Split (%)				33.3%		33.3%	66.7%	66.7%			66.7%	
Yellow Time (s)				3.0		3.0	5.0	5.0			5.0	
All-Red Time (s)				1.5		1.5	2.0	2.0			2.0	
Lost Time Adjust (s)				0.0		0.0		0.0			0.0	
Total Lost Time (s)				4.5		4.5		7.0			7.0	
Lead/Lag				Lag		Lag	Lead	Lead			Lead	
Lead-Lag Optimize?												
Recall Mode				None		None	C-Min	C-Min			C-Min	
v/c Ratio				0.14		0.88		0.35			0.63	0.23
Control Delay				19.0		22.0		7.7			14.3	0.3
Queue Delay				0.0		0.0		0.0			0.0	0.0
Total Delay				19.0		22.0		7.7			14.3	0.3
Queue Length 50th (ft)				14		43		65			230	0
Queue Length 95th (ft)				35		#198		127			308	0
Internal Link Dist (ft)		356			487			732			622	
Turn Bay Length (ft)												
Base Capacity (vph)				454		733		1123			1117	1544
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				0.10		0.79		0.35			0.63	0.23
Intersection Summary												
Area Type:	Other											
Cycle Length: 60												
Actuated Cycle Length: 60												
Offset: 40 (67%), Referenced to phase 1:NBSB, Start of Green												
Natural Cycle: 60												
Control Type: Actuated-Coordinated												
# 95th percentile volume exceeds capacity, queue may be longer.												
Queue shown is maximum after two cycles.												

Splits and Phases: 5: New London Turnpike & I-95 SB On-Ramp/I-95 SB Off-Ramp

 01 (R)	 02
40 s	20 s

SAT Midday Peak Hour
5: New London Turnpike & I-95 SB On-Ramp/I-95 SB Off-Ramp

Existing Conditions
Timing Plan: Peak SAT Midday

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	47	0	570	10	356	0	0	649	329
Future Volume (vph)	0	0	0	47	0	570	10	356	0	0	649	329
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			5%	
Total Lost time (s)				4.5		4.5		7.0			7.0	4.0
Lane Util. Factor				1.00		1.00		1.00			1.00	1.00
Frpb, ped/bikes				1.00		1.00		1.00			1.00	1.00
Flpb, ped/bikes				1.00		1.00		1.00			1.00	1.00
Frt				1.00		0.85		1.00			1.00	0.85
Flt Protected				0.95		1.00		1.00			1.00	1.00
Satd. Flow (prot)				1761		1575		1860			1816	1544
Flt Permitted				0.95		1.00		0.98			1.00	1.00
Satd. Flow (perm)				1761		1575		1823			1816	1544
Peak-hour factor, PHF	0.92	0.92	0.92	0.99	0.99	0.99	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	47	0	576	11	387	0	0	705	358
RTOR Reduction (vph)	0	0	0	0	0	355	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	47	0	221	0	398	0	0	705	358
Confl. Peds. (#/hr)			2	2								
Turn Type				Prot		Prot	Perm	NA			NA	Free
Protected Phases				2		2		1			1	
Permitted Phases							1					Free
Actuated Green, G (s)				11.6		11.6		36.9			36.9	60.0
Effective Green, g (s)				11.6		11.6		36.9			36.9	60.0
Actuated g/C Ratio				0.19		0.19		0.61			0.61	1.00
Clearance Time (s)				4.5		4.5		7.0			7.0	
Vehicle Extension (s)				2.4		2.4		2.9			2.9	
Lane Grp Cap (vph)				340		304		1121			1116	1544
v/s Ratio Prot				0.03		0.14					0.39	
v/s Ratio Perm								0.22				0.23
v/c Ratio				0.14		0.73		0.36			0.63	0.23
Uniform Delay, d1				20.1		22.7		5.7			7.3	0.0
Progression Factor				1.00		1.00		1.00			1.46	1.00
Incremental Delay, d2				0.1		7.7		0.9			2.0	0.3
Delay (s)				20.2		30.5		6.6			12.7	0.3
Level of Service				C		C		A			B	A
Approach Delay (s)		0.0			29.7			6.6			8.5	
Approach LOS		A			C			A			A	
Intersection Summary												
HCM 2000 Control Delay			14.5	HCM 2000 Level of Service					B			
HCM 2000 Volume to Capacity ratio			0.65									
Actuated Cycle Length (s)			60.0	Sum of lost time (s)					11.5			
Intersection Capacity Utilization			64.2%	ICU Level of Service					C			
Analysis Period (min)			15									

c Critical Lane Group

SAT Midday Peak Hour
6: New London Turnpike & I-95 NB Off-Ramp/I-95 NB On-Ramp

Existing Conditions
Timing Plan: Peak SAT Midday

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	212	0	16	0	0	0	0	154	34	566	130	0
Future Volume (Veh/h)	212	0	16	0	0	0	0	154	34	566	130	0
Sign Control		Stop			Stop			Free			Free	
Grade		3%			0%			3%			2%	
Peak Hour Factor	0.88	0.88	0.88	0.92	0.92	0.92	0.80	0.80	0.80	0.93	0.93	0.93
Hourly flow rate (vph)	241	0	18	0	0	0	0	192	42	609	140	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)											812	
pX, platoon unblocked	0.72	0.72	0.72	0.72	0.72		0.72					
vC, conflicting volume	1550	1550	140	1568	1550	192	140			192		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1569	1569	0	1594	1569	192	0			192		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	100	98	100	100	100	100			56		
cM capacity (veh/h)	42	44	782	40	45	850	1169			1381		
Direction, Lane #	EB 1	NB 1	NB 2	SB 1								
Volume Total	259	192	42	749								
Volume Left	241	0	0	609								
Volume Right	18	0	42	0								
cSH	45	1700	1700	1381								
Volume to Capacity	5.73	0.11	0.02	0.44								
Queue Length 95th (ft)	Err	0	0	58								
Control Delay (s)	Err	0.0	0.0	8.7								
Lane LOS	F			A								
Approach Delay (s)	Err	0.0		8.7								
Approach LOS	F											
Intersection Summary												
Average Delay		2090.4										
Intersection Capacity Utilization		69.0%		ICU Level of Service					C			
Analysis Period (min)		15										

AM Peak Hour
1: Grandview Street & Arnold Road

NoBuild Conditions
Timing Plan: Peak AM

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱			↱↱	↱	
Traffic Volume (veh/h)	756	14	2	341	5	0
Future Volume (Veh/h)	756	14	2	341	5	0
Sign Control	Free			Free	Stop	
Grade	7%			-7%	-5%	
Peak Hour Factor	0.90	0.90	0.88	0.88	0.63	0.63
Hourly flow rate (vph)	840	16	2	388	8	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)				768		
pX, platoon unblocked						
vC, conflicting volume			856		1046	848
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			856		1046	848
tC, single (s)			4.2		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.3		3.5	3.3
p0 queue free %			100		96	100
cM capacity (veh/h)			755		224	305
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	856	131	259	8		
Volume Left	0	2	0	8		
Volume Right	16	0	0	0		
cSH	1700	755	1700	224		
Volume to Capacity	0.50	0.00	0.15	0.04		
Queue Length 95th (ft)	0	0	0	3		
Control Delay (s)	0.0	0.2	0.0	21.7		
Lane LOS		A		C		
Approach Delay (s)	0.0	0.1		21.7		
Approach LOS				C		
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			50.6%		ICU Level of Service	A
Analysis Period (min)			15			

AM Peak Hour
2: Gay Street & Arnold Road

NoBuild Conditions
Timing Plan: Peak AM

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱			↱↱	↱	
Traffic Volume (veh/h)	730	26	2	325	18	25
Future Volume (Veh/h)	730	26	2	325	18	25
Sign Control	Free			Free	Stop	
Grade	4%			0%	0%	
Peak Hour Factor	0.89	0.89	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	820	29	2	369	20	28
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)				337		
pX, platoon unblocked					0.97	
vC, conflicting volume			849		1023	834
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			849		972	834
tC, single (s)			4.3		7.1	7.2
tC, 2 stage (s)						
tF (s)			2.3		3.6	3.4
p0 queue free %			100		91	90
cM capacity (veh/h)			747		223	287
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	849	125	246	48		
Volume Left	0	2	0	20		
Volume Right	29	0	0	28		
cSH	1700	747	1700	257		
Volume to Capacity	0.50	0.00	0.14	0.19		
Queue Length 95th (ft)	0	0	0	17		
Control Delay (s)	0.0	0.2	0.0	22.2		
Lane LOS		A		C		
Approach Delay (s)	0.0	0.1		22.2		
Approach LOS				C		
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization			50.0%	ICU Level of Service	A	
Analysis Period (min)			15			

3: New London Turnpike & Arnold Road/Crompton Road

Timing Plan: Peak AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	244	392	48	69	33	180	257	33	52	371	72
Future Volume (vph)	90	244	392	48	69	33	180	257	33	52	371	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			3%			1%			3%	
Storage Length (ft)	0		200	200		0	600		0	100		150
Storage Lanes	0		1	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red		Yes			Yes			Yes			Yes	
Link Speed (mph)		42			32			32			32	
Link Distance (ft)		337			465			829			785	
Travel Time (s)		5.5			9.9			17.7			16.7	
Adj. Flow (vph)	99	268	431	60	86	41	194	276	35	63	452	88
Lane Group Flow (vph)	0	367	431	60	127	0	194	311	0	63	540	0
Turn Type	Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4	5	3	8		5	2		1	6	
Permitted Phases		4		8			2			6		
Detector Phase	4	4	5	3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		6.0	10.0		6.0	10.0	
Minimum Split (s)	30.0	30.0	12.0	11.5	32.0		12.0	30.0		12.0	30.0	
Total Split (s)	53.0	53.0	23.0	13.0	66.0		23.0	41.0		13.0	31.0	
Total Split (%)	44.2%	44.2%	19.2%	10.8%	55.0%		19.2%	34.2%		10.8%	25.8%	
Yellow Time (s)	4.0	4.0	3.0	3.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	3.0	3.0	3.0	2.5	3.0		3.0	1.0		3.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		7.0	6.0	5.5	7.0		6.0	5.0		6.0	5.0	
Lead/Lag	Lag	Lag	Lead	Lead			Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None	C-Min		None	C-Min	
v/c Ratio	0.83	0.56	0.24	0.20			0.25	0.40		0.13	0.39	
Control Delay	56.3	14.6	22.4	18.0			14.5	23.8		19.0	28.2	
Queue Delay	0.0	0.0	0.0	0.0			0.0	0.0		0.0	0.0	
Total Delay	56.3	14.6	22.4	18.0			14.5	23.8		19.0	28.2	
Queue Length 50th (ft)	266	124	28	49			39	153		25	153	
Queue Length 95th (ft)	345	176	43	68			64	224		52	215	
Internal Link Dist (ft)	257			385			749			705		
Turn Bay Length (ft)		200	200				600			100		
Base Capacity (vph)	603	852	255	850			946	787		472	1394	
Starvation Cap Reductn	0	0	0	0			0	0		0	0	
Spillback Cap Reductn	0	0	0	0			0	0		0	0	
Storage Cap Reductn	0	0	0	0			0	0		0	0	
Reduced v/c Ratio	0.61	0.51	0.24	0.15			0.21	0.40		0.13	0.39	

Intersection Summary

Area Type: Other

Cycle Length: 120

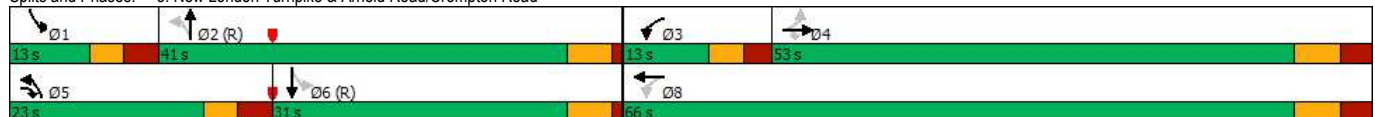
Actuated Cycle Length: 120

Offset: 13 (11%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Splits and Phases: 3: New London Turnpike & Arnold Road/Crompton Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	244	392	48	69	33	180	257	33	52	371	72
Future Volume (vph)	90	244	392	48	69	33	180	257	33	52	371	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			3%			1%			3%	
Total Lost time (s)		7.0	6.0	5.5	7.0		6.0	5.0		6.0	5.0	
Lane Util. Factor		1.00	1.00	1.00	1.00		0.97	1.00		1.00	0.95	
Flpb, ped/bikes		1.00	1.00	1.00	0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85	1.00	0.95		1.00	0.98		1.00	0.98	
Flt Protected		0.99	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1793	1546	1710	1700		3350	1787		1743	3401	
Flt Permitted		0.87	1.00	0.26	1.00		0.35	1.00		0.49	1.00	
Satd. Flow (perm)		1574	1546	461	1700		1236	1787		899	3401	
Peak-hour factor, PHF	0.91	0.91	0.91	0.80	0.80	0.80	0.93	0.93	0.93	0.82	0.82	0.82
Adj. Flow (vph)	99	268	431	60	86	41	194	276	35	63	452	88
RTOR Reduction (vph)	0	0	137	0	17	0	0	3	0	0	10	0
Lane Group Flow (vph)	0	367	294	60	110	0	194	308	0	63	530	0
Confl. Peds. (#/hr)	1					1						
Heavy Vehicles (%)	5%	5%	5%	4%	4%	4%	4%	4%	4%	2%	2%	2%
Turn Type	Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4	5	3	8		5	2		1	6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)		33.6	42.6	45.2	45.2		59.5	50.5		54.1	47.8	
Effective Green, g (s)		33.6	42.6	45.2	45.2		59.5	50.5		54.1	47.8	
Actuated g/C Ratio		0.28	0.36	0.38	0.38		0.50	0.42		0.45	0.40	
Clearance Time (s)		7.0	6.0	5.5	7.0		6.0	5.0		6.0	5.0	
Vehicle Extension (s)		2.9	2.6	2.6	2.9		2.6	2.9		2.6	2.9	
Lane Grp Cap (vph)		440	548	237	640		771	752		449	1354	
v/s Ratio Prot			c0.04	c0.01	0.06		0.02	c0.17		0.01	0.16	
v/s Ratio Perm		c0.23	0.15	0.08			0.11			0.06		
v/c Ratio		0.83	0.54	0.25	0.17		0.25	0.41		0.14	0.39	
Uniform Delay, d1		40.6	30.8	26.0	24.9		16.8	24.3		19.0	25.7	
Progression Factor		1.00	1.00	1.00	1.00		0.81	0.82		1.00	1.00	
Incremental Delay, d2		12.7	0.8	0.4	0.1		0.1	1.5		0.1	0.9	
Delay (s)		53.3	31.7	26.5	25.0		13.6	21.4		19.1	26.6	
Level of Service		D	C	C	C		B	C		B	C	
Approach Delay (s)		41.6			25.5		18.4				25.8	
Approach LOS		D			C		B				C	
Intersection Summary												
HCM 2000 Control Delay			30.0		HCM 2000 Level of Service					C		
HCM 2000 Volume to Capacity ratio			0.57									
Actuated Cycle Length (s)			120.0		Sum of lost time (s)					23.5		
Intersection Capacity Utilization			65.4%		ICU Level of Service					C		
Analysis Period (min)			15									
c Critical Lane Group												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	207	10	297	43	2	29	219	372	19	26	685	210
Future Volume (vph)	207	10	297	43	2	29	219	372	19	26	685	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			4%			-1%			1%	
Storage Length (ft)	300		0	0		0	375		0	100		0
Storage Lanes	1		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		32			32			32			32	
Link Distance (ft)		542			502			702			829	
Travel Time (s)		11.5			10.7			15.0			17.7	
Adj. Flow (vph)	246	12	354	48	2	32	252	428	22	28	737	226
Lane Group Flow (vph)	128	130	354	0	82	0	252	450	0	28	963	0
Turn Type	Split	NA	pt+ov	Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	4	4	4 5	3	3		5	2		1	6	
Permitted Phases							2			6		
Detector Phase	4	4	4 5	3	3		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		5.0	5.0		6.0	10.0		5.0	10.0	
Minimum Split (s)	13.0	13.0		11.0	11.0		13.0	15.5		12.0	15.5	
Total Split (s)	24.0	24.0		24.0	24.0		25.0	56.0		16.0	47.0	
Total Split (%)	20.0%	20.0%		20.0%	20.0%		20.8%	46.7%		13.3%	39.2%	
Yellow Time (s)	3.5	3.5		3.0	3.0		3.5	4.5		3.5	4.5	
All-Red Time (s)	3.5	3.5		3.0	3.0		3.5	1.0		3.5	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.0		6.0	6.0		7.0	5.5		7.0	5.5	
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
v/c Ratio	0.60	0.61	0.59		0.41		0.39	0.42		0.06	0.54	
Control Delay	59.7	59.9	13.2		40.4		11.3	18.2		9.7	16.9	
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay	59.7	59.9	13.2		40.4		11.3	18.2		9.7	16.9	
Queue Length 50th (ft)	100	102	56		20		37	193		5	187	
Queue Length 95th (ft)	143	146	104		46		64	368		m21	291	
Internal Link Dist (ft)		462			422			622			749	
Turn Bay Length (ft)	300						375			100		
Base Capacity (vph)	254	255	677		452		842	1064		550	1776	
Starvation Cap Reductn	0	0	0		0		0	0		0	0	
Spillback Cap Reductn	0	0	0		0		0	0		0	0	
Storage Cap Reductn	0	0	0		0		0	0		0	0	
Reduced v/c Ratio	0.50	0.51	0.52		0.18		0.30	0.42		0.05	0.54	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

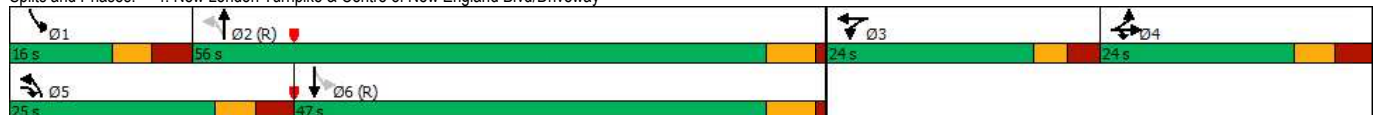
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: New London Turnpike & Centre of New England Blvd/Driveway



4: New London Turnpike & Centre of New England Blvd/Driveway

Timing Plan: Peak AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	207	10	297	43	2	29	219	372	19	26	685	210
Future Volume (vph)	207	10	297	43	2	29	219	372	19	26	685	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			4%			-1%			1%	
Total Lost time (s)	7.0	7.0	7.0		6.0		7.0	5.5		7.0	5.5	
Lane Util. Factor	0.95	0.95	1.00		0.95		0.97	1.00		1.00	0.95	
Flt	1.00	1.00	0.85		0.94		1.00	0.99		1.00	0.96	
Flt Protected	0.95	0.96	1.00		0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1625	1636	1530		2839		3259	1755		1694	3269	
Flt Permitted	0.95	0.96	1.00		0.97		0.20	1.00		0.45	1.00	
Satd. Flow (perm)	1625	1636	1530		2839		695	1755		806	3269	
Peak-hour factor, PHF	0.84	0.84	0.84	0.90	0.90	0.90	0.87	0.87	0.87	0.93	0.93	0.93
Adj. Flow (vph)	246	12	354	48	2	32	252	428	22	28	737	226
RTOR Reduction (vph)	0	0	193	0	30	0	0	1	0	0	17	0
Lane Group Flow (vph)	128	130	161	0	52	0	252	449	0	28	946	0
Heavy Vehicles (%)	5%	5%	5%	14%	14%	14%	8%	8%	8%	6%	6%	6%
Turn Type	Split	NA	pt+ov	Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	4	4	4 5	3	3		5	2		1	6	
Permitted Phases							2			6		
Actuated Green, G (s)	15.8	15.8	31.9		6.2		77.7	68.6		67.3	63.4	
Effective Green, g (s)	15.8	15.8	31.9		6.2		77.7	68.6		67.3	63.4	
Actuated g/C Ratio	0.13	0.13	0.27		0.05		0.65	0.57		0.56	0.53	
Clearance Time (s)	7.0	7.0			6.0		7.0	5.5		7.0	5.5	
Vehicle Extension (s)	2.6	2.6			2.6		2.6	2.9		2.6	2.9	
Lane Grp Cap (vph)	213	215	406		146		644	1003		480	1727	
v/s Ratio Prot	0.08	c0.08	c0.11		c0.02		0.03	c0.26		0.00	c0.29	
v/s Ratio Perm							0.22			0.03		
v/c Ratio	0.60	0.60	0.40		0.35		0.39	0.45		0.06	0.55	
Uniform Delay, d1	49.1	49.2	36.1		55.0		10.7	14.8		11.9	18.8	
Progression Factor	1.00	1.00	1.00		1.00		1.04	1.02		0.88	0.78	
Incremental Delay, d2	4.1	4.2	0.5		1.2		0.3	1.3		0.0	1.2	
Delay (s)	53.3	53.3	36.6		56.1		11.4	16.4		10.6	15.8	
Level of Service	D	D	D		E		B	B		B	B	
Approach Delay (s)		43.7			56.1		14.6			15.7		
Approach LOS		D			E		B			B		
Intersection Summary												
HCM 2000 Control Delay			23.9				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.55									
Actuated Cycle Length (s)			120.0				Sum of lost time (s)			25.5		
Intersection Capacity Utilization			63.6%				ICU Level of Service			B		
Analysis Period (min)			15									

c Critical Lane Group

5: New London Turnpike & I-95 SB On-Ramp/I-95 SB Off-Ramp

Timing Plan: Peak AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	22	0	361	18	249	0	0	818	216
Future Volume (vph)	0	0	0	22	0	361	18	249	0	0	818	216
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			5%	
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			37			32			32	
Link Distance (ft)		436			567			812			702	
Travel Time (s)		9.9			10.4			17.3			15.0	
Adj. Flow (vph)	0	0	0	24	0	392	21	290	0	0	852	225
Lane Group Flow (vph)	0	0	0	24	0	392	0	311	0	0	852	225
Turn Type				Prot		Prot	Perm	NA			NA	Free
Protected Phases				2		2		1			1	
Permitted Phases							1					Free
Detector Phase				2		2	1	1			1	
Switch Phase												
Minimum Initial (s)				6.0		6.0	10.0	10.0			10.0	
Minimum Split (s)				10.5		10.5	17.0	17.0			17.0	
Total Split (s)				20.0		20.0	40.0	40.0			40.0	
Total Split (%)				33.3%		33.3%	66.7%	66.7%			66.7%	
Yellow Time (s)				3.0		3.0	5.0	5.0			5.0	
All-Red Time (s)				1.5		1.5	2.0	2.0			2.0	
Lost Time Adjust (s)				0.0		0.0		0.0			0.0	
Total Lost Time (s)				4.5		4.5		7.0			7.0	
Lead/Lag				Lag		Lag	Lead	Lead			Lead	
Lead-Lag Optimize?												
Recall Mode				None		None	C-Min	C-Min			C-Min	
v/c Ratio				0.10		0.71		0.29			0.74	0.16
Control Delay				21.2		10.7		5.7			18.0	0.2
Queue Delay				0.0		0.0		0.0			0.0	0.0
Total Delay				21.2		10.7		5.7			18.0	0.2
Queue Length 50th (ft)				8		0		31			253	0
Queue Length 95th (ft)				22		58		91			#748	0
Internal Link Dist (ft)		356			487			732			622	
Turn Bay Length (ft)												
Base Capacity (vph)				441		685		1084			1157	1441
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				0.05		0.57		0.29			0.74	0.16

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 40 (67%), Referenced to phase 1:NBSB, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 5: New London Turnpike & I-95 SB On-Ramp/I-95 SB Off-Ramp



5: New London Turnpike & I-95 SB On-Ramp/I-95 SB Off-Ramp

Timing Plan: Peak AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	22	0	361	18	249	0	0	818	216
Future Volume (vph)	0	0	0	22	0	361	18	249	0	0	818	216
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			5%	
Total Lost time (s)				4.5		4.5		7.0			7.0	4.0
Lane Util. Factor				1.00		1.00		1.00			1.00	1.00
Flpb, ped/bikes				1.00		1.00		1.00			1.00	0.98
Flpb, ped/bikes				1.00		1.00		1.00			1.00	1.00
Frt				1.00		0.85		1.00			1.00	0.85
Flt Protected				0.95		1.00		1.00			1.00	1.00
Satd. Flow (prot)				1710		1530		1737			1731	1441
Flt Permitted				0.95		1.00		0.93			1.00	1.00
Satd. Flow (perm)				1710		1530		1621			1731	1441
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.86	0.86	0.86	0.96	0.96	0.96
Adj. Flow (vph)	0	0	0	24	0	392	21	290	0	0	852	225
RTOR Reduction (vph)	0	0	0	0	0	337	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	24	0	55	0	311	0	0	852	225
Confl. Peds. (#/hr)							2					2
Heavy Vehicles (%)	2%	2%	2%	5%	5%	5%	9%	9%	9%	7%	7%	7%
Turn Type				Prot		Prot	Perm	NA			NA	Free
Protected Phases				2		2		1			1	
Permitted Phases							1					Free
Actuated Green, G (s)				8.4		8.4		40.1			40.1	60.0
Effective Green, g (s)				8.4		8.4		40.1			40.1	60.0
Actuated g/C Ratio				0.14		0.14		0.67			0.67	1.00
Clearance Time (s)				4.5		4.5		7.0			7.0	
Vehicle Extension (s)				2.4		2.4		2.9			2.9	
Lane Grp Cap (vph)				239		214		1083			1156	1441
v/s Ratio Prot				0.01		0.04					0.49	
v/s Ratio Perm								0.19				0.16
v/c Ratio				0.10		0.26		0.29			0.74	0.16
Uniform Delay, d1				22.5		23.0		4.1			6.5	0.0
Progression Factor				1.00		1.00		1.00			1.84	1.00
Incremental Delay, d2				0.1		0.4		0.7			3.7	0.2
Delay (s)				22.6		23.4		4.8			15.6	0.2
Level of Service				C		C		A			B	A
Approach Delay (s)		0.0			23.4			4.8			12.4	
Approach LOS		A			C			A			B	
Intersection Summary												
HCM 2000 Control Delay			13.6				HCM 2000 Level of Service				B	
HCM 2000 Volume to Capacity ratio			0.65									
Actuated Cycle Length (s)			60.0				Sum of lost time (s)			11.5		
Intersection Capacity Utilization			55.6%				ICU Level of Service			B		
Analysis Period (min)			15									
c Critical Lane Group												

6: New London Turnpike & I-95 NB Off-Ramp/I-95 NB On-Ramp

Timing Plan: Peak AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	0	25	0	0	0	0	148	82	713	126	0
Future Volume (Veh/h)	119	0	25	0	0	0	0	148	82	713	126	0
Sign Control		Stop			Stop			Free			Free	
Grade		3%			0%			3%			2%	
Peak Hour Factor	0.74	0.74	0.74	0.92	0.92	0.92	0.77	0.77	0.77	0.97	0.97	0.97
Hourly flow rate (vph)	161	0	34	0	0	0	0	192	106	735	130	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)											812	
pX, platoon unblocked	0.61	0.61	0.61	0.61	0.61		0.61					
vC, conflicting volume	1792	1792	130	1826	1792	192	130			192		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1979	1979	0	2035	1979	192	0			192		
tC, single (s)	7.2	6.6	6.3	7.1	6.5	6.2	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.6	4.1	3.4	3.5	4.0	3.3	2.3			2.3		
p0 queue free %	0	100	95	100	100	100	100			45		
cM capacity (veh/h)	16	17	654	14	17	850	947			1346		
Direction, Lane #	EB 1	NB 1	NB 2	SB 1								
Volume Total	195	192	106	865								
Volume Left	161	0	0	735								
Volume Right	34	0	106	0								
cSH	19	1700	1700	1346								
Volume to Capacity	10.41	0.11	0.06	0.55								
Queue Length 95th (ft)	Err	0	0	86								
Control Delay (s)	Err	0.0	0.0	10.2								
Lane LOS	F			B								
Approach Delay (s)	Err	0.0		10.2								
Approach LOS	F											
Intersection Summary												
Average Delay			1442.3									
Intersection Capacity Utilization			72.0%				ICU Level of Service		C			
Analysis Period (min)			15									

PM Peak Hour
1: Grandview Street & Arnold Road

NoBuild Conditions
Timing Plan: Peak PM

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱			↱↱	↱	
Traffic Volume (veh/h)	655	16	13	874	29	5
Future Volume (Veh/h)	655	16	13	874	29	5
Sign Control	Free			Free	Stop	
Grade	7%			-7%	-5%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.75	0.75
Hourly flow rate (vph)	704	17	14	940	39	7
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)				768		
pX, platoon unblocked					0.91	
vC, conflicting volume			721		1210	712
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			721		1043	712
tC, single (s)			4.1		6.8	7.0
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		81	98
cM capacity (veh/h)			877		201	373
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	721	327	627	46		
Volume Left	0	14	0	39		
Volume Right	17	0	0	7		
cSH	1700	877	1700	216		
Volume to Capacity	0.42	0.02	0.37	0.21		
Queue Length 95th (ft)	0	1	0	20		
Control Delay (s)	0.0	0.6	0.0	26.1		
Lane LOS		A		D		
Approach Delay (s)	0.0	0.2		26.1		
Approach LOS				D		
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization			45.4%	ICU Level of Service	A	
Analysis Period (min)			15			

PM Peak Hour
2: Gay Street & Arnold Road

NoBuild Conditions
Timing Plan: Peak PM

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱			↱↱	↘	
Traffic Volume (veh/h)	629	34	2	864	31	25
Future Volume (Veh/h)	629	34	2	864	31	25
Sign Control	Free			Free	Stop	
Grade	4%			0%	0%	
Peak Hour Factor	0.95	0.95	0.92	0.92	0.64	0.64
Hourly flow rate (vph)	662	36	2	939	48	39
Pedestrians					1	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					0	
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)				337		
pX, platoon unblocked					0.90	
vC, conflicting volume			699		1154	681
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			699		954	681
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		79	90
cM capacity (veh/h)			893		231	393
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	698	315	626	87		
Volume Left	0	2	0	48		
Volume Right	36	0	0	39		
cSH	1700	893	1700	283		
Volume to Capacity	0.41	0.00	0.37	0.31		
Queue Length 95th (ft)	0	0	0	32		
Control Delay (s)	0.0	0.1	0.0	23.3		
Lane LOS		A		C		
Approach Delay (s)	0.0	0.0		23.3		
Approach LOS				C		
Intersection Summary						
Average Delay			1.2			
Intersection Capacity Utilization			45.2%	ICU Level of Service	A	
Analysis Period (min)			15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	141	120	357	122	256	92	471	489	37	61	356	111
Future Volume (vph)	141	120	357	122	256	92	471	489	37	61	356	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			3%			1%			3%	
Storage Length (ft)	0		200	200		0	600		0	100		150
Storage Lanes	0		1	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red		Yes			Yes			Yes			Yes	
Link Speed (mph)		42			32			32			32	
Link Distance (ft)		337			465			829			785	
Travel Time (s)		5.5			9.9			17.7			16.7	
Adj. Flow (vph)	153	130	388	128	269	97	512	532	40	73	429	134
Lane Group Flow (vph)	0	283	388	128	366	0	512	572	0	73	563	0
Turn Type	Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4	5	3	8		5	2		1	6	
Permitted Phases			4	8			2			6		
Detector Phase	4	4	5	3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		6.0	10.0		6.0	10.0	
Minimum Split (s)	30.0	30.0	12.0	11.5	32.0		12.0	30.0		12.0	30.0	
Total Split (s)	30.0	30.0	41.0	13.0	43.0		41.0	64.0		13.0	36.0	
Total Split (%)	25.0%	25.0%	34.2%	10.8%	35.8%		34.2%	53.3%		10.8%	30.0%	
Yellow Time (s)	4.0	4.0	3.0	3.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	3.0	3.0	3.0	2.5	3.0		3.0	1.0		3.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		7.0	6.0	5.5	7.0		6.0	5.0		6.0	5.0	
Lead/Lag	Lag	Lag	Lead	Lead			Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None	C-Min		None	C-Min	
v/c Ratio		0.93	0.53	0.38	0.54		0.61	0.72		0.29	0.49	
Control Delay		82.0	16.4	28.5	32.1		20.0	33.8		18.5	31.5	
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		82.0	16.4	28.5	32.1		20.0	33.8		18.5	31.5	
Queue Length 50th (ft)		217	114	64	209		125	350		28	171	
Queue Length 95th (ft)		#445	212	119	334		138	433		44	196	
Internal Link Dist (ft)		257			385			749			705	
Turn Bay Length (ft)			200	200			600			100		
Base Capacity (vph)		305	949	340	683		1215	904		256	1139	
Starvation Cap Reductn		0	0	0	0		0	0		0	0	
Spillback Cap Reductn		0	0	0	0		0	0		0	0	
Storage Cap Reductn		0	0	0	0		0	0		0	0	
Reduced v/c Ratio		0.93	0.41	0.38	0.54		0.42	0.63		0.29	0.49	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 115 (96%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: New London Turnpike & Arnold Road/Crompton Road



3: New London Turnpike & Arnold Road/Crompton Road

Timing Plan: Peak PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	141	120	357	122	256	92	471	489	37	61	356	111
Future Volume (vph)	141	120	357	122	256	92	471	489	37	61	356	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			3%			1%			3%	
Total Lost time (s)		7.0	6.0	5.5	7.0		6.0	5.0		6.0	5.0	
Lane Util. Factor		1.00	1.00	1.00	1.00		0.97	1.00		1.00	0.95	
Flpb, ped/bikes		1.00	0.99	1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85	1.00	0.96		1.00	0.99		1.00	0.96	
Flt Protected		0.97	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1823	1577	1743	1762		3416	1834		1743	3362	
Flt Permitted		0.65	1.00	0.34	1.00		0.28	1.00		0.26	1.00	
Satd. Flow (perm)		1210	1577	618	1762		1005	1834		478	3362	
Peak-hour factor, PHF	0.92	0.92	0.92	0.95	0.95	0.95	0.92	0.92	0.92	0.83	0.83	0.83
Adj. Flow (vph)	153	130	388	128	269	97	512	532	40	73	429	134
RTOR Reduction (vph)	0	0	104	0	9	0	0	2	0	0	22	0
Lane Group Flow (vph)	0	283	284	128	357	0	512	570	0	73	541	0
Confl. Peds. (#/hr)			1	1								
Turn Type	Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4	5	3	8		5	2		1	6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)		30.3	46.5	45.9	45.9		62.1	50.5		45.5	39.9	
Effective Green, g (s)		30.3	46.5	45.9	45.9		62.1	50.5		45.5	39.9	
Actuated g/C Ratio		0.25	0.39	0.38	0.38		0.52	0.42		0.38	0.33	
Clearance Time (s)		7.0	6.0	5.5	7.0		6.0	5.0		6.0	5.0	
Vehicle Extension (s)		2.9	2.6	2.6	2.9		2.6	2.9		2.6	2.9	
Lane Grp Cap (vph)		305	611	331	673		845	771		240	1117	
v/s Ratio Prot			0.06	0.03	c0.20		c0.08	c0.31		0.01	0.16	
v/s Ratio Perm		c0.23	0.12	0.12			0.23			0.10		
v/c Ratio		0.93	0.47	0.39	0.53		0.61	0.74		0.30	0.48	
Uniform Delay, d1		43.8	27.5	25.8	28.7		18.2	29.2		25.4	31.9	
Progression Factor		1.00	1.00	1.00	1.00		1.06	1.04		1.00	1.00	
Incremental Delay, d2		32.9	0.4	0.6	0.8		0.7	4.4		0.6	1.5	
Delay (s)		76.7	27.9	26.4	29.5		20.1	34.9		26.0	33.4	
Level of Service		E	C	C	C		C	C		C	C	
Approach Delay (s)		48.5			28.7		27.9			32.5		
Approach LOS		D			C		C			C		
Intersection Summary												
HCM 2000 Control Delay			33.8		HCM 2000 Level of Service					C		
HCM 2000 Volume to Capacity ratio			0.81									
Actuated Cycle Length (s)			120.0		Sum of lost time (s)					23.5		
Intersection Capacity Utilization			87.2%		ICU Level of Service					E		
Analysis Period (min)			15									

c Critical Lane Group

4: New London Turnpike & Centre of New England Blvd/Driveway

Timing Plan: Peak PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	406	12	449	21	5	32	508	702	11	28	481	399
Future Volume (vph)	406	12	449	21	5	32	508	702	11	28	481	399
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			4%			-1%			1%	
Storage Length (ft)	300		0	0		0	375		0	100		0
Storage Lanes	1		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		32			32			32			32	
Link Distance (ft)		542			502			702			829	
Travel Time (s)		11.5			10.7			15.0			17.7	
Adj. Flow (vph)	414	12	458	27	6	41	571	789	12	29	496	411
Lane Group Flow (vph)	211	215	458	0	74	0	571	801	0	29	907	0
Turn Type	Split	NA	pt+ov	Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	4	4	4 5	3	3		5	2		1	6	
Permitted Phases							2			6		
Detector Phase	4	4	4 5	3	3		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		5.0	5.0		6.0	10.0		5.0	10.0	
Minimum Split (s)	13.0	13.0		11.0	11.0		13.0	15.5		12.0	15.5	
Total Split (s)	25.0	25.0		23.0	23.0		31.0	58.0		14.0	41.0	
Total Split (%)	20.8%	20.8%		19.2%	19.2%		25.8%	48.3%		11.7%	34.2%	
Yellow Time (s)	3.5	3.5		3.0	3.0		3.5	4.5		3.5	4.5	
All-Red Time (s)	3.5	3.5		3.0	3.0		3.5	1.0		3.5	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.0		6.0	6.0		7.0	5.5		7.0	5.5	
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
v/c Ratio	0.66	0.67	0.54		0.36		0.72	0.78		0.14	0.64	
Control Delay	54.9	55.4	7.4		32.6		17.7	30.2		13.9	25.3	
Queue Delay	0.0	0.0	0.0		0.0		0.0	2.0		0.0	0.0	
Total Delay	54.9	55.4	7.4		32.6		17.7	32.1		13.9	25.3	
Queue Length 50th (ft)	158	162	47		13		112	576		9	298	
Queue Length 95th (ft)	242	245	120		31		m108	m539		m23	344	
Internal Link Dist (ft)		462			422			622			749	
Turn Bay Length (ft)	300						375			100		
Base Capacity (vph)	325	327	894		477		916	1031		222	1426	
Starvation Cap Reductn	0	0	0		0		0	112		0	0	
Spillback Cap Reductn	0	0	0		0		0	0		0	0	
Storage Cap Reductn	0	0	0		0		0	0		0	0	
Reduced v/c Ratio	0.65	0.66	0.51		0.16		0.62	0.87		0.13	0.64	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: New London Turnpike & Centre of New England Blvd/Driveway



4: New London Turnpike & Centre of New England Blvd/Driveway

Timing Plan: Peak PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	406	12	449	21	5	32	508	702	11	28	481	399
Future Volume (vph)	406	12	449	21	5	32	508	702	11	28	481	399
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			4%			-1%			1%	
Total Lost time (s)	7.0	7.0	7.0		6.0		7.0	5.5		7.0	5.5	
Lane Util. Factor	0.95	0.95	1.00		0.95		0.97	1.00		1.00	0.95	
Flt	1.00	1.00	0.85		0.92		1.00	1.00		1.00	0.93	
Flt Protected	0.95	0.95	1.00		0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1673	1681	1575		3123		3450	1868		1761	3282	
Flt Permitted	0.95	0.95	1.00		0.98		0.15	1.00		0.17	1.00	
Satd. Flow (perm)	1673	1681	1575		3123		557	1868		307	3282	
Peak-hour factor, PHF	0.98	0.98	0.98	0.78	0.78	0.78	0.89	0.89	0.89	0.97	0.97	0.97
Adj. Flow (vph)	414	12	458	27	6	41	571	789	12	29	496	411
RTOR Reduction (vph)	0	0	212	0	39	0	0	0	0	0	107	0
Lane Group Flow (vph)	211	215	246	0	35	0	571	801	0	29	800	0
Turn Type	Split	NA	pt+ov	Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	4	4	4 5	3	3		5	2		1	6	
Permitted Phases							2			6		
Actuated Green, G (s)	22.8	22.8	48.8		5.5		73.2	62.3		51.1	47.2	
Effective Green, g (s)	22.8	22.8	48.8		5.5		73.2	62.3		51.1	47.2	
Actuated g/C Ratio	0.19	0.19	0.41		0.05		0.61	0.52		0.43	0.39	
Clearance Time (s)	7.0	7.0			6.0		7.0	5.5		7.0	5.5	
Vehicle Extension (s)	2.6	2.6			2.6		2.6	2.9		2.6	2.9	
Lane Grp Cap (vph)	317	319	640		143		797	969		177	1290	
v/s Ratio Prot	0.13	c0.13	0.16		c0.01		c0.11	c0.43		0.01	0.24	
v/s Ratio Perm							0.32			0.06		
v/c Ratio	0.67	0.67	0.38		0.24		0.72	0.83		0.16	0.62	
Uniform Delay, d1	45.1	45.1	25.0		55.2		18.0	24.3		23.0	29.2	
Progression Factor	1.00	1.00	1.00		1.00		1.10	1.16		0.85	0.91	
Incremental Delay, d2	4.8	5.1	0.3		0.7		0.3	0.8		0.3	2.1	
Delay (s)	49.9	50.3	25.3		55.9		20.1	29.0		19.8	28.5	
Level of Service	D	D	C		E		C	C		B	C	
Approach Delay (s)		37.3			55.9			25.3			28.2	
Approach LOS		D			E			C			C	
Intersection Summary												
HCM 2000 Control Delay			30.1				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.78									
Actuated Cycle Length (s)			120.0				Sum of lost time (s)			25.5		
Intersection Capacity Utilization			76.3%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

5: New London Turnpike & I-95 SB On-Ramp/I-95 SB Off-Ramp

Timing Plan: Peak PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	83	0	888	16	415	0	0	634	313
Future Volume (vph)	0	0	0	83	0	888	16	415	0	0	634	313
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			5%	
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			37			32			32	
Link Distance (ft)		436			567			812			702	
Travel Time (s)		9.9			10.4			17.3			15.0	
Adj. Flow (vph)	0	0	0	87	0	935	17	446	0	0	667	329
Lane Group Flow (vph)	0	0	0	87	0	935	0	463	0	0	667	329
Turn Type				Prot		Prot	Perm	NA			NA	Free
Protected Phases				2		2		1			1	
Permitted Phases							1					Free
Detector Phase				2		2	1	1			1	
Switch Phase												
Minimum Initial (s)				6.0		6.0	10.0	10.0			10.0	
Minimum Split (s)				10.5		10.5	17.0	17.0			17.0	
Total Split (s)				20.0		20.0	40.0	40.0			40.0	
Total Split (%)				33.3%		33.3%	66.7%	66.7%			66.7%	
Yellow Time (s)				3.0		3.0	5.0	5.0			5.0	
All-Red Time (s)				1.5		1.5	2.0	2.0			2.0	
Lost Time Adjust (s)				0.0		0.0		0.0			0.0	
Total Lost Time (s)				4.5		4.5		7.0			7.0	
Lead/Lag				Lag		Lag	Lead	Lead			Lead	
Lead-Lag Optimize?												
Recall Mode				None		None	C-Min	C-Min			C-Min	
v/c Ratio				0.19		1.36		0.47			0.67	0.22
Control Delay				18.8		186.5		10.1			19.3	0.3
Queue Delay				0.0		0.2		0.1			0.0	0.0
Total Delay				18.8		186.6		10.3			19.3	0.3
Queue Length 50th (ft)				25		~347		91			321	0
Queue Length 95th (ft)				55		#555		154			406	0
Internal Link Dist (ft)		356			487			732			622	
Turn Bay Length (ft)												
Base Capacity (vph)				454		690		991			998	1510
Starvation Cap Reductn				0		0		0			0	0
Spillback Cap Reductn				0		18		81			0	0
Storage Cap Reductn				0		0		0			0	0
Reduced v/c Ratio				0.19		1.39		0.51			0.67	0.22

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 40 (67%), Referenced to phase 1:NBSB, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

~ 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: 5: New London Turnpike & I-95 SB On-Ramp/I-95 SB Off-Ramp

40 s	20 s

5: New London Turnpike & I-95 SB On-Ramp/I-95 SB Off-Ramp

Timing Plan: Peak PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	83	0	888	16	415	0	0	634	313
Future Volume (vph)	0	0	0	83	0	888	16	415	0	0	634	313
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			5%	
Total Lost time (s)				4.5		4.5		7.0			7.0	4.0
Lane Util. Factor				1.00		1.00		1.00			1.00	1.00
Frpb, ped/bikes				1.00		1.00		1.00			1.00	0.98
Flpb, ped/bikes				1.00		1.00		1.00			1.00	1.00
Frt				1.00		0.85		1.00			1.00	0.85
Flt Protected				0.95		1.00		1.00			1.00	1.00
Satd. Flow (prot)				1761		1575		1859			1816	1510
Flt Permitted				0.95		1.00		0.97			1.00	1.00
Satd. Flow (perm)				1761		1575		1804			1816	1510
Peak-hour factor, PHF	0.92	0.92	0.92	0.95	0.95	0.95	0.93	0.93	0.93	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	87	0	935	17	446	0	0	667	329
RTOR Reduction (vph)	0	0	0	0	0	284	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	87	0	651	0	463	0	0	667	329
Confl. Peds. (#/hr)							4					4
Turn Type				Prot		Prot	Perm	NA			NA	Free
Protected Phases				2		2		1			1	
Permitted Phases							1					Free
Actuated Green, G (s)				15.5		15.5		33.0			33.0	60.0
Effective Green, g (s)				15.5		15.5		33.0			33.0	60.0
Actuated g/C Ratio				0.26		0.26		0.55			0.55	1.00
Clearance Time (s)				4.5		4.5		7.0			7.0	
Vehicle Extension (s)				2.4		2.4		2.9			2.9	
Lane Grp Cap (vph)				454		406		992			998	1510
v/s Ratio Prot				0.05		c0.41					c0.37	
v/s Ratio Perm								0.26				0.22
v/c Ratio				0.19		1.60		0.47			0.67	0.22
Uniform Delay, d1				17.4		22.2		8.2			9.6	0.0
Progression Factor				1.00		1.00		1.00			1.64	1.00
Incremental Delay, d2				0.1		282.8		1.6			3.0	0.3
Delay (s)				17.5		305.0		9.8			18.8	0.3
Level of Service				B		F		A			B	A
Approach Delay (s)		0.0			280.6			9.8			12.7	
Approach LOS		A			F			A			B	
Intersection Summary												
HCM 2000 Control Delay			122.5		HCM 2000 Level of Service						F	
HCM 2000 Volume to Capacity ratio			0.97									
Actuated Cycle Length (s)			60.0		Sum of lost time (s)						11.5	
Intersection Capacity Utilization			87.3%		ICU Level of Service						E	
Analysis Period (min)			15									

c Critical Lane Group

6: New London Turnpike & I-95 NB Off-Ramp/I-95 NB On-Ramp

Timing Plan: Peak PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	210	0	36	0	0	0	0	221	58	481	236	0
Future Volume (Veh/h)	210	0	36	0	0	0	0	221	58	481	236	0
Sign Control		Stop			Stop			Free			Free	
Grade		3%			0%			3%			2%	
Peak Hour Factor	0.97	0.97	0.97	0.92	0.92	0.92	0.85	0.85	0.85	0.89	0.89	0.89
Hourly flow rate (vph)	216	0	37	0	0	0	0	260	68	540	265	0
Pedestrians		2										
Lane Width (ft)		12.0										
Walking Speed (ft/s)		3.5										
Percent Blockage		0										
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)											812	
pX, platoon unblocked	0.71	0.71	0.71	0.71	0.71		0.71					
vC, conflicting volume	1607	1607	267	1642	1607	260	267			260		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1651	1651	0	1701	1651	260	0			260		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	100	95	100	100	100	100			59		
cM capacity (veh/h)	37	41	766	33	41	779	1141			1304		
Direction, Lane #	EB 1	NB 1	NB 2	SB 1								
Volume Total	253	260	68	805								
Volume Left	216	0	0	540								
Volume Right	37	0	68	0								
cSH	44	1700	1700	1304								
Volume to Capacity	5.81	0.15	0.04	0.41								
Queue Length 95th (ft)	Err	0	0	52								
Control Delay (s)	Err	0.0	0.0	8.1								
Lane LOS	F			A								
Approach Delay (s)	Err	0.0		8.1								
Approach LOS	F											
Intersection Summary												
Average Delay		1829.9										
Intersection Capacity Utilization		74.5%		ICU Level of Service				D				
Analysis Period (min)		15										

SAT Midday Peak Hour
1: Grandview Street & Arnold Road

NoBuild Conditions
Timing Plan: Peak SAT Midday

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱			↱↱	↱	
Traffic Volume (veh/h)	664	11	0	638	16	1
Future Volume (Veh/h)	664	11	0	638	16	1
Sign Control	Free			Free	Stop	
Grade	7%			-7%	-5%	
Peak Hour Factor	0.97	0.97	0.88	0.88	0.61	0.61
Hourly flow rate (vph)	685	11	0	725	26	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)				768		
pX, platoon unblocked					0.94	
vC, conflicting volume			696		1053	690
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			696		923	690
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		90	99
cM capacity (veh/h)			896		253	388
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	696	242	483	28		
Volume Left	0	0	0	26		
Volume Right	11	0	0	2		
cSH	1700	896	1700	259		
Volume to Capacity	0.41	0.00	0.28	0.11		
Queue Length 95th (ft)	0	0	0	9		
Control Delay (s)	0.0	0.0	0.0	20.6		
Lane LOS				C		
Approach Delay (s)	0.0	0.0		20.6		
Approach LOS				C		
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			45.6%	ICU Level of Service	A	
Analysis Period (min)			15			

SAT Midday Peak Hour
2: Gay Street & Arnold Road

NoBuild Conditions
Timing Plan: Peak SAT Midday

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱			↱↱	↱	
Traffic Volume (veh/h)	639	30	3	644	14	11
Future Volume (Veh/h)	639	30	3	644	14	11
Sign Control	Free			Free	Stop	
Grade	4%			0%	0%	
Peak Hour Factor	0.96	0.96	0.88	0.88	0.78	0.78
Hourly flow rate (vph)	666	31	3	732	18	14
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)				337		
pX, platoon unblocked					0.92	
vC, conflicting volume			697		1054	682
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			697		889	682
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		93	96
cM capacity (veh/h)			895		260	393
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	697	247	488	32		
Volume Left	0	3	0	18		
Volume Right	31	0	0	14		
cSH	1700	895	1700	305		
Volume to Capacity	0.41	0.00	0.29	0.10		
Queue Length 95th (ft)	0	0	0	9		
Control Delay (s)	0.0	0.1	0.0	18.2		
Lane LOS		A		C		
Approach Delay (s)	0.0	0.0		18.2		
Approach LOS				C		
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			45.4%	ICU Level of Service	A	
Analysis Period (min)			15			

SAT Midday Peak Hour
3: New London Turnpike & Arnold Road/Crompton Road

NoBuild Conditions
Timing Plan: Peak SAT Midday

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	97	90	448	98	125	51	423	465	46	41	423	93
Future Volume (vph)	97	90	448	98	125	51	423	465	46	41	423	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			3%			1%			3%	
Storage Length (ft)	0		200	200		0	600		0	100		150
Storage Lanes	0		1	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red		Yes			Yes			Yes			Yes	
Link Speed (mph)		42			32			32			32	
Link Distance (ft)		337			465			829			785	
Travel Time (s)		5.5			9.9			17.7			16.7	
Adj. Flow (vph)	102	95	472	103	132	54	486	534	53	48	498	109
Lane Group Flow (vph)	0	197	472	103	186	0	486	587	0	48	607	0
Turn Type	Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4	5	3	8		5	2		1	6	
Permitted Phases		4		8			2			6		
Detector Phase	4	4	5	3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		6.0	10.0		6.0	10.0	
Minimum Split (s)	30.0	30.0	12.0	11.5	32.0		12.0	30.0		12.0	30.0	
Total Split (s)	45.0	45.0	31.0	13.0	58.0		31.0	49.0		13.0	31.0	
Total Split (%)	37.5%	37.5%	25.8%	10.8%	48.3%		25.8%	40.8%		10.8%	25.8%	
Yellow Time (s)	4.0	4.0	3.0	3.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	3.0	3.0	3.0	2.5	3.0		3.0	1.0		3.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		7.0	6.0	5.5	7.0		6.0	5.0		6.0	5.0	
Lead/Lag	Lag	Lag	Lead	Lead			Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None	C-Min		None	C-Min	
v/c Ratio	0.76	0.68	0.35	0.34			0.52	0.63		0.14	0.42	
Control Delay	64.3	23.2	31.8	29.4			9.2	21.1		14.6	26.6	
Queue Delay	0.0	0.0	0.0	0.0			0.0	0.0		0.0	0.0	
Total Delay	64.3	23.2	31.8	29.4			9.2	21.1		14.6	26.6	
Queue Length 50th (ft)	146	198	57	97			98	290		15	167	
Queue Length 95th (ft)	213	246	93	148			150	470		35	246	
Internal Link Dist (ft)	257			385				749			705	
Turn Bay Length (ft)		200	200				600			100		
Base Capacity (vph)	439	814	296	757			1130	939		348	1450	
Starvation Cap Reductn	0	0	0	0			0	0		0	0	
Spillback Cap Reductn	0	0	0	0			0	0		0	0	
Storage Cap Reductn	0	0	0	0			0	0		0	0	
Reduced v/c Ratio	0.45	0.58	0.35	0.25			0.43	0.63		0.14	0.42	

Intersection Summary

Area Type: Other

Cycle Length: 120

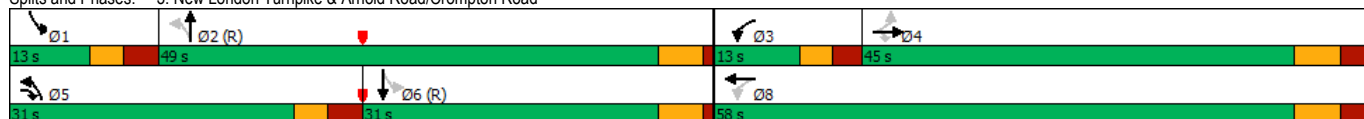
Actuated Cycle Length: 120

Offset: 15 (13%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Splits and Phases: 3: New London Turnpike & Arnold Road/Crompton Road



SAT Midday Peak Hour
3: New London Turnpike & Arnold Road/Crompton Road

NoBuild Conditions
Timing Plan: Peak SAT Midday

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	97	90	448	98	125	51	423	465	46	41	423	93
Future Volume (vph)	97	90	448	98	125	51	423	465	46	41	423	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			3%			1%			3%	
Total Lost time (s)		7.0	6.0	5.5	7.0		6.0	5.0		6.0	5.0	
Lane Util. Factor		1.00	1.00	1.00	1.00		0.97	1.00		1.00	0.95	
Flt		1.00	0.85	1.00	0.96		1.00	0.99		1.00	0.97	
Flt Protected		0.97	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1825	1591	1743	1755		3416	1828		1743	3392	
Flt Permitted		0.74	1.00	0.40	1.00		0.30	1.00		0.32	1.00	
Satd. Flow (perm)		1388	1591	726	1755		1094	1828		584	3392	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.87	0.87	0.87	0.85	0.85	0.85
Adj. Flow (vph)	102	95	472	103	132	54	486	534	53	48	498	109
RTOR Reduction (vph)	0	0	118	0	15	0	0	2	0	0	12	0
Lane Group Flow (vph)	0	197	354	103	171	0	486	585	0	48	595	0
Turn Type	Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4	5	3	8		5	2		1	6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)		22.4	37.5	36.0	36.0		72.0	60.4		56.5	50.9	
Effective Green, g (s)		22.4	37.5	36.0	36.0		72.0	60.4		56.5	50.9	
Actuated g/C Ratio		0.19	0.31	0.30	0.30		0.60	0.50		0.47	0.42	
Clearance Time (s)		7.0	6.0	5.5	7.0		6.0	5.0		6.0	5.0	
Vehicle Extension (s)		2.9	2.6	2.6	2.9		2.6	2.9		2.6	2.9	
Lane Grp Cap (vph)		259	497	286	526		948	920		329	1438	
v/s Ratio Prot			c0.09	0.02	c0.10		0.06	c0.32		0.01	0.18	
v/s Ratio Perm		c0.14	0.13	0.08			0.24			0.06		
v/c Ratio		0.76	0.71	0.36	0.33		0.51	0.64		0.15	0.41	
Uniform Delay, d1		46.3	36.5	31.7	32.6		12.7	21.8		18.2	24.1	
Progression Factor		1.00	1.00	1.00	1.00		0.60	0.77		1.00	1.00	
Incremental Delay, d2		12.3	4.5	0.6	0.3		0.3	2.6		0.2	0.9	
Delay (s)		58.5	41.0	32.4	32.9		7.9	19.4		18.3	25.0	
Level of Service		E	D	C	C		A	B		B	C	
Approach Delay (s)		46.2			32.7			14.2			24.5	
Approach LOS		D			C			B			C	
Intersection Summary												
HCM 2000 Control Delay			26.7			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.68									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)				23.5		
Intersection Capacity Utilization			72.9%			ICU Level of Service				C		
Analysis Period (min)			15									
c Critical Lane Group												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	517	16	611	27	9	24	513	426	18	30	484	496
Future Volume (vph)	517	16	611	27	9	24	513	426	18	30	484	496
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			4%			-1%			1%	
Storage Length (ft)	300		0	0		0	375		0	100		0
Storage Lanes	1		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		32			32			32			32	
Link Distance (ft)		542			502			702			829	
Travel Time (s)		11.5			10.7			15.0			17.7	
Adj. Flow (vph)	568	18	671	45	15	40	576	479	20	32	520	533
Lane Group Flow (vph)	295	291	671	0	100	0	576	499	0	32	1053	0
Turn Type	Split	NA	pt+ov	Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	4	4	4 5	3	3		5	2		1	6	
Permitted Phases							2			6		
Detector Phase	4	4	4 5	3	3		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		5.0	5.0		6.0	10.0		5.0	10.0	
Minimum Split (s)	13.0	13.0		11.0	11.0		13.0	15.5		12.0	15.5	
Total Split (s)	27.0	27.0		22.0	22.0		30.0	58.0		13.0	41.0	
Total Split (%)	22.5%	22.5%		18.3%	18.3%		25.0%	48.3%		10.8%	34.2%	
Yellow Time (s)	3.5	3.5		3.0	3.0		3.5	4.5		3.5	4.5	
All-Red Time (s)	3.5	3.5		3.0	3.0		3.5	1.0		3.5	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.0		6.0	6.0		7.0	5.5		7.0	5.5	
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
v/c Ratio	0.73	0.72	0.75		0.43		0.83	0.56		0.10	0.89	
Control Delay	54.6	53.7	20.1		38.8		38.9	28.8		15.5	38.1	
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay	54.6	53.7	20.1		38.8		38.9	28.8		15.5	38.1	
Queue Length 50th (ft)	223	218	237		23		162	330		9	366	
Queue Length 95th (ft)	#380	#371	410		28		m190	m376		m27	#469	
Internal Link Dist (ft)		462			422			622			749	
Turn Bay Length (ft)	300						375			100		
Base Capacity (vph)	403	405	922		454		770	890		337	1177	
Starvation Cap Reductn	0	0	0		0		0	0		0	0	
Spillback Cap Reductn	0	0	0		0		0	0		0	0	
Storage Cap Reductn	0	0	0		0		0	0		0	0	
Reduced v/c Ratio	0.73	0.72	0.73		0.22		0.75	0.56		0.09	0.89	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 90

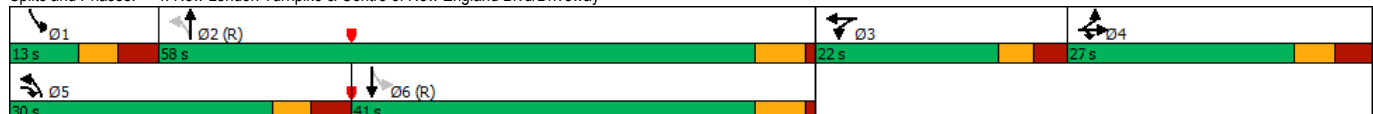
Control Type: Actuated-Coordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: New London Turnpike & Centre of New England Blvd/Driveway



												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	517	16	611	27	9	24	513	426	18	30	484	496
Future Volume (vph)	517	16	611	27	9	24	513	426	18	30	484	496
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			4%			-1%			1%	
Total Lost time (s)	7.0	7.0	7.0		6.0		7.0	5.5		7.0	5.5	
Lane Util. Factor	0.95	0.95	1.00		0.95		0.97	1.00		1.00	0.95	
Flpb, ped/bikes	1.00	1.00	1.00		0.98		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85		0.94		1.00	0.99		1.00	0.92	
Flt Protected	0.95	0.96	1.00		0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1673	1682	1575		3125		3450	1861		1761	3254	
Flt Permitted	0.95	0.96	1.00		0.98		0.99	1.00		0.44	1.00	
Satd. Flow (perm)	1673	1682	1575		3125		323	1861		821	3254	
Peak-hour factor, PHF	0.91	0.91	0.91	0.60	0.60	0.60	0.89	0.89	0.89	0.93	0.93	0.93
Adj. Flow (vph)	568	18	671	45	15	40	576	479	20	32	520	533
RTOR Reduction (vph)	0	0	156	0	38	0	0	1	0	0	149	0
Lane Group Flow (vph)	295	291	515	0	62	0	576	498	0	32	904	0
Confl. Peds. (#/hr)	8					8						
Turn Type	Split	NA	pt+ov	Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	4	4	4 5	3	3		5	2		1	6	
Permitted Phases							2			6		
Actuated Green, G (s)	28.9	28.9	56.1		7.4		65.2	54.6		41.6	38.0	
Effective Green, g (s)	28.9	28.9	56.1		7.4		65.2	54.6		41.6	38.0	
Actuated g/C Ratio	0.24	0.24	0.47		0.06		0.54	0.46		0.35	0.32	
Clearance Time (s)	7.0	7.0			6.0		7.0	5.5		7.0	5.5	
Vehicle Extension (s)	2.6	2.6			2.6		2.6	2.9		2.6	2.9	
Lane Grp Cap (vph)	402	405	736		192		701	846		312	1030	
v/s Ratio Prot	0.18	0.17	c0.33		c0.02		c0.14	0.27		0.00	c0.28	
v/s Ratio Perm							0.31			0.03		
v/c Ratio	0.73	0.72	0.70		0.33		0.82	0.59		0.10	0.88	
Uniform Delay, d1	42.0	41.8	25.3		53.9		33.9	24.3		26.1	38.8	
Progression Factor	1.00	1.00	1.00		1.00		1.06	1.14		0.94	0.89	
Incremental Delay, d2	6.5	5.7	2.7		0.8		4.7	1.8		0.1	9.5	
Delay (s)	48.5	47.5	28.0		54.7		40.8	29.5		24.7	44.2	
Level of Service	D	D	C		D		D	C		C	D	
Approach Delay (s)		37.3			54.7			35.6			43.6	
Approach LOS		D			D			D			D	
Intersection Summary												
HCM 2000 Control Delay			39.2		HCM 2000 Level of Service					D		
HCM 2000 Volume to Capacity ratio			0.81									
Actuated Cycle Length (s)			120.0		Sum of lost time (s)					25.5		
Intersection Capacity Utilization			86.7%		ICU Level of Service					E		
Analysis Period (min)			15									

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	48	0	683	13	375	0	0	834	302
Future Volume (vph)	0	0	0	48	0	683	13	375	0	0	834	302
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			5%	
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			37			32			32	
Link Distance (ft)		436			567			812			702	
Travel Time (s)		9.9			10.4			17.3			15.0	
Adj. Flow (vph)	0	0	0	48	0	690	14	408	0	0	907	328
Lane Group Flow (vph)	0	0	0	48	0	690	0	422	0	0	907	328
Turn Type				Prot		Prot	Perm	NA			NA	Free
Protected Phases				2		2		1			1	
Permitted Phases							1					Free
Detector Phase				2		2	1	1			1	
Switch Phase												
Minimum Initial (s)				6.0		6.0	10.0	10.0			10.0	
Minimum Split (s)				10.5		10.5	17.0	17.0			17.0	
Total Split (s)				20.0		20.0	40.0	40.0			40.0	
Total Split (%)				33.3%		33.3%	66.7%	66.7%			66.7%	
Yellow Time (s)				3.0		3.0	5.0	5.0			5.0	
All-Red Time (s)				1.5		1.5	2.0	2.0			2.0	
Lost Time Adjust (s)				0.0		0.0		0.0			0.0	
Total Lost Time (s)				4.5		4.5		7.0			7.0	
Lead/Lag				Lag		Lag	Lead	Lead			Lead	
Lead-Lag Optimize?												
Recall Mode				None		None	C-Min	C-Min			C-Min	
v/c Ratio				0.11		0.97		0.47			0.90	0.21
Control Delay				17.8		39.9		10.3			27.1	0.2
Queue Delay				0.0		0.0		0.0			0.0	0.0
Total Delay				17.8		39.9		10.3			27.1	0.2
Queue Length 50th (ft)				13		98		83			377	0
Queue Length 95th (ft)				35		#315		145			m#478	m0
Internal Link Dist (ft)		356			487			732			622	
Turn Bay Length (ft)												
Base Capacity (vph)				454		717		903			1011	1544
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				0.11		0.96		0.47			0.90	0.21

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 40 (67%), Referenced to phase 1:NBSB, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: New London Turnpike & I-95 SB On-Ramp/I-95 SB Off-Ramp



												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	48	0	683	13	375	0	0	834	302
Future Volume (vph)	0	0	0	48	0	683	13	375	0	0	834	302
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			5%	
Total Lost time (s)				4.5		4.5		7.0			7.0	4.0
Lane Util. Factor				1.00		1.00		1.00			1.00	1.00
Frpb, ped/bikes				1.00		1.00		1.00			1.00	1.00
Flpb, ped/bikes				1.00		1.00		1.00			1.00	1.00
Frt				1.00		0.85		1.00			1.00	0.85
Flt Protected				0.95		1.00		1.00			1.00	1.00
Satd. Flow (prot)				1761		1575		1860			1816	1544
Flt Permitted				0.95		1.00		0.87			1.00	1.00
Satd. Flow (perm)				1761		1575		1621			1816	1544
Peak-hour factor, PHF	0.92	0.92	0.92	0.99	0.99	0.99	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	48	0	690	14	408	0	0	907	328
RTOR Reduction (vph)	0	0	0	0	0	314	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	48	0	376	0	422	0	0	907	328
Confl. Peds. (#/hr)			2	2								
Turn Type				Prot		Prot	Perm	NA			NA	Free
Protected Phases				2		2		1			1	
Permitted Phases							1					Free
Actuated Green, G (s)				15.1		15.1		33.4			33.4	60.0
Effective Green, g (s)				15.1		15.1		33.4			33.4	60.0
Actuated g/C Ratio				0.25		0.25		0.56			0.56	1.00
Clearance Time (s)				4.5		4.5		7.0			7.0	
Vehicle Extension (s)				2.4		2.4		2.9			2.9	
Lane Grp Cap (vph)				443		396		902			1010	1544
v/s Ratio Prot				0.03		c0.24					c0.50	
v/s Ratio Perm								0.26				0.21
v/c Ratio				0.11		0.95		0.47			0.90	0.21
Uniform Delay, d1				17.3		22.1		8.0			11.8	0.0
Progression Factor				1.00		1.00		1.00			1.52	1.00
Incremental Delay, d2				0.1		32.6		1.7			8.0	0.2
Delay (s)				17.3		54.7		9.7			25.9	0.2
Level of Service				B		D		A			C	A
Approach Delay (s)		0.0			52.2			9.7			19.1	
Approach LOS		A			D			A			B	
Intersection Summary												
HCM 2000 Control Delay			27.6		HCM 2000 Level of Service						C	
HCM 2000 Volume to Capacity ratio			0.91									
Actuated Cycle Length (s)			60.0		Sum of lost time (s)						11.5	
Intersection Capacity Utilization			72.3%		ICU Level of Service						C	
Analysis Period (min)			15									

c Critical Lane Group

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	200	0	32	0	0	0	0	188	43	676	207	0
Future Volume (Veh/h)	200	0	32	0	0	0	0	188	43	676	207	0
Sign Control		Stop			Stop			Free			Free	
Grade		3%			0%			3%			2%	
Peak Hour Factor	0.88	0.88	0.88	0.92	0.92	0.92	0.80	0.80	0.80	0.93	0.93	0.93
Hourly flow rate (vph)	227	0	36	0	0	0	0	235	54	727	223	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)											812	
pX, platoon unblocked	0.50	0.50	0.50	0.50	0.50		0.50					
vC, conflicting volume	1912	1912	223	1948	1912	235	223			235		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2319	2319	0	2390	2319	235	0			235		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	100	93	100	100	100	100			45		
cM capacity (veh/h)	8	9	546	6	9	804	817			1332		
Direction, Lane #	EB 1	NB 1	NB 2	SB 1								
Volume Total	263	235	54	950								
Volume Left	227	0	0	727								
Volume Right	36	0	54	0								
cSH	9	1700	1700	1332								
Volume to Capacity	30.27	0.14	0.03	0.55								
Queue Length 95th (ft)	Err	0	0	86								
Control Delay (s)	Err	0.0	0.0	9.9								
Lane LOS	F			A								
Approach Delay (s)	Err	0.0		9.9								
Approach LOS	F											
Intersection Summary												
Average Delay			1757.1									
Intersection Capacity Utilization			81.2%				ICU Level of Service			D		
Analysis Period (min)			15									

AM Peak Hour
1: Grandview Street/Arnold Full Access & Arnold Road

Build Conditions
Timing Plan: Peak AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	725	14	2	358	15	5	0	0	32	0	16
Future Volume (Veh/h)	58	725	14	2	358	15	5	0	0	32	0	16
Sign Control	Free			Free			Stop			Stop		
Grade	7%			-7%			-5%			0%		
Peak Hour Factor	0.92	0.90	0.90	0.88	0.88	0.92	0.63	0.92	0.63	0.92	0.92	0.92
Hourly flow rate (vph)	63	806	16	2	407	16	8	0	0	35	0	17
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)	767											
pX, platoon unblocked	0.94							0.94	0.94	0.94	0.94	0.94
vC, conflicting volume	423				822				1368	1367	814	1351
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	352				822				1359	1358	814	1341
tC, single (s)	4.1				4.2				7.1	6.5	6.2	7.1
tC, 2 stage (s)												
tF (s)	2.2				2.3				3.5	4.0	3.3	3.5
p0 queue free %	94				100				93	100	100	70
cM capacity (veh/h)	1132				790				110	132	378	116
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1							
Volume Total	885	409	16	8	52							
Volume Left	63	2	0	8	35							
Volume Right	16	0	16	0	17							
cSH	1132	790	1700	110	159							
Volume to Capacity	0.06	0.00	0.01	0.07	0.33							
Queue Length 95th (ft)	4	0	0	6	33							
Control Delay (s)	1.4	0.1	0.0	40.2	38.3							
Lane LOS	A	A		E	E							
Approach Delay (s)	1.4	0.1		40.2	38.3							
Approach LOS				E	E							
Intersection Summary												
Average Delay				2.6								
Intersection Capacity Utilization				74.5%	ICU Level of Service			D				
Analysis Period (min)				15								

AM Peak Hour
2: Gay Street/Arnold Right-In/Right-Out & Arnold Road

Build Conditions
Timing Plan: Peak AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	730	26	2	340	74	18	0	25	0	0	16
Future Volume (Veh/h)	0	730	26	2	340	74	18	0	25	0	0	16
Sign Control		Free			Free			Stop			Stop	
Grade		4%			0%			0%			0%	
Peak Hour Factor	0.92	0.89	0.89	0.88	0.88	0.92	0.88	0.92	0.88	0.92	0.92	0.92
Hourly flow rate (vph)	0	820	29	2	386	80	20	0	28	0	0	17
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)					337							
pX, platoon unblocked	0.96						0.96	0.96		0.96	0.96	0.96
vC, conflicting volume	466			849			1048	1304	834	1292	1279	233
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	352			849			961	1228	834	1216	1201	108
tC, single (s)	4.1			4.3			7.8	6.5	7.2	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.3			3.6	4.0	3.4	3.5	4.0	3.3
p0 queue free %	100			100			89	100	90	100	100	98
cM capacity (veh/h)	1152			747			182	169	287	118	175	885
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1							
Volume Total	849	195	273	48	17							
Volume Left	0	2	0	20	0							
Volume Right	29	0	80	28	17							
cSH	1700	747	1700	231	885							
Volume to Capacity	0.50	0.00	0.16	0.21	0.02							
Queue Length 95th (ft)	0	0	0	19	1							
Control Delay (s)	0.0	0.1	0.0	24.6	9.1							
Lane LOS		A		C	A							
Approach Delay (s)	0.0	0.1		24.6	9.1							
Approach LOS				C	A							
Intersection Summary												
Average Delay			1.0									
Intersection Capacity Utilization			50.0%		ICU Level of Service			A				
Analysis Period (min)			15									

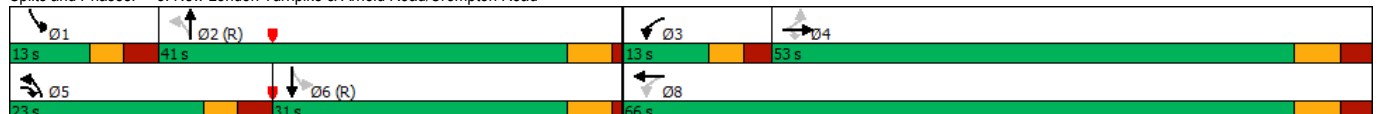
AM Peak Hour
3: New London Turnpike & Arnold Road/Crompton Road

Build Conditions
Timing Plan: Peak AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	121	244	361	48	78	35	243	254	33	66	477	89
Future Volume (vph)	121	244	361	48	78	35	243	254	33	66	477	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			3%			1%			3%	
Storage Length (ft)	0		200	200		0	600		0	100		150
Storage Lanes	0		1	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		42			32			32			32	
Link Distance (ft)		337			465			829			412	
Travel Time (s)		5.5			9.9			17.7			8.8	
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.91	0.91	0.91	0.80	0.80	0.80	0.93	0.93	0.93	0.82	0.82	0.82
Heavy Vehicles (%)	5%	5%	5%	4%	4%	4%	4%	4%	4%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	401	397	60	142	0	261	308	0	80	691	0
Turn Type	Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4	5	3	8		5	2		1	6	
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	5	3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		6.0	10.0		6.0	10.0	
Minimum Split (s)	30.0	30.0	12.0	11.5	32.0		12.0	30.0		12.0	30.0	
Total Split (s)	53.0	53.0	23.0	13.0	66.0		23.0	41.0		13.0	31.0	
Total Split (%)	44.2%	44.2%	19.2%	10.8%	55.0%		19.2%	34.2%		10.8%	25.8%	
Yellow Time (s)	4.0	4.0	3.0	3.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	3.0	3.0	3.0	2.5	3.0		3.0	1.0		3.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		7.0	6.0	5.5	7.0		6.0	5.0		6.0	5.0	
Lead/Lag	Lag	Lag	Lead	Lead			Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None	C-Min		None	C-Min	
v/c Ratio		0.86	0.50	0.23	0.21		0.42	0.41		0.18	0.55	
Control Delay		56.6	12.7	20.6	17.8		18.3	26.8		21.1	34.6	
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		56.6	12.7	20.6	17.8		18.3	26.8		21.1	34.6	
Queue Length 50th (ft)		290	109	27	55		50	174		34	225	
Queue Length 95th (ft)		377	151	41	74		88	236		65	301	
Internal Link Dist (ft)		257			385			749			332	
Turn Bay Length (ft)			200	200			600			100		
Base Capacity (vph)		581	874	261	851		767	743		440	1260	
Starvation Cap Reductn		0	0	0	0		0	0		0	0	
Spillback Cap Reductn		0	0	0	0		0	0		0	0	
Storage Cap Reductn		0	0	0	0		0	0		0	0	
Reduced v/c Ratio		0.69	0.45	0.23	0.17		0.34	0.41		0.18	0.55	

Intersection Summary												
Area Type:	Other											
Cycle Length:	120											
Actuated Cycle Length:	120											
Offset:	13 (11%), Referenced to phase 2:NBT and 6:SBTL, Start of Green											
Natural Cycle:	85											
Control Type:	Actuated-Coordinated											

Splits and Phases: 3: New London Turnpike & Arnold Road/Crompton Road



AM Peak Hour
3: New London Turnpike & Arnold Road/Crompton Road

Build Conditions
Timing Plan: Peak AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	121	244	361	48	78	35	243	254	33	66	477	89
Future Volume (vph)	121	244	361	48	78	35	243	254	33	66	477	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			3%			1%			3%	
Total Lost time (s)		7.0	6.0	5.5	7.0		6.0	5.0		6.0	5.0	
Lane Util. Factor		1.00	1.00	1.00	1.00		0.97	1.00		1.00	0.95	
Flpb, ped/bikes		1.00	1.00	1.00	0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85	1.00	0.95		1.00	0.98		1.00	0.98	
Flt Protected		0.98	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1788	1546	1710	1704		3350	1787		1743	3404	
Flt Permitted		0.83	1.00	0.25	1.00		0.23	1.00		0.50	1.00	
Satd. Flow (perm)		1516	1546	450	1704		823	1787		914	3404	
Peak-hour factor, PHF	0.91	0.91	0.91	0.80	0.80	0.80	0.93	0.93	0.93	0.82	0.82	0.82
Adj. Flow (vph)	133	268	397	60	98	44	261	273	35	80	582	109
RTOR Reduction (vph)	0	0	109	0	16	0	0	3	0	0	10	0
Lane Group Flow (vph)	0	401	288	60	126	0	261	305	0	80	681	0
Confl. Peds. (#/hr)	1					1						
Heavy Vehicles (%)	5%	5%	5%	4%	4%	4%	4%	4%	4%	2%	2%	2%
Turn Type	Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4	5	3	8		5	2		1	6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)		37.0	47.7	48.4	48.4		58.0	47.3		49.2	42.9	
Effective Green, g (s)		37.0	47.7	48.4	48.4		58.0	47.3		49.2	42.9	
Actuated g/C Ratio		0.31	0.40	0.40	0.40		0.48	0.39		0.41	0.36	
Clearance Time (s)		7.0	6.0	5.5	7.0		6.0	5.0		6.0	5.0	
Vehicle Extension (s)		2.9	2.6	2.6	2.9		2.6	2.9		2.6	2.9	
Lane Grp Cap (vph)		467	614	243	687		623	704		418	1216	
v/s Ratio Prot			c0.04	c0.01	0.07		0.04	c0.17		0.01	c0.20	
v/s Ratio Perm		c0.26	0.14	0.09			0.17			0.07		
v/c Ratio		0.86	0.47	0.25	0.18		0.42	0.43		0.19	0.56	
Uniform Delay, d1		39.0	26.8	24.3	23.1		19.2	26.6		22.0	31.0	
Progression Factor		1.00	1.00	1.00	1.00		0.87	0.86		1.00	1.00	
Incremental Delay, d2		14.5	0.4	0.4	0.1		0.3	1.7		0.2	1.9	
Delay (s)		53.5	27.2	24.8	23.2		17.1	24.7		22.2	32.8	
Level of Service		D	C	C	C		B	C		C	C	
Approach Delay (s)		40.4			23.7		21.2			31.7		
Approach LOS		D			C		C			C		
Intersection Summary												
HCM 2000 Control Delay			31.4			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.65									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)				23.5		
Intersection Capacity Utilization			70.1%			ICU Level of Service				C		
Analysis Period (min)			15									
c Critical Lane Group												

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	222	10	297	43	2	29	219	417	19	26	741	229
Future Volume (vph)	222	10	297	43	2	29	219	417	19	26	741	229
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			4%			-1%			1%	
Storage Length (ft)	300		0	0		0	375		0	100		0
Storage Lanes	1		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		32			32			32			32	
Link Distance (ft)		542			502			702			829	
Travel Time (s)		11.5			10.7			15.0			17.7	
Peak Hour Factor	0.84	0.84	0.84	0.90	0.90	0.90	0.87	0.87	0.87	0.93	0.93	0.93
Heavy Vehicles (%)	5%	5%	5%	14%	14%	14%	8%	8%	8%	6%	6%	6%
Shared Lane Traffic (%)	48%											
Lane Group Flow (vph)	137	139	354	0	82	0	252	501	0	28	1043	0
Turn Type	Split	NA	pt+ov	Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	4	4	4 5	3	3		5	2		1	6	
Permitted Phases							2			6		
Detector Phase	4	4	4 5	3	3		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		5.0	5.0		6.0	10.0		5.0	10.0	
Minimum Split (s)	13.0	13.0		11.0	11.0		13.0	15.5		12.0	15.5	
Total Split (s)	24.0	24.0		24.0	24.0		25.0	56.0		16.0	47.0	
Total Split (%)	20.0%	20.0%		20.0%	20.0%		20.8%	46.7%		13.3%	39.2%	
Yellow Time (s)	3.5	3.5		3.0	3.0		3.5	4.5		3.5	4.5	
All-Red Time (s)	3.5	3.5		3.0	3.0		3.5	1.0		3.5	1.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.0			6.0		7.0	5.5		7.0	5.5	
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
v/c Ratio	0.62	0.63	0.59		0.41		0.43	0.47		0.06	0.60	
Control Delay	60.1	60.4	13.6		40.4		12.0	20.0		13.9	20.9	
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay	60.1	60.4	13.6		40.4		12.0	20.0		13.9	20.9	
Queue Length 50th (ft)	107	108	61		20		39	221		5	180	
Queue Length 95th (ft)	151	153	108		46		64	421		m27	372	
Internal Link Dist (ft)		462			422			622			749	
Turn Bay Length (ft)	300						375			100		
Base Capacity (vph)	257	258	674		452		787	1055		507	1750	
Starvation Cap Reductn	0	0	0		0		0	0		0	0	
Spillback Cap Reductn	0	0	0		0		0	0		0	0	
Storage Cap Reductn	0	0	0		0		0	0		0	0	
Reduced v/c Ratio	0.53	0.54	0.53		0.18		0.32	0.47		0.06	0.60	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

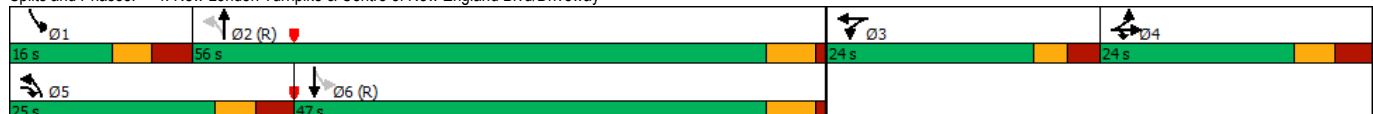
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: New London Turnpike & Centre of New England Blvd/Driveway



4: New London Turnpike & Centre of New England Blvd/Driveway

Timing Plan: Peak AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	222	10	297	43	2	29	219	417	19	26	741	229
Future Volume (vph)	222	10	297	43	2	29	219	417	19	26	741	229
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			4%			-1%			1%	
Total Lost time (s)	7.0	7.0	7.0		6.0		7.0	5.5		7.0	5.5	
Lane Util. Factor	0.95	0.95	1.00		0.95		0.97	1.00		1.00	0.95	
Flt	1.00	1.00	0.85		0.94		1.00	0.99		1.00	0.96	
Flt Protected	0.95	0.96	1.00		0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1625	1636	1530		2839		3259	1756		1694	3269	
Flt Permitted	0.95	0.96	1.00		0.97		0.17	1.00		0.41	1.00	
Satd. Flow (perm)	1625	1636	1530		2839		590	1756		735	3269	
Peak-hour factor, PHF	0.84	0.84	0.84	0.90	0.90	0.90	0.87	0.87	0.87	0.93	0.93	0.93
Adj. Flow (vph)	264	12	354	48	2	32	252	479	22	28	797	246
RTOR Reduction (vph)	0	0	184	0	30	0	0	1	0	0	18	0
Lane Group Flow (vph)	137	139	170	0	52	0	252	500	0	28	1025	0
Heavy Vehicles (%)	5%	5%	5%	14%	14%	14%	8%	8%	8%	6%	6%	6%
Turn Type	Split	NA	pt+ov	Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	4	4	4 5	3	3		5	2		1	6	
Permitted Phases							2			6		
Actuated Green, G (s)	16.3	16.3	32.9		6.2		77.7	68.1		66.3	62.4	
Effective Green, g (s)	16.3	16.3	32.9		6.2		77.7	68.1		66.3	62.4	
Actuated g/C Ratio	0.14	0.14	0.27		0.05		0.65	0.57		0.55	0.52	
Clearance Time (s)	7.0	7.0			6.0		7.0	5.5		7.0	5.5	
Vehicle Extension (s)	2.6	2.6			2.6		2.6	2.9		2.6	2.9	
Lane Grp Cap (vph)	220	222	419		146		595	996		437	1699	
v/s Ratio Prot	0.08	c0.08	c0.11		c0.02		0.03	c0.28		0.00	c0.31	
v/s Ratio Perm							0.24			0.03		
v/c Ratio	0.62	0.63	0.40		0.35		0.42	0.50		0.06	0.60	
Uniform Delay, d1	48.9	49.0	35.6		55.0		11.8	15.7		12.6	20.1	
Progression Factor	1.00	1.00	1.00		1.00		1.05	1.05		1.24	0.90	
Incremental Delay, d2	4.8	4.8	0.5		1.2		0.3	1.6		0.0	1.4	
Delay (s)	53.8	53.8	36.1		56.1		12.7	18.1		15.6	19.5	
Level of Service	D	D	D		E		B	B		B	B	
Approach Delay (s)		43.8			56.1		16.3			19.4		
Approach LOS		D			E		B			B		
Intersection Summary												
HCM 2000 Control Delay			25.7				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.59									
Actuated Cycle Length (s)			120.0				Sum of lost time (s)			25.5		
Intersection Capacity Utilization			65.8%				ICU Level of Service			C		
Analysis Period (min)			15									

c Critical Lane Group

5: New London Turnpike & I-95 SB On-Ramp/I-95 SB Off-Ramp

Timing Plan: Peak AM

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	22	0	387	18	268	0	0	861	229
Future Volume (vph)	0	0	0	22	0	387	18	268	0	0	861	229
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			5%	
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			37			32			32	
Link Distance (ft)		436			567			812			702	
Travel Time (s)		9.9			10.4			17.3			15.0	
Confl. Peds. (#/hr)							2					2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.86	0.86	0.86	0.96	0.96	0.96
Heavy Vehicles (%)	2%	2%	2%	5%	5%	5%	9%	9%	9%	7%	7%	7%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	24	0	421	0	333	0	0	897	239
Turn Type				Prot		Prot	Perm	NA			NA	Free
Protected Phases				2		2		1			1	
Permitted Phases							1					Free
Detector Phase				2		2	1	1			1	
Switch Phase												
Minimum Initial (s)				6.0		6.0	10.0	10.0			10.0	
Minimum Split (s)				10.5		10.5	17.0	17.0			17.0	
Total Split (s)				20.0		20.0	40.0	40.0			40.0	
Total Split (%)				33.3%		33.3%	66.7%	66.7%			66.7%	
Yellow Time (s)				3.0		3.0	5.0	5.0			5.0	
All-Red Time (s)				1.5		1.5	2.0	2.0			2.0	
Lost Time Adjust (s)				0.0		0.0		0.0			0.0	
Total Lost Time (s)				4.5		4.5		7.0			7.0	
Lead/Lag				Lag		Lag	Lead	Lead			Lead	
Lead-Lag Optimize?												
Recall Mode				None		None	C-Min	C-Min			C-Min	
v/c Ratio				0.10		0.73		0.31			0.78	0.17
Control Delay				20.9		10.7		6.0			19.7	0.2
Queue Delay				0.0		0.0		0.0			0.0	0.0
Total Delay				20.9		10.7		6.0			19.7	0.2
Queue Length 50th (ft)				8		0		34			314	0
Queue Length 95th (ft)				22		59		102			#880	0
Internal Link Dist (ft)		356			487			732			622	
Turn Bay Length (ft)												
Base Capacity (vph)				441		707		1079			1153	1441
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				0.05		0.60		0.31			0.78	0.17

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 40 (67%), Referenced to phase 1:NBSB, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 5: New London Turnpike & I-95 SB On-Ramp/I-95 SB Off-Ramp



5: New London Turnpike & I-95 SB On-Ramp/I-95 SB Off-Ramp

Timing Plan: Peak AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	22	0	387	18	268	0	0	861	229
Future Volume (vph)	0	0	0	22	0	387	18	268	0	0	861	229
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			5%	
Total Lost time (s)				4.5		4.5		7.0			7.0	4.0
Lane Util. Factor				1.00		1.00		1.00			1.00	1.00
Flpb, ped/bikes				1.00		1.00		1.00			1.00	0.98
Flpb, ped/bikes				1.00		1.00		1.00			1.00	1.00
Frt				1.00		0.85		1.00			1.00	0.85
Flt Protected				0.95		1.00		1.00			1.00	1.00
Satd. Flow (prot)				1710		1530		1738			1731	1441
Flt Permitted				0.95		1.00		0.93			1.00	1.00
Satd. Flow (perm)				1710		1530		1622			1731	1441
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.86	0.86	0.86	0.96	0.96	0.96
Adj. Flow (vph)	0	0	0	24	0	421	21	312	0	0	897	239
RTOR Reduction (vph)	0	0	0	0	0	361	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	24	0	60	0	333	0	0	897	239
Confl. Peds. (#/hr)							2					2
Heavy Vehicles (%)	2%	2%	2%	5%	5%	5%	9%	9%	9%	7%	7%	7%
Turn Type				Prot		Prot	Perm	NA			NA	Free
Protected Phases				2		2		1			1	
Permitted Phases							1					Free
Actuated Green, G (s)				8.5		8.5		40.0			40.0	60.0
Effective Green, g (s)				8.5		8.5		40.0			40.0	60.0
Actuated g/C Ratio				0.14		0.14		0.67			0.67	1.00
Clearance Time (s)				4.5		4.5		7.0			7.0	
Vehicle Extension (s)				2.4		2.4		2.9			2.9	
Lane Grp Cap (vph)				242		216		1081			1154	1441
v/s Ratio Prot				0.01		0.04					0.52	
v/s Ratio Perm								0.21				0.17
v/c Ratio				0.10		0.28		0.31			0.78	0.17
Uniform Delay, d1				22.4		23.0		4.2			6.9	0.0
Progression Factor				1.00		1.00		1.00			1.82	1.00
Incremental Delay, d2				0.1		0.5		0.7			4.4	0.2
Delay (s)				22.5		23.5		4.9			16.9	0.2
Level of Service				C		C		A			B	A
Approach Delay (s)		0.0			23.4			4.9			13.4	
Approach LOS		A			C			A			B	
Intersection Summary												
HCM 2000 Control Delay			14.3									HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio			0.69									B
Actuated Cycle Length (s)			60.0									Sum of lost time (s)
Intersection Capacity Utilization			57.8%									11.5
Analysis Period (min)			15									ICU Level of Service
c Critical Lane Group												

6: New London Turnpike & I-95 NB Off-Ramp/I-95 NB On-Ramp

Timing Plan: Peak AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	0	25	0	0	0	0	156	82	746	136	0
Future Volume (Veh/h)	130	0	25	0	0	0	0	156	82	746	136	0
Sign Control		Stop			Stop			Free			Free	
Grade		3%			0%			3%			2%	
Peak Hour Factor	0.74	0.74	0.74	0.92	0.92	0.92	0.77	0.77	0.77	0.97	0.97	0.97
Hourly flow rate (vph)	176	0	34	0	0	0	0	203	106	769	140	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)											812	
pX, platoon unblocked	0.55	0.55	0.55	0.55	0.55		0.55					
vC, conflicting volume	1881	1881	140	1915	1881	203	140			203		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2197	2197	0	2259	2197	203	0			203		
tC, single (s)	7.2	6.6	6.3	7.1	6.5	6.2	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.6	4.1	3.4	3.5	4.0	3.3	2.3			2.3		
p0 queue free %	0	100	94	100	100	100	100			42		
cM capacity (veh/h)	9	10	587	8	10	838	849			1334		
Direction, Lane #	EB 1	NB 1	NB 2	SB 1								
Volume Total	210	203	106	909								
Volume Left	176	0	0	769								
Volume Right	34	0	106	0								
cSH	11	1700	1700	1334								
Volume to Capacity	19.06	0.12	0.06	0.58								
Queue Length 95th (ft)	Err	0	0	97								
Control Delay (s)	Err	0.0	0.0	10.7								
Lane LOS	F			B								
Approach Delay (s)	Err	0.0		10.7								
Approach LOS	F											
Intersection Summary												
Average Delay			1477.2									
Intersection Capacity Utilization			75.4%				ICU Level of Service		D			
Analysis Period (min)			15									

AM Peak Hour
23: New London Turnpike & New London Right-in/Right-Out

Build Conditions
Timing Plan: Peak AM

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	101	0	392	530	37
Future Volume (Veh/h)	0	101	0	392	530	37
Sign Control	Stop			Free	Free	
Grade	0%			0%	3%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	110	0	426	576	40
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				412		
pX, platoon unblocked	0.89					
vC, conflicting volume	1022	596	616			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	963	596	616			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	78	100			
cM capacity (veh/h)	252	504	964			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	110	426	616			
Volume Left	0	0	0			
Volume Right	110	0	40			
cSH	504	1700	1700			
Volume to Capacity	0.22	0.25	0.36			
Queue Length 95th (ft)	21	0	0			
Control Delay (s)	14.1	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	14.1	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			1.3			
Intersection Capacity Utilization		43.1%		ICU Level of Service	A	
Analysis Period (min)		15				

AM Peak Hour
25: New London Turnpike & New London Full Access

Build Conditions
Timing Plan: Peak AM

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	11	58	18	392	509	4
Future Volume (Veh/h)	11	58	18	392	509	4
Sign Control	Stop			Free	Free	
Grade	0%			0%	3%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	63	20	426	553	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				728		
pX, platoon unblocked	0.90					
vC, conflicting volume	1021	555	557			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	969	555	557			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	95	88	98			
cM capacity (veh/h)	249	531	1014			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	75	446	557			
Volume Left	12	20	0			
Volume Right	63	0	4			
cSH	450	1014	1700			
Volume to Capacity	0.17	0.02	0.33			
Queue Length 95th (ft)	15	2	0			
Control Delay (s)	14.6	0.6	0.0			
Lane LOS	B	A				
Approach Delay (s)	14.6	0.6	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			1.3			
Intersection Capacity Utilization		46.1%		ICU Level of Service	A	
Analysis Period (min)		15				

PM Peak Hour
1: Grandview Street/Arnold Full Access & Arnold Road

Build Conditions
Timing Plan: Peak PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	645	16	13	878	16	29	0	5	55	0	33
Future Volume (Veh/h)	53	645	16	13	878	16	29	0	5	55	0	33
Sign Control	Free			Free			Stop			Stop		
Grade	7%			-7%			-5%			0%		
Peak Hour Factor	0.92	0.93	0.93	0.93	0.93	0.92	0.75	0.92	0.75	0.92	0.92	0.92
Hourly flow rate (vph)	58	694	17	14	944	17	39	0	7	60	0	36
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)	767											
pX, platoon unblocked	0.77						0.77	0.77		0.77	0.77	0.77
vC, conflicting volume	961			711			1826	1808	702	1798	1799	944
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	802			711			1923	1898	702	1885	1887	780
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	91			98			0	100	98	0	100	88
cM capacity (veh/h)	634			888			32	48	437	38	49	305
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1							
Volume Total	769	958	17	46	96							
Volume Left	58	14	0	39	60							
Volume Right	17	0	17	7	36							
cSH	634	888	1700	37	56							
Volume to Capacity	0.09	0.02	0.01	1.25	1.72							
Queue Length 95th (ft)	8	1	0	119	225							
Control Delay (s)	2.5	0.5	0.0	399.5	505.1							
Lane LOS	A	A		F	F							
Approach Delay (s)	2.5	0.4		399.5	505.1							
Approach LOS				F	F							
Intersection Summary												
Average Delay	36.7											
Intersection Capacity Utilization	90.4%			ICU Level of Service			E					
Analysis Period (min)	15											

PM Peak Hour
2: Gay Street/Arnold Right-In/Right-Out & Arnold Road

Build Conditions
Timing Plan: Peak PM

														
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations														
Traffic Volume (veh/h)	0	673	34	2	851	123	31	0	25	0	0	33		
Future Volume (Veh/h)	0	673	34	2	851	123	31	0	25	0	0	33		
Sign Control	Free			Free			Stop			Stop				
Grade	4%			0%			0%			0%				
Peak Hour Factor	0.92	0.95	0.95	0.92	0.92	0.92	0.64	0.92	0.64	0.92	0.92	0.92		
Hourly flow rate (vph)	0	708	36	2	925	134	48	0	39	0	0	36		
Pedestrians	1													
Lane Width (ft)	12.0													
Walking Speed (ft/s)	3.5													
Percent Blockage	0													
Right turn flare (veh)														
Median type	None			None										
Median storage (veh)														
Upstream signal (ft)	337													
pX, platoon unblocked	0.88							0.88	0.88			0.88	0.88	
vC, conflicting volume	1059				745				1230	1790	727	1761	1741	530
vC1, stage 1 conf vol														
vC2, stage 2 conf vol														
vCu, unblocked vol	805				745				998	1632	727	1599	1576	206
tC, single (s)	4.1				4.1				7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)														
tF (s)	2.2				2.2				3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100				100				71	100	89	100	100	95
cM capacity (veh/h)	721				858				166	89	366	56	96	708
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1									
Volume Total	744	464	596	87	36									
Volume Left	0	2	0	48	0									
Volume Right	36	0	134	39	36									
cSH	1700	858	1700	220	708									
Volume to Capacity	0.44	0.00	0.35	0.40	0.05									
Queue Length 95th (ft)	0	0	0	44	4									
Control Delay (s)	0.0	0.1	0.0	31.8	10.4									
Lane LOS		A		D	B									
Approach Delay (s)	0.0	0.0		31.8	10.4									
Approach LOS				D	B									
Intersection Summary														
Average Delay				1.6										
Intersection Capacity Utilization				47.5%	ICU Level of Service	A								
Analysis Period (min)				15										

PM Peak Hour
3: New London Turnpike & Arnold Road/Crompton Road

Build Conditions
Timing Plan: Peak PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	205	120	337	122	266	98	562	499	37	76	464	120
Future Volume (vph)	205	120	337	122	266	98	562	499	37	76	464	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			3%			1%			3%	
Storage Length (ft)	0		200	200		0	600		0	100		150
Storage Lanes	0		1	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		42			32			32			32	
Link Distance (ft)		337			465			829			412	
Travel Time (s)		5.5			9.9			17.7			8.8	
Confl. Peds. (#/hr)			1	1								
Peak Hour Factor	0.92	0.92	0.92	0.95	0.95	0.95	0.92	0.92	0.92	0.83	0.83	0.83
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	353	366	128	383	0	611	582	0	92	704	0
Turn Type	Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4	5	3	8		5	2		1	6	
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	5	3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		6.0	10.0		6.0	10.0	
Minimum Split (s)	30.0	30.0	12.0	11.5	32.0		12.0	30.0		12.0	30.0	
Total Split (s)	30.0	30.0	41.0	13.0	43.0		41.0	64.0		13.0	36.0	
Total Split (%)	25.0%	25.0%	34.2%	10.8%	35.8%		34.2%	53.3%		10.8%	30.0%	
Yellow Time (s)	4.0	4.0	3.0	3.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	3.0	3.0	3.0	2.5	3.0		3.0	1.0		3.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		7.0	6.0	5.5	7.0		6.0	5.0		6.0	5.0	
Lead/Lag	Lag	Lag	Lead	Lead			Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None	C-Min		None	C-Min	
v/c Ratio		1.43	0.54	0.57	0.63		0.71	0.70		0.32	0.60	
Control Delay		251.5	20.3	40.4	38.3		22.0	29.2		17.6	34.2	
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		251.5	20.3	40.4	38.3		22.0	29.2		17.6	34.2	
Queue Length 50th (ft)		~394	151	69	239		168	351		32	226	
Queue Length 95th (ft)		#584	216	#138	369		m179	m400		48	270	
Internal Link Dist (ft)		257			385			749			332	
Turn Bay Length (ft)			200	200			600			100		
Base Capacity (vph)		247	866	224	611		1189	904		287	1167	
Starvation Cap Reductn		0	0	0	0		0	0		0	0	
Spillback Cap Reductn		0	0	0	0		0	0		0	0	
Storage Cap Reductn		0	0	0	0		0	0		0	0	
Reduced v/c Ratio		1.43	0.42	0.57	0.63		0.51	0.64		0.32	0.60	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 115 (96%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 95

Control Type: Actuated-Coordinated

~ 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.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: New London Turnpike & Arnold Road/Crompton Road



PM Peak Hour
3: New London Turnpike & Arnold Road/Crompton Road

Build Conditions
Timing Plan: Peak PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	205	120	337	122	266	98	562	499	37	76	464	120
Future Volume (vph)	205	120	337	122	266	98	562	499	37	76	464	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			3%			1%			3%	
Total Lost time (s)		7.0	6.0	5.5	7.0		6.0	5.0		6.0	5.0	
Lane Util. Factor		1.00	1.00	1.00	1.00		0.97	1.00		1.00	0.95	
Frpb, ped/bikes		1.00	0.99	1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85	1.00	0.96		1.00	0.99		1.00	0.97	
Flt Protected		0.97	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1815	1579	1743	1761		3416	1834		1743	3378	
Flt Permitted		0.60	1.00	0.18	1.00		0.21	1.00		0.30	1.00	
Satd. Flow (perm)		1127	1579	331	1761		748	1834		557	3378	
Peak-hour factor, PHF	0.92	0.92	0.92	0.95	0.95	0.95	0.92	0.92	0.92	0.83	0.83	0.83
Adj. Flow (vph)	223	130	366	128	280	103	611	542	40	92	559	145
RTOR Reduction (vph)	0	0	58	0	11	0	0	2	0	0	17	0
Lane Group Flow (vph)	0	353	308	128	372	0	611	580	0	92	687	0
Confl. Peds. (#/hr)			1	1								
Turn Type	Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4	5	3	8		5	2		1	6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)		26.3	46.5	40.9	40.9		67.1	54.3		47.7	40.9	
Effective Green, g (s)		26.3	46.5	40.9	40.9		67.1	54.3		47.7	40.9	
Actuated g/C Ratio		0.22	0.39	0.34	0.34		0.56	0.45		0.40	0.34	
Clearance Time (s)		7.0	6.0	5.5	7.0		6.0	5.0		6.0	5.0	
Vehicle Extension (s)		2.9	2.6	2.6	2.9		2.6	2.9		2.6	2.9	
Lane Grp Cap (vph)		247	611	219	600		867	829		288	1151	
v/s Ratio Prot			0.08	0.04	c0.21		c0.12	c0.32		0.02	0.20	
v/s Ratio Perm		c0.31	0.11	0.15			c0.28			0.11		
v/c Ratio		1.43	0.50	0.58	0.62		0.70	0.70		0.32	0.60	
Uniform Delay, d1		46.9	28.0	30.3	33.1		17.7	26.3		23.8	32.7	
Progression Factor		1.00	1.00	1.00	1.00		1.28	1.01		1.00	1.00	
Incremental Delay, d2		214.9	0.5	3.4	1.9		1.5	3.0		0.5	2.3	
Delay (s)		261.8	28.5	33.7	35.0		24.2	29.5		24.3	35.0	
Level of Service		F	C	C	D		C	C		C	D	
Approach Delay (s)		143.0			34.7			26.8			33.8	
Approach LOS		F			C			C			C	
Intersection Summary												
HCM 2000 Control Delay			55.7		HCM 2000 Level of Service						E	
HCM 2000 Volume to Capacity ratio			0.94									
Actuated Cycle Length (s)			120.0		Sum of lost time (s)						23.5	
Intersection Capacity Utilization			92.0%		ICU Level of Service						F	
Analysis Period (min)			15									

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	452	12	449	21	5	32	508	757	11	28	529	439
Future Volume (vph)	452	12	449	21	5	32	508	757	11	28	529	439
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			4%			-1%			1%	
Storage Length (ft)	300		0	0		0	375		0	100		0
Storage Lanes	1		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		32			32			32			32	
Link Distance (ft)		542			502			702			829	
Travel Time (s)		11.5			10.7			15.0			17.7	
Peak Hour Factor	0.98	0.98	0.98	0.78	0.78	0.78	0.89	0.89	0.89	0.97	0.97	0.97
Shared Lane Traffic (%)	49%											
Lane Group Flow (vph)	235	238	458	0	74	0	571	863	0	29	998	0
Turn Type	Split	NA	pt+ov	Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	4	4	4 5	3	3		5	2		1	6	
Permitted Phases							2			6		
Detector Phase	4	4	4 5	3	3		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		5.0	5.0		6.0	10.0		5.0	10.0	
Minimum Split (s)	13.0	13.0		11.0	11.0		13.0	15.5		12.0	15.5	
Total Split (s)	25.0	25.0		23.0	23.0		31.0	58.0		14.0	41.0	
Total Split (%)	20.8%	20.8%		19.2%	19.2%		25.8%	48.3%		11.7%	34.2%	
Yellow Time (s)	3.5	3.5		3.0	3.0		3.5	4.5		3.5	4.5	
All-Red Time (s)	3.5	3.5		3.0	3.0		3.5	1.0		3.5	1.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.0			6.0		7.0	5.5		7.0	5.5	
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
v/c Ratio	0.68	0.68	0.53		0.36		0.79	0.86		0.19	0.73	
Control Delay	54.2	54.4	7.7		32.6		24.9	32.7		13.8	25.0	
Queue Delay	0.0	0.0	0.0		0.0		0.0	5.7		0.0	0.0	
Total Delay	54.2	54.4	7.7		32.6		24.9	38.4		13.8	25.0	
Queue Length 50th (ft)	173	176	52		13		134	~674		9	214	
Queue Length 95th (ft)	269	271	131		31		m110	m571		m18	#461	
Internal Link Dist (ft)		462			422			622			749	
Turn Bay Length (ft)	300						375			100		
Base Capacity (vph)	346	348	915		477		842	1000		163	1369	
Starvation Cap Reductn	0	0	0		0		0	97		0	0	
Spillback Cap Reductn	0	0	0		0		0	0		0	0	
Storage Cap Reductn	0	0	0		0		0	0		0	0	
Reduced v/c Ratio	0.68	0.68	0.50		0.16		0.68	0.96		0.18	0.73	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

~ Volume exceeds capacity, queue is theoretically infinite.

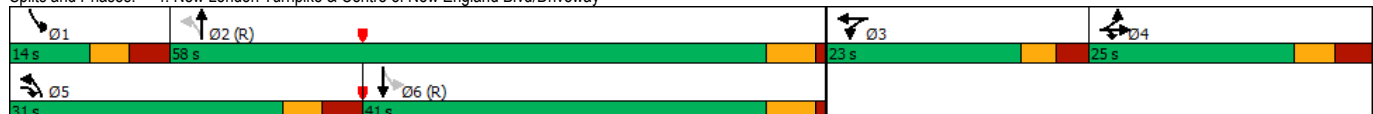
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: New London Turnpike & Centre of New England Blvd/Driveway



4: New London Turnpike & Centre of New England Blvd/Driveway

Timing Plan: Peak PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	452	12	449	21	5	32	508	757	11	28	529	439
Future Volume (vph)	452	12	449	21	5	32	508	757	11	28	529	439
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			4%			-1%			1%	
Total Lost time (s)	7.0	7.0	7.0		6.0		7.0	5.5		7.0	5.5	
Lane Util. Factor	0.95	0.95	1.00		0.95		0.97	1.00		1.00	0.95	
Friction	1.00	1.00	0.85		0.92		1.00	1.00		1.00	0.93	
Flt Protected	0.95	0.95	1.00		0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1673	1681	1575		3123		3450	1868		1761	3282	
Flt Permitted	0.95	0.95	1.00		0.98		0.11	1.00		0.09	1.00	
Satd. Flow (perm)	1673	1681	1575		3123		391	1868		165	3282	
Peak-hour factor, PHF	0.98	0.98	0.98	0.78	0.78	0.78	0.89	0.89	0.89	0.97	0.97	0.97
Adj. Flow (vph)	461	12	458	27	6	41	571	851	12	29	545	453
RTOR Reduction (vph)	0	0	196	0	39	0	0	0	0	0	111	0
Lane Group Flow (vph)	235	238	262	0	35	0	571	863	0	29	887	0
Turn Type	Split	NA	pt+ov	Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	4	4	4 5	3	3		5	2		1	6	
Permitted Phases							2			6		
Actuated Green, G (s)	24.8	24.8	51.1		5.5		71.2	60.3		48.8	44.9	
Effective Green, g (s)	24.8	24.8	51.1		5.5		71.2	60.3		48.8	44.9	
Actuated g/C Ratio	0.21	0.21	0.43		0.05		0.59	0.50		0.41	0.37	
Clearance Time (s)	7.0	7.0			6.0		7.0	5.5		7.0	5.5	
Vehicle Extension (s)	2.6	2.6			2.6		2.6	2.9		2.6	2.9	
Lane Grp Cap (vph)	345	347	670		143		723	938		118	1228	
v/s Ratio Prot	0.14	c0.14	0.17		c0.01		c0.13	c0.46		0.01	0.27	
v/s Ratio Perm							0.34			0.09		
v/c Ratio	0.68	0.69	0.39		0.24		0.79	0.92		0.25	0.72	
Uniform Delay, d1	43.9	44.0	23.7		55.2		28.4	27.6		26.5	32.2	
Progression Factor	1.00	1.00	1.00		1.00		1.02	1.14		0.71	0.76	
Incremental Delay, d2	5.1	5.2	0.3		0.7		0.5	1.9		0.7	3.2	
Delay (s)	49.0	49.2	24.0		55.9		29.4	33.5		19.7	27.8	
Level of Service	D	D	C		E		C	C		B	C	
Approach Delay (s)		36.8			55.9			31.9			27.5	
Approach LOS		D			E			C			C	
Intersection Summary												
HCM 2000 Control Delay			32.4				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.85									
Actuated Cycle Length (s)			120.0				Sum of lost time (s)			25.5		
Intersection Capacity Utilization			80.4%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

5: New London Turnpike & I-95 SB On-Ramp/I-95 SB Off-Ramp

Timing Plan: Peak PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	83	0	917	16	442	0	0	667	328
Future Volume (vph)	0	0	0	83	0	917	16	442	0	0	667	328
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			5%	
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			37			32			32	
Link Distance (ft)		436			567			812			702	
Travel Time (s)		9.9			10.4			17.3			15.0	
Confl. Peds. (#/hr)							4					4
Peak Hour Factor	0.92	0.92	0.92	0.95	0.95	0.95	0.93	0.93	0.93	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	87	0	965	0	492	0	0	702	345
Turn Type				Prot		Prot	Perm	NA			NA	Free
Protected Phases				2		2		1			1	
Permitted Phases							1					Free
Detector Phase				2		2	1	1			1	
Switch Phase												
Minimum Initial (s)				6.0		6.0	10.0	10.0			10.0	
Minimum Split (s)				10.5		10.5	17.0	17.0			17.0	
Total Split (s)				20.0		20.0	40.0	40.0			40.0	
Total Split (%)				33.3%		33.3%	66.7%	66.7%			66.7%	
Yellow Time (s)				3.0		3.0	5.0	5.0			5.0	
All-Red Time (s)				1.5		1.5	2.0	2.0			2.0	
Lost Time Adjust (s)				0.0		0.0		0.0			0.0	
Total Lost Time (s)				4.5		4.5		7.0			7.0	
Lead/Lag				Lag		Lag	Lead	Lead			Lead	
Lead-Lag Optimize?												
Recall Mode				None		None	C-Min	C-Min			C-Min	
v/c Ratio				0.19		1.44		0.50			0.70	0.23
Control Delay				18.8		223.4		10.5			21.2	0.3
Queue Delay				0.0		0.4		0.4			0.0	0.0
Total Delay				18.8		223.8		11.0			21.2	0.3
Queue Length 50th (ft)				25		~388		99			365	0
Queue Length 95th (ft)				55		#597		166			437	0
Internal Link Dist (ft)		356			487			732			622	
Turn Bay Length (ft)												
Base Capacity (vph)				454		671		992			998	1510
Starvation Cap Reductn				0		0		0			0	0
Spillback Cap Reductn				0		40		168			0	0
Storage Cap Reductn				0		0		0			0	0
Reduced v/c Ratio				0.19		1.53		0.60			0.70	0.23

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 40 (67%), Referenced to phase 1:NBSB, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

~ 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: 5: New London Turnpike & I-95 SB On-Ramp/I-95 SB Off-Ramp



5: New London Turnpike & I-95 SB On-Ramp/I-95 SB Off-Ramp

Timing Plan: Peak PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	83	0	917	16	442	0	0	667	328
Future Volume (vph)	0	0	0	83	0	917	16	442	0	0	667	328
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			5%	
Total Lost time (s)				4.5		4.5		7.0			7.0	4.0
Lane Util. Factor				1.00		1.00		1.00			1.00	1.00
Frpb, ped/bikes				1.00		1.00		1.00			1.00	0.98
Flpb, ped/bikes				1.00		1.00		1.00			1.00	1.00
Frt				1.00		0.85		1.00			1.00	0.85
Flt Protected				0.95		1.00		1.00			1.00	1.00
Satd. Flow (prot)				1761		1575		1859			1816	1510
Flt Permitted				0.95		1.00		0.97			1.00	1.00
Satd. Flow (perm)				1761		1575		1804			1816	1510
Peak-hour factor, PHF	0.92	0.92	0.92	0.95	0.95	0.95	0.93	0.93	0.93	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	87	0	965	17	475	0	0	702	345
RTOR Reduction (vph)	0	0	0	0	0	265	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	87	0	700	0	492	0	0	702	345
Confl. Peds. (#/hr)							4					4
Turn Type				Prot		Prot	Perm	NA			NA	Free
Protected Phases				2		2		1			1	
Permitted Phases							1					Free
Actuated Green, G (s)				15.5		15.5		33.0			33.0	60.0
Effective Green, g (s)				15.5		15.5		33.0			33.0	60.0
Actuated g/C Ratio				0.26		0.26		0.55			0.55	1.00
Clearance Time (s)				4.5		4.5		7.0			7.0	
Vehicle Extension (s)				2.4		2.4		2.9			2.9	
Lane Grp Cap (vph)				454		406		992			998	1510
v/s Ratio Prot				0.05		c0.44					c0.39	
v/s Ratio Perm								0.27				0.23
v/c Ratio				0.19		1.72		0.50			0.70	0.23
Uniform Delay, d1				17.4		22.2		8.4			9.9	0.0
Progression Factor				1.00		1.00		1.00			1.75	1.00
Incremental Delay, d2				0.1		336.3		1.8			3.3	0.3
Delay (s)				17.5		358.6		10.1			20.7	0.3
Level of Service				B		F		B			C	A
Approach Delay (s)		0.0			330.4			10.1			13.9	
Approach LOS		A			F			B			B	
Intersection Summary												
HCM 2000 Control Delay			141.7		HCM 2000 Level of Service						F	
HCM 2000 Volume to Capacity ratio			1.03									
Actuated Cycle Length (s)			60.0		Sum of lost time (s)						11.5	
Intersection Capacity Utilization			90.5%		ICU Level of Service						E	
Analysis Period (min)			15									

c Critical Lane Group

6: New London Turnpike & I-95 NB Off-Ramp/I-95 NB On-Ramp

Timing Plan: Peak PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	227	0	36	0	0	0	0	231	58	506	245	0
Future Volume (Veh/h)	227	0	36	0	0	0	0	231	58	506	245	0
Sign Control		Stop			Stop			Free			Free	
Grade		3%			0%			3%			2%	
Peak Hour Factor	0.97	0.97	0.97	0.92	0.92	0.92	0.85	0.85	0.85	0.89	0.89	0.89
Hourly flow rate (vph)	234	0	37	0	0	0	0	272	68	569	275	0
Pedestrians		2										
Lane Width (ft)		12.0										
Walking Speed (ft/s)		3.5										
Percent Blockage		0										
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)											812	
pX, platoon unblocked	0.68	0.68	0.68	0.68	0.68		0.68					
vC, conflicting volume	1687	1687	277	1722	1687	272	277			272		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1777	1777	0	1828	1777	272	0			272		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	100	95	100	100	100	100			56		
cM capacity (veh/h)	28	31	732	25	31	767	1091			1291		
Direction, Lane #	EB 1	NB 1	NB 2	SB 1								
Volume Total	271	272	68	844								
Volume Left	234	0	0	569								
Volume Right	37	0	68	0								
cSH	33	1700	1700	1291								
Volume to Capacity	8.32	0.16	0.04	0.44								
Queue Length 95th (ft)	Err	0	0	58								
Control Delay (s)	Err	0.0	0.0	8.4								
Lane LOS	F			A								
Approach Delay (s)	Err	0.0		8.4								
Approach LOS	F											
Intersection Summary												
Average Delay		1867.2										
Intersection Capacity Utilization		77.8%										
Analysis Period (min)		15										
ICU Level of Service												
												D

PM Peak Hour
23: New London Turnpike & New London Right-in/Right-Out

Build Conditions
Timing Plan: Peak PM

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	113	0	803	546	36
Future Volume (Veh/h)	0	113	0	803	546	36
Sign Control	Stop			Free	Free	
Grade	0%			0%	3%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	123	0	873	593	39
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				412		
pX, platoon unblocked	0.74					
vC, conflicting volume	1486	612	632			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1481	612	632			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	75	100			
cM capacity (veh/h)	103	493	951			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	123	873	632			
Volume Left	0	0	0			
Volume Right	123	0	39			
cSH	493	1700	1700			
Volume to Capacity	0.25	0.51	0.37			
Queue Length 95th (ft)	24	0	0			
Control Delay (s)	14.7	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	14.7	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay		1.1				
Intersection Capacity Utilization		45.6%		ICU Level of Service	A	
Analysis Period (min)		15				

PM Peak Hour
25: New London Turnpike & New London Full Access

Build Conditions
Timing Plan: Peak PM

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	7	35	61	742	547	12
Future Volume (Veh/h)	7	35	61	742	547	12
Sign Control	Stop			Free	Free	
Grade	0%			0%	3%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	38	66	807	595	13
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				728		
pX, platoon unblocked	0.74					
vC, conflicting volume	1540	602	608			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1554	602	608			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	91	92	93			
cM capacity (veh/h)	86	500	970			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	46	873	608			
Volume Left	8	66	0			
Volume Right	38	0	13			
cSH	273	970	1700			
Volume to Capacity	0.17	0.07	0.36			
Queue Length 95th (ft)	15	5	0			
Control Delay (s)	20.9	1.8	0.0			
Lane LOS	C	A				
Approach Delay (s)	20.9	1.8	0.0			
Approach LOS	C					
Intersection Summary						
Average Delay			1.6			
Intersection Capacity Utilization		85.3%		ICU Level of Service	E	
Analysis Period (min)		15				

SAT Midday Peak Hour
1: Grandview Street/Arnold Full Access & Arnold Road

Build Conditions
Timing Plan: Peak SAT Midday

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	648	11	0	634	9	16	0	1	40	0	23
Future Volume (Veh/h)	36	648	11	0	634	9	16	0	1	40	0	23
Sign Control		Free			Free			Stop			Stop	
Grade		7%			-7%			-5%			0%	
Peak Hour Factor	0.92	0.97	0.97	0.88	0.88	0.92	0.61	0.92	0.61	0.92	0.92	0.92
Hourly flow rate (vph)	39	668	11	0	720	10	26	0	2	43	0	25
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)					767							
pX, platoon unblocked	0.86						0.86	0.86		0.86	0.86	0.86
vC, conflicting volume	730			679			1496	1482	674	1474	1477	720
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	601			679			1496	1478	674	1469	1473	589
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	95			100			67	100	100	50	100	94
cM capacity (veh/h)	836			913			79	103	455	87	103	435
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1							
Volume Total	718	720	10	28	68							
Volume Left	39	0	0	26	43							
Volume Right	11	0	10	2	25							
cSH	836	913	1700	84	123							
Volume to Capacity	0.05	0.00	0.01	0.33	0.55							
Queue Length 95th (ft)	4	0	0	32	67							
Control Delay (s)	1.2	0.0	0.0	68.0	65.6							
Lane LOS	A			F	F							
Approach Delay (s)	1.2	0.0		68.0	65.6							
Approach LOS				F	F							
Intersection Summary												
Average Delay			4.7									
Intersection Capacity Utilization			74.3%		ICU Level of Service				D			
Analysis Period (min)			15									

SAT Midday Peak Hour
2: Gay Street/Arnold Right-In/Right-Out & Arnold Road

Build Conditions
Timing Plan: Peak SAT Midday

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	663	30	3	626	83	14	0	11	0	0	23
Future Volume (Veh/h)	0	663	30	3	626	83	14	0	11	0	0	23
Sign Control		Free			Free			Stop			Stop	
Grade		4%			0%			0%			0%	
Peak Hour Factor	0.92	0.96	0.96	0.88	0.88	0.92	0.78	0.92	0.78	0.92	0.92	0.92
Hourly flow rate (vph)	0	691	31	3	711	90	18	0	14	0	0	25
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)					337							
pX, platoon unblocked	0.90						0.90	0.90		0.90	0.90	0.90
vC, conflicting volume	801			722			1093	1514	706	1482	1484	400
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	563			722			887	1353	706	1318	1320	119
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			91	100	96	100	100	97
cM capacity (veh/h)	906			876			208	134	378	100	140	821
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1							
Volume Total	722	358	446	32	25							
Volume Left	0	3	0	18	0							
Volume Right	31	0	90	14	25							
cSH	1700	876	1700	259	821							
Volume to Capacity	0.42	0.00	0.26	0.12	0.03							
Queue Length 95th (ft)	0	0	0	10	2							
Control Delay (s)	0.0	0.1	0.0	20.8	9.5							
Lane LOS		A		C	A							
Approach Delay (s)	0.0	0.1		20.8	9.5							
Approach LOS				C	A							
Intersection Summary												
Average Delay			0.6									
Intersection Capacity Utilization			46.7%		ICU Level of Service				A			
Analysis Period (min)			15									

SAT Midday Peak Hour
3: New London Turnpike & Arnold Road/Crompton Road

Build Conditions
Timing Plan: Peak SAT Midday

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	142	90	428	98	129	55	474	461	46	49	491	103
Future Volume (vph)	142	90	428	98	129	55	474	461	46	49	491	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			3%			1%			3%	
Storage Length (ft)	0		200	200		0	600		0	100		150
Storage Lanes	0		1	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		42			32			32			32	
Link Distance (ft)		337			465			829			412	
Travel Time (s)		5.5			9.9			17.7			8.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.87	0.87	0.87	0.85	0.85	0.85
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	244	451	103	194	0	545	583	0	58	699	0
Turn Type	Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4	5	3	8		5	2		1	6	
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	5	3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		6.0	10.0		6.0	10.0	
Minimum Split (s)	30.0	30.0	12.0	11.5	32.0		12.0	30.0		12.0	30.0	
Total Split (s)	45.0	45.0	31.0	13.0	58.0		31.0	49.0		13.0	31.0	
Total Split (%)	37.5%	37.5%	25.8%	10.8%	48.3%		25.8%	40.8%		10.8%	25.8%	
Yellow Time (s)	4.0	4.0	3.0	3.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	3.0	3.0	3.0	2.5	3.0		3.0	1.0		3.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		7.0	6.0	5.5	7.0		6.0	5.0		6.0	5.0	
Lead/Lag	Lag	Lag	Lead	Lead			Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None	C-Min		None	C-Min	
v/c Ratio		0.81	0.58	0.34	0.32		0.65	0.67		0.19	0.56	
Control Delay		63.3	17.7	28.2	26.1		15.1	26.7		18.2	34.8	
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		63.3	17.7	28.2	26.1		15.1	26.7		18.2	34.8	
Queue Length 50th (ft)		180	169	55	98		132	301		20	220	
Queue Length 95th (ft)		252	195	85	140		170	#576		46	#351	
Internal Link Dist (ft)		257			385			749			332	
Turn Bay Length (ft)			200	200			600			100		
Base Capacity (vph)		417	867	304	757		994	869		305	1240	
Starvation Cap Reductn		0	0	0	0		0	0		0	0	
Spillback Cap Reductn		0	0	0	0		0	0		0	0	
Storage Cap Reductn		0	0	0	0		0	0		0	0	
Reduced v/c Ratio		0.59	0.52	0.34	0.26		0.55	0.67		0.19	0.56	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 15 (13%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

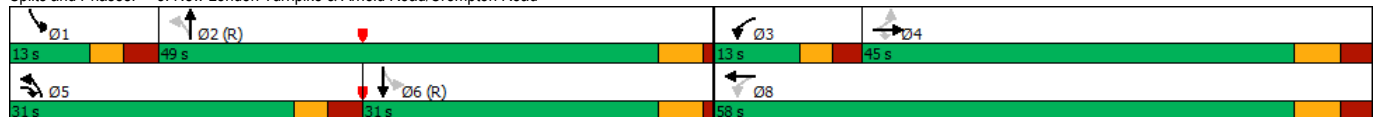
Natural Cycle: 85

Control Type: Actuated-Coordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: New London Turnpike & Arnold Road/Crompton Road



SAT Midday Peak Hour
3: New London Turnpike & Arnold Road/Crompton Road

Build Conditions
Timing Plan: Peak SAT Midday

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	142	90	428	98	129	55	474	461	46	49	491	103
Future Volume (vph)	142	90	428	98	129	55	474	461	46	49	491	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			3%			1%			3%	
Total Lost time (s)		7.0	6.0	5.5	7.0		6.0	5.0		6.0	5.0	
Lane Util. Factor		1.00	1.00	1.00	1.00		0.97	1.00		1.00	0.95	
Flt		1.00	0.85	1.00	0.96		1.00	0.99		1.00	0.97	
Flt Protected		0.97	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1817	1591	1743	1753		3416	1828		1743	3396	
Flt Permitted		0.70	1.00	0.37	1.00		0.22	1.00		0.31	1.00	
Satd. Flow (perm)		1318	1591	673	1753		807	1828		562	3396	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.87	0.87	0.87	0.85	0.85	0.85
Adj. Flow (vph)	149	95	451	103	136	58	545	530	53	58	578	121
RTOR Reduction (vph)	0	0	94	0	15	0	0	3	0	0	12	0
Lane Group Flow (vph)	0	244	357	103	179	0	545	580	0	58	687	0
Turn Type	Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4	5	3	8		5	2		1	6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)		27.4	45.5	40.5	40.5		67.5	55.7		49.2	43.4	
Effective Green, g (s)		27.4	45.5	40.5	40.5		67.5	55.7		49.2	43.4	
Actuated g/C Ratio		0.23	0.38	0.34	0.34		0.56	0.46		0.41	0.36	
Clearance Time (s)		7.0	6.0	5.5	7.0		6.0	5.0		6.0	5.0	
Vehicle Extension (s)		2.9	2.6	2.6	2.9		2.6	2.9		2.6	2.9	
Lane Grp Cap (vph)		300	603	294	591		847	848		287	1228	
v/s Ratio Prot			0.09	0.02	c0.10		c0.10	c0.32		0.01	0.20	
v/s Ratio Perm		c0.19	0.13	0.10			0.26			0.07		
v/c Ratio		0.81	0.59	0.35	0.30		0.64	0.68		0.20	0.56	
Uniform Delay, d1		43.9	29.8	28.8	29.3		16.6	25.2		22.4	30.6	
Progression Factor		1.00	1.00	1.00	1.00		0.79	0.84		1.00	1.00	
Incremental Delay, d2		15.3	1.4	0.6	0.3		1.1	3.3		0.3	1.8	
Delay (s)		59.2	31.2	29.3	29.6		14.3	24.6		22.7	32.5	
Level of Service		E	C	C	C		B	C		C	C	
Approach Delay (s)		41.0			29.5			19.6			31.7	
Approach LOS		D			C			B			C	
Intersection Summary												
HCM 2000 Control Delay			29.0				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.72									
Actuated Cycle Length (s)			120.0				Sum of lost time (s)			23.5		
Intersection Capacity Utilization			75.6%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

SAT Midday Peak Hour
4: New London Turnpike & Centre of New England Blvd/Driveway

Build Conditions
Timing Plan: Peak SAT Midday

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	539	16	611	27	9	24	513	452	18	30	510	518
Future Volume (vph)	539	16	611	27	9	24	513	452	18	30	510	518
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			4%			-1%			1%	
Storage Length (ft)	300		0	0		0	375		0	100		0
Storage Lanes	1		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		32			32			32			32	
Link Distance (ft)		542			502			702			829	
Travel Time (s)		11.5			10.7			15.0			17.7	
Confl. Peds. (#/hr)	8					8						
Peak Hour Factor	0.91	0.91	0.91	0.60	0.60	0.60	0.89	0.89	0.89	0.93	0.93	0.93
Shared Lane Traffic (%)	49%											
Lane Group Flow (vph)	302	308	671	0	100	0	576	528	0	32	1105	0
Turn Type	Split	NA	pt+ov	Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	4	4	4 5	3	3		5	2		1	6	
Permitted Phases							2			6		
Detector Phase	4	4	4 5	3	3		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		5.0	5.0		6.0	10.0		5.0	10.0	
Minimum Split (s)	13.0	13.0		11.0	11.0		13.0	15.5		12.0	15.5	
Total Split (s)	27.0	27.0		22.0	22.0		30.0	58.0		13.0	41.0	
Total Split (%)	22.5%	22.5%		18.3%	18.3%		25.0%	48.3%		10.8%	34.2%	
Yellow Time (s)	3.5	3.5		3.0	3.0		3.5	4.5		3.5	4.5	
All-Red Time (s)	3.5	3.5		3.0	3.0		3.5	1.0		3.5	1.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.0			6.0		7.0	5.5		7.0	5.5	
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
v/c Ratio	0.76	0.77	0.76		0.43		0.83	0.59		0.10	0.93	
Control Delay	56.5	57.2	20.9		38.8		38.1	29.3		21.0	44.8	
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay	56.5	57.2	20.9		38.8		38.1	29.3		21.0	44.8	
Queue Length 50th (ft)	229	234	244		23		161	364		9	210	
Queue Length 95th (ft)	#393	#402	418		28		m185	m391		m33	#523	
Internal Link Dist (ft)		462			422			622			749	
Turn Bay Length (ft)	300						375			100		
Base Capacity (vph)	398	400	914		454		770	895		320	1187	
Starvation Cap Reductn	0	0	0		0		0	0		0	0	
Spillback Cap Reductn	0	0	0		0		0	0		0	0	
Storage Cap Reductn	0	0	0		0		0	0		0	0	
Reduced v/c Ratio	0.76	0.77	0.73		0.22		0.75	0.59		0.10	0.93	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: New London Turnpike & Centre of New England Blvd/Driveway



												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	539	16	611	27	9	24	513	452	18	30	510	518
Future Volume (vph)	539	16	611	27	9	24	513	452	18	30	510	518
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			4%			-1%			1%	
Total Lost time (s)	7.0	7.0	7.0		6.0		7.0	5.5		7.0	5.5	
Lane Util. Factor	0.95	0.95	1.00		0.95		0.97	1.00		1.00	0.95	
Flpb, ped/bikes	1.00	1.00	1.00		0.98		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85		0.94		1.00	0.99		1.00	0.92	
Flt Protected	0.95	0.96	1.00		0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1673	1682	1575		3125		3450	1861		1761	3255	
Flt Permitted	0.95	0.96	1.00		0.98		0.09	1.00		0.41	1.00	
Satd. Flow (perm)	1673	1682	1575		3125		321	1861		756	3255	
Peak-hour factor, PHF	0.91	0.91	0.91	0.60	0.60	0.60	0.89	0.89	0.89	0.93	0.93	0.93
Adj. Flow (vph)	592	18	671	45	15	40	576	508	20	32	548	557
RTOR Reduction (vph)	0	0	152	0	38	0	0	1	0	0	148	0
Lane Group Flow (vph)	302	308	519	0	62	0	576	527	0	32	957	0
Confl. Peds. (#/hr)	8					8						
Turn Type	Split	NA	pt+ov	Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	4	4	4 5	3	3		5	2		1	6	
Permitted Phases							2			6		
Actuated Green, G (s)	28.6	28.6	55.8		7.4		65.5	54.9		41.9	38.3	
Effective Green, g (s)	28.6	28.6	55.8		7.4		65.5	54.9		41.9	38.3	
Actuated g/C Ratio	0.24	0.24	0.46		0.06		0.55	0.46		0.35	0.32	
Clearance Time (s)	7.0	7.0			6.0		7.0	5.5		7.0	5.5	
Vehicle Extension (s)	2.6	2.6			2.6		2.6	2.9		2.6	2.9	
Lane Grp Cap (vph)	398	400	732		192		701	851		294	1038	
v/s Ratio Prot	0.18	0.18	c0.33		c0.02		c0.14	0.28		0.00	c0.29	
v/s Ratio Perm							0.31			0.03		
v/c Ratio	0.76	0.77	0.71		0.33		0.82	0.62		0.11	0.92	
Uniform Delay, d1	42.5	42.6	25.6		53.9		34.2	24.6		26.0	39.4	
Progression Factor	1.00	1.00	1.00		1.00		1.05	1.14		1.28	0.99	
Incremental Delay, d2	7.8	8.6	3.0		0.8		4.3	1.9		0.1	12.9	
Delay (s)	50.3	51.2	28.6		54.7		40.2	29.9		33.5	52.0	
Level of Service	D	D	C		D		D	C		C	D	
Approach Delay (s)		39.1			54.7			35.3			51.5	
Approach LOS		D			D			D			D	
Intersection Summary												
HCM 2000 Control Delay			42.3		HCM 2000 Level of Service					D		
HCM 2000 Volume to Capacity ratio			0.84									
Actuated Cycle Length (s)			120.0		Sum of lost time (s)					25.5		
Intersection Capacity Utilization			88.2%		ICU Level of Service					E		
Analysis Period (min)			15									

c Critical Lane Group

SAT Midday Peak Hour
5: New London Turnpike & I-95 SB On-Ramp/I-95 SB Off-Ramp

Build Conditions
Timing Plan: Peak SAT Midday

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	48	0	696	13	387	0	0	852	310
Future Volume (vph)	0	0	0	48	0	696	13	387	0	0	852	310
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			5%	
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			37			32			32	
Link Distance (ft)		436			567			812			702	
Travel Time (s)		9.9			10.4			17.3			15.0	
Confl. Peds. (#/hr)			2	2								
Peak Hour Factor	0.92	0.92	0.92	0.99	0.99	0.99	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	48	0	703	0	435	0	0	926	337
Turn Type				Prot		Prot	Perm	NA			NA	Free
Protected Phases				2		2		1			1	
Permitted Phases							1					Free
Detector Phase				2		2	1	1			1	
Switch Phase												
Minimum Initial (s)				6.0		6.0	10.0	10.0			10.0	
Minimum Split (s)				10.5		10.5	17.0	17.0			17.0	
Total Split (s)				20.0		20.0	40.0	40.0			40.0	
Total Split (%)				33.3%		33.3%	66.7%	66.7%			66.7%	
Yellow Time (s)				3.0		3.0	5.0	5.0			5.0	
All-Red Time (s)				1.5		1.5	2.0	2.0			2.0	
Lost Time Adjust (s)				0.0		0.0		0.0			0.0	
Total Lost Time (s)				4.5		4.5		7.0			7.0	
Lead/Lag				Lag		Lag	Lead	Lead			Lead	
Lead-Lag Optimize?												
Recall Mode				None		None	C-Min	C-Min			C-Min	
v/c Ratio				0.11		0.99		0.52			0.93	0.22
Control Delay				17.8		45.6		11.3			30.4	0.2
Queue Delay				0.0		0.0		0.0			0.0	0.0
Total Delay				17.8		45.6		11.3			30.4	0.2
Queue Length 50th (ft)				13		113		89			395	0
Queue Length 95th (ft)				35		#335		158			m#481	m0
Internal Link Dist (ft)		356			487			732			622	
Turn Bay Length (ft)												
Base Capacity (vph)				454		707		836			998	1544
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				0.11		0.99		0.52			0.93	0.22

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 40 (67%), Referenced to phase 1:NBSB, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: New London Turnpike & I-95 SB On-Ramp/I-95 SB Off-Ramp



												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	48	0	696	13	387	0	0	852	310
Future Volume (vph)	0	0	0	48	0	696	13	387	0	0	852	310
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			5%	
Total Lost time (s)				4.5		4.5		7.0			7.0	4.0
Lane Util. Factor				1.00		1.00		1.00			1.00	1.00
Frpb, ped/bikes				1.00		1.00		1.00			1.00	1.00
Flpb, ped/bikes				1.00		1.00		1.00			1.00	1.00
Frt				1.00		0.85		1.00			1.00	0.85
Flt Protected				0.95		1.00		1.00			1.00	1.00
Satd. Flow (prot)				1761		1575		1860			1816	1544
Flt Permitted				0.95		1.00		0.82			1.00	1.00
Satd. Flow (perm)				1761		1575		1521			1816	1544
Peak-hour factor, PHF	0.92	0.92	0.92	0.99	0.99	0.99	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	48	0	703	14	421	0	0	926	337
RTOR Reduction (vph)	0	0	0	0	0	301	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	48	0	402	0	435	0	0	926	337
Confl. Peds. (#/hr)			2	2								
Turn Type				Prot		Prot	Perm	NA			NA	Free
Protected Phases				2		2		1			1	
Permitted Phases							1					Free
Actuated Green, G (s)				15.5		15.5		33.0			33.0	60.0
Effective Green, g (s)				15.5		15.5		33.0			33.0	60.0
Actuated g/C Ratio				0.26		0.26		0.55			0.55	1.00
Clearance Time (s)				4.5		4.5		7.0			7.0	
Vehicle Extension (s)				2.4		2.4		2.9			2.9	
Lane Grp Cap (vph)				454		406		836			998	1544
v/s Ratio Prot				0.03		c0.26					c0.51	
v/s Ratio Perm								0.29				0.22
v/c Ratio				0.11		0.99		0.52			0.93	0.22
Uniform Delay, d1				17.0		22.2		8.5			12.4	0.0
Progression Factor				1.00		1.00		1.00			1.54	1.00
Incremental Delay, d2				0.1		41.5		2.3			10.1	0.2
Delay (s)				17.0		63.7		10.8			29.2	0.2
Level of Service				B		E		B			C	A
Approach Delay (s)		0.0			60.7			10.8			21.4	
Approach LOS		A			E			B			C	
Intersection Summary												
HCM 2000 Control Delay			31.6	HCM 2000 Level of Service						C		
HCM 2000 Volume to Capacity ratio			0.95									
Actuated Cycle Length (s)			60.0	Sum of lost time (s)						11.5		
Intersection Capacity Utilization			73.8%	ICU Level of Service						D		
Analysis Period (min)			15									

c Critical Lane Group

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	208	0	32	0	0	0	0	193	43	689	212	0
Future Volume (Veh/h)	208	0	32	0	0	0	0	193	43	689	212	0
Sign Control		Stop			Stop			Free			Free	
Grade		3%			0%			3%			2%	
Peak Hour Factor	0.88	0.88	0.88	0.92	0.92	0.92	0.80	0.80	0.80	0.93	0.93	0.93
Hourly flow rate (vph)	236	0	36	0	0	0	0	241	54	741	228	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)											812	
pX, platoon unblocked	0.50	0.50	0.50	0.50	0.50		0.50					
vC, conflicting volume	1951	1951	228	1987	1951	241	228			241		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2400	2400	0	2472	2400	241	0			241		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	100	93	100	100	100	100			100	44	
cM capacity (veh/h)	6	7	543	5	7	798	813			1326		
Direction, Lane #	EB 1	NB 1	NB 2	SB 1								
Volume Total	272	241	54	969								
Volume Left	236	0	0	741								
Volume Right	36	0	54	0								
cSH	7	1700	1700	1326								
Volume to Capacity	36.95	0.14	0.03	0.56								
Queue Length 95th (ft)	Err	0	0	91								
Control Delay (s)	Err	0.0	0.0	10.2								
Lane LOS	F			B								
Approach Delay (s)	Err	0.0		10.2								
Approach LOS	F											
Intersection Summary												
Average Delay			1777.1									
Intersection Capacity Utilization			82.9%				ICU Level of Service		E			
Analysis Period (min)			15									

SAT Midday Peak Hour
23: New London Turnpike & New London Right-in/Right-Out

Build Conditions
Timing Plan: Peak SAT Midday

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	65	0	658	577	24
Future Volume (Veh/h)	0	65	0	658	577	24
Sign Control	Stop			Free	Free	
Grade	0%			0%	3%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	71	0	715	627	26
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				412		
pX, platoon unblocked	0.75					
vC, conflicting volume	1355	640	653			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1307	640	653			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	85	100			
cM capacity (veh/h)	133	475	934			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	71	715	653			
Volume Left	0	0	0			
Volume Right	71	0	26			
cSH	475	1700	1700			
Volume to Capacity	0.15	0.42	0.38			
Queue Length 95th (ft)	13	0	0			
Control Delay (s)	13.9	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	13.9	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization		42.5%		ICU Level of Service	A	
Analysis Period (min)		15				

SAT Midday Peak Hour
25: New London Turnpike & New London Full Access

Build Conditions
Timing Plan: Peak SAT Midday

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	7	38	38	620	563	7
Future Volume (Veh/h)	7	38	38	620	563	7
Sign Control	Stop			Free	Free	
Grade	0%			0%	3%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	41	41	674	612	8
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				728		
pX, platoon unblocked	0.76					
vC, conflicting volume	1372	616	620			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1331	616	620			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	94	92	96			
cM capacity (veh/h)	123	491	960			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	49	715	620			
Volume Left	8	41	0			
Volume Right	41	0	8			
cSH	330	960	1700			
Volume to Capacity	0.15	0.04	0.36			
Queue Length 95th (ft)	13	3	0			
Control Delay (s)	17.8	1.1	0.0			
Lane LOS	C	A				
Approach Delay (s)	17.8	1.1	0.0			
Approach LOS	C					
Intersection Summary						
Average Delay			1.2			
Intersection Capacity Utilization		73.7%		ICU Level of Service	D	
Analysis Period (min)		15				

1: Grandview Street/Arnold Full Access & Arnold Road

Timing Plan: Peak AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	725	14	2	358	15	5	0	0	32	0	16
Future Volume (Veh/h)	58	725	14	2	358	15	5	0	0	32	0	16
Sign Control		Free			Free			Stop			Stop	
Grade		7%			-7%			-5%			0%	
Peak Hour Factor	0.92	0.90	0.90	0.88	0.88	0.92	0.63	0.92	0.63	0.92	0.92	0.92
Hourly flow rate (vph)	63	806	16	2	407	16	8	0	0	35	0	17
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)					767							
pX, platoon unblocked	0.94						0.94	0.94		0.94	0.94	0.94
vC, conflicting volume	423			822			1368	1367	814	1351	1359	407
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	349			822			1359	1358	814	1341	1349	332
tC, single (s)	4.1			4.2			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.3			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	94			100			93	100	100	70	100	97
cM capacity (veh/h)	1132			790			110	132	378	116	133	664
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1							
Volume Total	885	409	16	8	52							
Volume Left	63	2	0	8	35							
Volume Right	16	0	16	0	17							
cSH	1132	790	1700	110	159							
Volume to Capacity	0.06	0.00	0.01	0.07	0.33							
Queue Length 95th (ft)	4	0	0	6	33							
Control Delay (s)	1.4	0.1	0.0	40.3	38.4							
Lane LOS	A	A		E	E							
Approach Delay (s)	1.4	0.1		40.3	38.4							
Approach LOS				E	E							
Intersection Summary												
Average Delay			2.6									
Intersection Capacity Utilization			74.5%		ICU Level of Service				D			
Analysis Period (min)			15									

2: Gay Street/Arnold Right-In/Right-Out & Arnold Road

Timing Plan: Peak AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	730	26	2	340	74	18	0	25	0	0	16
Future Volume (Veh/h)	0	730	26	2	340	74	18	0	25	0	0	16
Sign Control		Free			Free			Stop			Stop	
Grade		4%			0%			0%			0%	
Peak Hour Factor	0.92	0.89	0.89	0.88	0.88	0.92	0.88	0.92	0.88	0.92	0.92	0.92
Hourly flow rate (vph)	0	820	29	2	386	80	20	0	28	0	0	17
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)					337							
pX, platoon unblocked	0.96						0.96	0.96		0.96	0.96	0.96
vC, conflicting volume	466			849			1048	1304	834	1292	1279	233
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	348			849			958	1226	834	1213	1199	104
tC, single (s)	4.1			4.3			7.8	6.5	7.2	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.3			3.6	4.0	3.4	3.5	4.0	3.3
p0 queue free %	100			100			89	100	90	100	100	98
cM capacity (veh/h)	1154			747			182	169	287	118	175	889
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1							
Volume Total	849	195	273	48	17							
Volume Left	0	2	0	20	0							
Volume Right	29	0	80	28	17							
cSH	1700	747	1700	232	889							
Volume to Capacity	0.50	0.00	0.16	0.21	0.02							
Queue Length 95th (ft)	0	0	0	19	1							
Control Delay (s)	0.0	0.1	0.0	24.5	9.1							
Lane LOS		A		C	A							
Approach Delay (s)	0.0	0.1		24.5	9.1							
Approach LOS				C	A							
Intersection Summary												
Average Delay			1.0									
Intersection Capacity Utilization			50.0%		ICU Level of Service				A			
Analysis Period (min)			15									

AM Peak Hour
3: New London Turnpike & Arnold Road/Crompton Road

Build w MIT Conditions
Timing Plan: Peak AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	121	244	361	48	78	35	243	254	33	66	477	89
Future Volume (vph)	121	244	361	48	78	35	243	254	33	66	477	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			3%			1%			3%	
Storage Length (ft)	0		200	200		0	600		0	100		250
Storage Lanes	0		1	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		42			32			32			32	
Link Distance (ft)		337			465			829			412	
Travel Time (s)		5.5			9.9			17.7			8.8	
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.91	0.91	0.91	0.80	0.80	0.80	0.93	0.93	0.93	0.82	0.82	0.82
Heavy Vehicles (%)	5%	5%	5%	4%	4%	4%	4%	4%	4%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	401	397	60	142	0	261	308	0	80	691	0
Turn Type	Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4	5	3	8		5	2		1	6	
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	5	3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		6.0	10.0		6.0	10.0	
Minimum Split (s)	30.0	30.0	12.0	12.0	32.0		12.0	30.0		12.0	30.0	
Total Split (s)	43.0	43.0	14.0	12.0	55.0		14.0	33.0		12.0	31.0	
Total Split (%)	43.0%	43.0%	14.0%	12.0%	55.0%		14.0%	33.0%		12.0%	31.0%	
Yellow Time (s)	4.0	4.0	3.0	3.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	3.0	3.0	3.0	2.5	3.0		3.0	1.0		3.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		7.0	6.0	5.5	7.0		6.0	5.0		6.0	5.0	
Lead/Lag	Lag	Lag	Lead	Lead			Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None	C-Min		None	C-Min	
v/c Ratio		0.87	0.49	0.22	0.20		0.47	0.46		0.20	0.60	
Control Delay		51.4	10.8	16.3	13.6		17.8	24.3		19.8	31.8	
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		51.4	10.8	16.3	13.6		17.8	24.3		19.8	31.8	
Queue Length 50th (ft)		236	79	21	41		34	134		30	203	
Queue Length 95th (ft)		337	148	36	63		82	197		57	243	
Internal Link Dist (ft)		257			385			749			332	
Turn Bay Length (ft)			200	200			600			100		
Base Capacity (vph)		545	814	276	834		563	673		398	1150	
Starvation Cap Reductn		0	0	0	0		0	0		0	0	
Spillback Cap Reductn		0	0	0	0		0	0		0	0	
Storage Cap Reductn		0	0	0	0		0	0		0	0	
Reduced v/c Ratio		0.74	0.49	0.22	0.17		0.46	0.46		0.20	0.60	

Intersection Summary

Area Type: Other

Cycle Length: 100

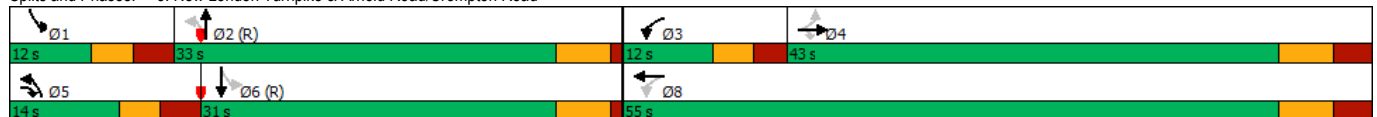
Actuated Cycle Length: 100

Offset: 13 (13%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Splits and Phases: 3: New London Turnpike & Arnold Road/Crompton Road



												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	121	244	361	48	78	35	243	254	33	66	477	89
Future Volume (vph)	121	244	361	48	78	35	243	254	33	66	477	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			3%			1%			3%	
Total Lost time (s)		7.0	6.0	5.5	7.0		6.0	5.0		6.0	5.0	
Lane Util. Factor		1.00	1.00	1.00	1.00		0.97	1.00		1.00	0.95	
Flpb, ped/bikes		1.00	1.00	1.00	0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85	1.00	0.95		1.00	0.98		1.00	0.98	
Flt Protected		0.98	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1788	1546	1710	1704		3350	1787		1743	3404	
Flt Permitted		0.83	1.00	0.26	1.00		0.22	1.00		0.48	1.00	
Satd. Flow (perm)		1516	1546	464	1704		785	1787		873	3404	
Peak-hour factor, PHF	0.91	0.91	0.91	0.80	0.80	0.80	0.93	0.93	0.93	0.82	0.82	0.82
Adj. Flow (vph)	133	268	397	60	98	44	261	273	35	80	582	109
RTOR Reduction (vph)	0	0	114	0	18	0	0	4	0	0	14	0
Lane Group Flow (vph)	0	401	283	60	124	0	261	304	0	80	677	0
Confl. Peds. (#/hr)	1					1						
Heavy Vehicles (%)	5%	5%	5%	4%	4%	4%	4%	4%	4%	2%	2%	2%
Turn Type	Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4	5	3	8		5	2		1	6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)		30.6	38.9	41.4	41.4		43.5	35.2		37.7	32.3	
Effective Green, g (s)		30.6	38.9	41.4	41.4		43.5	35.2		37.7	32.3	
Actuated g/C Ratio		0.31	0.39	0.41	0.41		0.44	0.35		0.38	0.32	
Clearance Time (s)		7.0	6.0	5.5	7.0		6.0	5.0		6.0	5.0	
Vehicle Extension (s)		2.9	2.6	2.6	2.9		2.6	2.9		2.6	2.9	
Lane Grp Cap (vph)		463	601	258	705		554	629		376	1099	
v/s Ratio Prot			c0.04	0.01	c0.07		0.04	c0.17		0.01	c0.20	
v/s Ratio Perm		c0.26	0.14	0.08			0.17			0.07		
v/c Ratio		0.87	0.47	0.23	0.18		0.47	0.48		0.21	0.62	
Uniform Delay, d1		32.8	22.9	19.6	18.5		18.7	25.3		20.5	28.6	
Progression Factor		1.00	1.00	1.00	1.00		0.85	0.80		1.00	1.00	
Incremental Delay, d2		15.5	0.5	0.4	0.1		0.5	2.5		0.2	2.6	
Delay (s)		48.3	23.3	20.0	18.6		16.4	22.8		20.7	31.2	
Level of Service		D	C	B	B		B	C		C	C	
Approach Delay (s)		35.8			19.0		19.9			30.1		
Approach LOS		D			B		B			C		
Intersection Summary												
HCM 2000 Control Delay			28.6			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.68									
Actuated Cycle Length (s)			100.0			Sum of lost time (s)				23.5		
Intersection Capacity Utilization			70.1%			ICU Level of Service				C		
Analysis Period (min)			15									
c Critical Lane Group												

4: New London Turnpike & Centre of New England Blvd/Driveway

Timing Plan: Peak AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	222	10	297	43	2	29	219	417	19	26	741	229
Future Volume (vph)	222	10	297	43	2	29	219	417	19	26	741	229
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			4%			-1%			1%	
Storage Length (ft)	300		0	0		0	375		0	100		0
Storage Lanes	1		1	0		0	2		0	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		32			32			32			32	
Link Distance (ft)		542			502			702			829	
Travel Time (s)		11.5			10.7			15.0			17.7	
Peak Hour Factor	0.84	0.84	0.84	0.90	0.90	0.90	0.87	0.87	0.87	0.93	0.93	0.93
Heavy Vehicles (%)	5%	5%	5%	14%	14%	14%	8%	8%	8%	6%	6%	6%
Shared Lane Traffic (%)	48%											
Lane Group Flow (vph)	137	139	354	0	82	0	252	501	0	28	797	246
Turn Type	Split	NA	pt+ov	Split	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	4	4	4 5	3	3		5	2		1	6	
Permitted Phases							2			6		6
Detector Phase	4	4	4 5	3	3		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	6.0	6.0		5.0	5.0		6.0	10.0		5.0	10.0	10.0
Minimum Split (s)	13.0	13.0		11.0	11.0		13.0	15.5		12.0	15.5	15.5
Total Split (s)	22.0	22.0		11.0	11.0		13.0	55.0		12.0	54.0	54.0
Total Split (%)	22.0%	22.0%		11.0%	11.0%		13.0%	55.0%		12.0%	54.0%	54.0%
Yellow Time (s)	3.5	3.5		3.0	3.0		3.5	4.5		3.5	4.5	4.5
All-Red Time (s)	3.5	3.5		3.0	3.0		3.5	1.0		3.5	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0			6.0		7.0	5.5		7.0	5.5	5.5
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	C-Min
v/c Ratio	0.63	0.63	0.69		0.47		0.60	0.26		0.06	0.86	0.27
Control Delay	53.6	53.8	26.8		39.8		19.3	7.9		6.4	25.9	1.7
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	53.6	53.8	26.8		39.8		19.3	7.9		6.4	25.9	1.7
Queue Length 50th (ft)	86	87	119		16		19	86		5	214	4
Queue Length 95th (ft)	142	142	195		41		54	74		m11	#686	16
Internal Link Dist (ft)		462			422			622			749	
Turn Bay Length (ft)	300						375			100		
Base Capacity (vph)	243	245	495		173		417	1937		507	926	901
Starvation Cap Reductn	0	0	0		0		0	0		0	0	0
Spillback Cap Reductn	0	0	0		0		0	0		0	0	0
Storage Cap Reductn	0	0	0		0		0	0		0	0	0
Reduced v/c Ratio	0.56	0.57	0.72		0.47		0.60	0.26		0.06	0.86	0.27

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 7 (7%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: New London Turnpike & Centre of New England Blvd/Driveway

Ø1	Ø2 (R)	Ø3	Ø4	Ø5	Ø6 (R)
12 s	55 s	11 s	22 s	13 s	54 s

4: New London Turnpike & Centre of New England Blvd/Driveway

Timing Plan: Peak AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	222	10	297	43	2	29	219	417	19	26	741	229
Future Volume (vph)	222	10	297	43	2	29	219	417	19	26	741	229
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			4%			-1%			1%	
Total Lost time (s)	7.0	7.0	7.0		6.0		7.0	5.5		7.0	5.5	5.5
Lane Util. Factor	0.95	0.95	1.00		0.95		0.97	0.95		1.00	1.00	1.00
Frt	1.00	1.00	0.85		0.94		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	0.96	1.00		0.97		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1625	1636	1530		2839		3259	3337		1694	1783	1516
Flt Permitted	0.95	0.96	1.00		0.97		0.12	1.00		0.47	1.00	1.00
Satd. Flow (perm)	1625	1636	1530		2839		398	3337		835	1783	1516
Peak-hour factor, PHF	0.84	0.84	0.84	0.90	0.90	0.90	0.87	0.87	0.87	0.93	0.93	0.93
Adj. Flow (vph)	264	12	354	48	2	32	252	479	22	28	797	246
RTOR Reduction (vph)	0	0	104	0	31	0	0	3	0	0	0	117
Lane Group Flow (vph)	137	139	250	0	51	0	252	498	0	28	797	129
Heavy Vehicles (%)	5%	5%	5%	14%	14%	14%	8%	8%	6%	6%	6%	6%
Turn Type	Split	NA	pt+ov	Split	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	4	4	4 5	3	3		5	2		1	6	
Permitted Phases							2			6		6
Actuated Green, G (s)	13.5	13.5	26.7		4.0		60.2	54.0		53.8	50.8	50.8
Effective Green, g (s)	13.5	13.5	26.7		4.0		60.2	54.0		53.8	50.8	50.8
Actuated g/C Ratio	0.14	0.14	0.27		0.04		0.60	0.54		0.54	0.51	0.51
Clearance Time (s)	7.0	7.0			6.0		7.0	5.5		7.0	5.5	5.5
Vehicle Extension (s)	2.6	2.6			2.6		2.6	2.9		2.6	2.9	2.9
Lane Grp Cap (vph)	219	220	408		113		416	1801		475	905	770
v/s Ratio Prot	0.08	0.08	c0.16		c0.02		0.04	0.15		0.00	c0.45	
v/s Ratio Perm							c0.33			0.03		0.09
v/c Ratio	0.63	0.63	0.61		0.45		0.61	0.28		0.06	0.88	0.17
Uniform Delay, d1	40.9	40.9	32.1		46.9		17.1	12.4		10.9	21.9	13.2
Progression Factor	1.00	1.00	1.00		1.00		1.44	0.62		0.73	0.67	0.46
Incremental Delay, d2	4.9	5.2	2.4		2.3		1.9	0.3		0.0	10.6	0.4
Delay (s)	45.8	46.1	34.5		49.2		26.6	8.0		8.0	25.4	6.5
Level of Service	D	D	C		D		C	A		A	C	A
Approach Delay (s)		39.5			49.2		14.2			20.6		
Approach LOS		D			D		B			C		
Intersection Summary												
HCM 2000 Control Delay			24.3				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.85									
Actuated Cycle Length (s)			100.0				Sum of lost time (s)			25.5		
Intersection Capacity Utilization			77.0%				ICU Level of Service			D		
Analysis Period (min)			15									

c Critical Lane Group

5: New London Turnpike & I-95 SB On-Ramp/I-95 SB Off-Ramp

Timing Plan: Peak AM

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	22	0	387	18	268	0	0	861	229
Future Volume (vph)	0	0	0	22	0	387	18	268	0	0	861	229
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			5%	
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			37			32			32	
Link Distance (ft)		436			567			812			702	
Travel Time (s)		9.9			10.4			17.3			15.0	
Confl. Peds. (#/hr)							2					2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.86	0.86	0.86	0.96	0.96	0.96
Heavy Vehicles (%)	2%	2%	2%	5%	5%	5%	9%	9%	9%	7%	7%	7%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	24	0	421	0	333	0	0	1136	0
Turn Type				Prot		Prot	Perm	NA			NA	
Protected Phases				2		2		1			1	
Permitted Phases							1					
Detector Phase				2		2	1	1			1	
Switch Phase												
Minimum Initial (s)				6.0		6.0	10.0	10.0			10.0	
Minimum Split (s)				10.5		10.5	17.0	17.0			17.0	
Total Split (s)				13.0		13.0	87.0	87.0			87.0	
Total Split (%)				13.0%		13.0%	87.0%	87.0%			87.0%	
Yellow Time (s)				3.0		3.0	5.0	5.0			5.0	
All-Red Time (s)				1.5		1.5	2.0	2.0			2.0	
Lost Time Adjust (s)				0.0		0.0		0.0			0.0	
Total Lost Time (s)				4.5		4.5		7.0			7.0	
Lead/Lag				Lag		Lag	Lead	Lead			Lead	
Lead-Lag Optimize?												
Recall Mode				None		None	C-Min	C-Min			C-Min	
v/c Ratio				0.21		0.73		0.26			0.83	
Control Delay				47.7		12.7		1.0			9.3	
Queue Delay				0.0		0.0		0.0			0.4	
Total Delay				47.7		12.7		1.0			9.7	
Queue Length 50th (ft)				15		0		0			177	
Queue Length 95th (ft)				40		50		0			m378	
Internal Link Dist (ft)		356			487			732			622	
Turn Bay Length (ft)												
Base Capacity (vph)				145		614		1292			1376	
Starvation Cap Reductn				0		0		0			38	
Spillback Cap Reductn				0		0		0			0	
Storage Cap Reductn				0		0		0			0	
Reduced v/c Ratio				0.17		0.69		0.26			0.85	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 1 (1%), Referenced to phase 1:NBSB, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: New London Turnpike & I-95 SB On-Ramp/I-95 SB Off-Ramp



5: New London Turnpike & I-95 SB On-Ramp/I-95 SB Off-Ramp

Timing Plan: Peak AM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	22	0	387	18	268	0	0	861	229
Future Volume (vph)	0	0	0	22	0	387	18	268	0	0	861	229
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			5%	
Total Lost time (s)				4.5		4.5		7.0			7.0	
Lane Util. Factor				1.00		0.88		1.00			1.00	
Flpb, ped/bikes				1.00		1.00		1.00			1.00	
Flpb, ped/bikes				1.00		1.00		1.00			1.00	
Frt				1.00		0.85		1.00			0.97	
Flt Protected				0.95		1.00		1.00			1.00	
Satd. Flow (prot)				1710		2694		1738			1675	
Flt Permitted				0.95		1.00		0.91			1.00	
Satd. Flow (perm)				1710		2694		1582			1675	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.86	0.86	0.86	0.96	0.96	0.96
Adj. Flow (vph)	0	0	0	24	0	421	21	312	0	0	897	239
RTOR Reduction (vph)	0	0	0	0	0	392	0	0	0	0	9	0
Lane Group Flow (vph)	0	0	0	24	0	29	0	333	0	0	1127	0
Confl. Peds. (#/hr)							2					2
Heavy Vehicles (%)	2%	2%	2%	5%	5%	5%	9%	9%	9%	7%	7%	7%
Turn Type				Prot		Prot	Perm	NA			NA	
Protected Phases				2		2		1			1	
Permitted Phases							1					
Actuated Green, G (s)				6.9		6.9		81.6			81.6	
Effective Green, g (s)				6.9		6.9		81.6			81.6	
Actuated g/C Ratio				0.07		0.07		0.82			0.82	
Clearance Time (s)				4.5		4.5		7.0			7.0	
Vehicle Extension (s)				2.4		2.4		2.9			2.9	
Lane Grp Cap (vph)				117		185		1290			1366	
v/s Ratio Prot				c0.01		0.01					c0.67	
v/s Ratio Perm								0.21				
v/c Ratio				0.21		0.16		0.26			0.83	
Uniform Delay, d1				44.0		43.8		2.1			5.2	
Progression Factor				1.00		1.00		0.24			0.94	
Incremental Delay, d2				0.6		0.3		0.4			3.4	
Delay (s)				44.5		44.1		0.9			8.3	
Level of Service				D		D		A			A	
Approach Delay (s)		0.0			44.1			0.9			8.3	
Approach LOS		A			D			A			A	
Intersection Summary												
HCM 2000 Control Delay			15.3									
HCM 2000 Volume to Capacity ratio			0.78									
Actuated Cycle Length (s)			100.0						11.5			
Intersection Capacity Utilization			71.8%									
Analysis Period (min)			15									
c Critical Lane Group												

6: New London Turnpike & I-95 NB Off-Ramp/I-95 NB On-Ramp

Timing Plan: Peak AM

	↖	→	↗	↖	←	↖	↖	↑	↗	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖		↗					↑	↗	↘	↑	
Traffic Volume (vph)	130	0	25	0	0	0	0	156	82	746	136	0
Future Volume (vph)	130	0	25	0	0	0	0	156	82	746	136	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		3%			0%			3%			2%	
Storage Length (ft)	0		50	0		0	0		0	300		0
Storage Lanes	1		1	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		32			30			32			32	
Link Distance (ft)		573			563			385			812	
Travel Time (s)		12.2			12.8			8.2			17.3	
Peak Hour Factor	0.74	0.74	0.74	0.92	0.92	0.92	0.77	0.77	0.77	0.97	0.97	0.97
Heavy Vehicles (%)	6%	6%	6%	2%	2%	2%	13%	13%	13%	8%	8%	8%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	176	0	34	0	0	0	0	203	106	769	140	0
Turn Type	Prot		Prot					NA	Free	pm+pt	NA	
Protected Phases	4		4					2		1	6	
Permitted Phases									Free	6		
Detector Phase	4		4					2		1	6	
Switch Phase												
Minimum Initial (s)	6.0		6.0					10.0		6.0	10.0	
Minimum Split (s)	11.0		11.0					15.0		11.0	15.0	
Total Split (s)	24.0		24.0					28.0		48.0	76.0	
Total Split (%)	24.0%		24.0%					28.0%		48.0%	76.0%	
Yellow Time (s)	3.0		3.0					3.0		3.0	3.0	
All-Red Time (s)	2.0		2.0					2.0		2.0	2.0	
Lost Time Adjust (s)	0.0		0.0					0.0		0.0	0.0	
Total Lost Time (s)	5.0		5.0					5.0		5.0	5.0	
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?												
Recall Mode	None		None					C-Min		None	C-Min	
v/c Ratio	0.69		0.12					0.33	0.08	0.84	0.11	
Control Delay	54.2		1.4					29.4	0.1	12.6	3.2	
Queue Delay	0.0		0.0					0.0	0.0	0.0	0.0	
Total Delay	54.2		1.4					29.4	0.1	12.6	3.2	
Queue Length 50th (ft)	107		0					94	0	221	31	
Queue Length 95th (ft)	137		0					156	0	m300	m20	
Internal Link Dist (ft)		493			483			305			732	
Turn Bay Length (ft)										300		
Base Capacity (vph)	318		346					618	1408	997	1303	
Starvation Cap Reductn	0		0					0	0	0	0	
Spillback Cap Reductn	0		0					0	0	0	0	
Storage Cap Reductn	0		0					0	0	0	0	
Reduced v/c Ratio	0.55		0.10					0.33	0.08	0.77	0.11	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

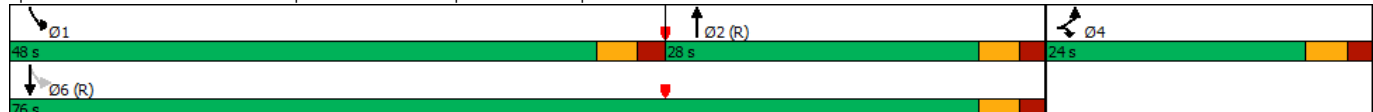
Offset: 82 (82%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: New London Turnpike & I-95 NB Off-Ramp/I-95 NB On-Ramp



6: New London Turnpike & I-95 NB Off-Ramp/I-95 NB On-Ramp

Timing Plan: Peak AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	130	0	25	0	0	0	0	156	82	746	136	0
Future Volume (vph)	130	0	25	0	0	0	0	156	82	746	136	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		3%			0%			3%			2%	
Total Lost time (s)	5.0		5.0					5.0	4.0	5.0	5.0	
Lane Util. Factor	1.00		1.00					1.00	1.00	1.00	1.00	
Frnt	1.00		0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1677		1501					1656	1408	1655	1742	
Flt Permitted	0.95		1.00					1.00	1.00	0.51	1.00	
Satd. Flow (perm)	1677		1501					1656	1408	890	1742	
Peak-hour factor, PHF	0.74	0.74	0.74	0.92	0.92	0.92	0.77	0.77	0.77	0.97	0.97	0.97
Adj. Flow (vph)	176	0	34	0	0	0	0	203	106	769	140	0
RTOR Reduction (vph)	0	0	29	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	176	0	5	0	0	0	0	203	106	769	140	0
Heavy Vehicles (%)	6%	6%	6%	2%	2%	2%	13%	13%	13%	8%	8%	8%
Turn Type	Prot		Prot					NA	Free	pm+pt	NA	
Protected Phases	4		4					2		1	6	
Permitted Phases									Free	6		
Actuated Green, G (s)	15.2		15.2					37.2	100.0	74.8	74.8	
Effective Green, g (s)	15.2		15.2					37.2	100.0	74.8	74.8	
Actuated g/C Ratio	0.15		0.15					0.37	1.00	0.75	0.75	
Clearance Time (s)	5.0		5.0					5.0		5.0	5.0	
Vehicle Extension (s)	3.0		3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)	254		228					616	1408	915	1303	
v/s Ratio Prot	c0.10		0.00					0.12		c0.27	0.08	
v/s Ratio Perm									0.08	c0.35		
v/c Ratio	0.69		0.02					0.33	0.08	0.84	0.11	
Uniform Delay, d1	40.2		36.1					22.5	0.0	7.0	3.5	
Progression Factor	1.00		1.00					1.00	1.00	0.95	0.79	
Incremental Delay, d2	7.9		0.0					1.4	0.1	4.1	0.1	
Delay (s)	48.1		36.1					23.9	0.1	10.8	2.8	
Level of Service	D		D					C	A	B	A	
Approach Delay (s)		46.2			0.0			15.7			9.5	
Approach LOS		D			A			B			A	
Intersection Summary												
HCM 2000 Control Delay			16.3								HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.85									
Actuated Cycle Length (s)			100.0								Sum of lost time (s)	15.0
Intersection Capacity Utilization			68.5%								ICU Level of Service	C
Analysis Period (min)			15									

c Critical Lane Group

23: New London Turnpike & New London Right-in/Right-Out

Timing Plan: Peak AM

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	101	0	392	530	37
Future Volume (Veh/h)	0	101	0	392	530	37
Sign Control	Stop			Free	Free	
Grade	0%			0%	3%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	110	0	426	576	40
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				412		
pX, platoon unblocked	0.88					
vC, conflicting volume	1022	596	616			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	959	596	616			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	78	100			
cM capacity (veh/h)	252	504	964			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	110	426	616			
Volume Left	0	0	0			
Volume Right	110	0	40			
cSH	504	1700	1700			
Volume to Capacity	0.22	0.25	0.36			
Queue Length 95th (ft)	21	0	0			
Control Delay (s)	14.1	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	14.1	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			1.3			
Intersection Capacity Utilization		43.1%		ICU Level of Service	A	
Analysis Period (min)		15				

AM Peak Hour
25: New London Turnpike & New London Full Access

Build w MIT Conditions
Timing Plan: Peak AM

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	11	58	18	392	509	4
Future Volume (Veh/h)	11	58	18	392	509	4
Sign Control	Stop			Free	Free	
Grade	0%			0%	3%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	63	20	426	553	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				728		
pX, platoon unblocked	0.90					
vC, conflicting volume	1021	555	557			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	968	555	557			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	95	88	98			
cM capacity (veh/h)	249	531	1014			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	75	446	557			
Volume Left	12	20	0			
Volume Right	63	0	4			
cSH	449	1014	1700			
Volume to Capacity	0.17	0.02	0.33			
Queue Length 95th (ft)	15	2	0			
Control Delay (s)	14.6	0.6	0.0			
Lane LOS	B	A				
Approach Delay (s)	14.6	0.6	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			1.3			
Intersection Capacity Utilization			46.1%	ICU Level of Service	A	
Analysis Period (min)			15			

PM Peak Hour
1: Grandview Street/Arnold Full Access & Arnold Road

Build w MIT Conditions

Timing Plan: Peak PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	645	16	13	878	16	29	0	5	55	0	33
Future Volume (Veh/h)	53	645	16	13	878	16	29	0	5	55	0	33
Sign Control		Free			Free			Stop			Stop	
Grade		7%			-7%			-5%			0%	
Peak Hour Factor	0.92	0.93	0.93	0.93	0.93	0.92	0.75	0.92	0.75	0.92	0.92	0.92
Hourly flow rate (vph)	58	694	17	14	944	17	39	0	7	60	0	36
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)					767							
pX, platoon unblocked	0.79						0.79	0.79		0.79	0.79	0.79
vC, conflicting volume	961			711			1826	1808	702	1798	1799	944
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	813			711			1916	1892	702	1879	1881	792
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	91			98			0	100	98	0	100	88
cM capacity (veh/h)	639			888			33	49	437	39	50	306
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1							
Volume Total	769	958	17	46	96							
Volume Left	58	14	0	39	60							
Volume Right	17	0	17	7	36							
cSH	639	888	1700	38	57							
Volume to Capacity	0.09	0.02	0.01	1.21	1.67							
Queue Length 95th (ft)	7	1	0	117	222							
Control Delay (s)	2.5	0.5	0.0	380.5	483.0							
Lane LOS	A	A		F	F							
Approach Delay (s)	2.5	0.4		380.5	483.0							
Approach LOS				F	F							
Intersection Summary												
Average Delay			35.1									
Intersection Capacity Utilization			90.4%	ICU Level of Service	E							
Analysis Period (min)			15									

PM Peak Hour
2: Gay Street/Arnold Right-In/Right-Out & Arnold Road

Build w MIT Conditions

Timing Plan: Peak PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	673	34	2	851	123	31	0	25	0	0	33
Future Volume (Veh/h)	0	673	34	2	851	123	31	0	25	0	0	33
Sign Control		Free			Free			Stop			Stop	
Grade		4%			0%			0%			0%	
Peak Hour Factor	0.92	0.95	0.95	0.92	0.92	0.92	0.64	0.92	0.64	0.92	0.92	0.92
Hourly flow rate (vph)	0	708	36	2	925	134	48	0	39	0	0	36
Pedestrians								1				
Lane Width (ft)								12.0				
Walking Speed (ft/s)								3.5				
Percent Blockage								0				
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)					337							
pX, platoon unblocked	0.86						0.86	0.86		0.86	0.86	0.86
vC, conflicting volume	1059			745			1230	1790	727	1761	1741	530
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	751			745			948	1598	727	1564	1541	137
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			73	100	89	100	100	95
cM capacity (veh/h)	737			858			176	91	366	58	98	765
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1							
Volume Total	744	464	596	87	36							
Volume Left	0	2	0	48	0							
Volume Right	36	0	134	39	36							
cSH	1700	858	1700	230	765							
Volume to Capacity	0.44	0.00	0.35	0.38	0.05							
Queue Length 95th (ft)	0	0	0	42	4							
Control Delay (s)	0.0	0.1	0.0	29.9	9.9							
Lane LOS		A		D	A							
Approach Delay (s)	0.0	0.0		29.9	9.9							
Approach LOS				D	A							
Intersection Summary												
Average Delay			1.6									
Intersection Capacity Utilization			47.5%		ICU Level of Service			A				
Analysis Period (min)			15									

PM Peak Hour
3: New London Turnpike & Arnold Road/Crompton Road

Build w MIT Conditions
Timing Plan: Peak PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	205	120	337	122	266	98	562	499	37	76	464	120
Future Volume (vph)	205	120	337	122	266	98	562	499	37	76	464	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			3%			1%			3%	
Storage Length (ft)	0		200	200		0	600		0	100		250
Storage Lanes	0		1	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		42			32			32			32	
Link Distance (ft)		337			465			829			412	
Travel Time (s)		5.5			9.9			17.7			8.8	
Confl. Peds. (#/hr)			1	1								
Peak Hour Factor	0.92	0.92	0.92	0.95	0.95	0.95	0.92	0.92	0.92	0.83	0.83	0.83
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	353	366	128	383	0	611	582	0	92	704	0
Turn Type	Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4	5	3	8		5	2		1	6	
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	5	3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		6.0	10.0		6.0	10.0	
Minimum Split (s)	30.0	30.0	12.0	12.0	32.0		12.0	30.0		12.0	30.0	
Total Split (s)	43.0	43.0	22.0	13.0	56.0		22.0	42.0		12.0	32.0	
Total Split (%)	39.1%	39.1%	20.0%	11.8%	50.9%		20.0%	38.2%		10.9%	29.1%	
Yellow Time (s)	4.0	4.0	3.0	3.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	3.0	3.0	3.0	2.5	3.0		3.0	1.0		3.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		7.0	6.0	5.5	7.0		6.0	5.0		6.0	5.0	
Lead/Lag	Lag	Lag	Lead	Lead			Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None	C-Min		None	C-Min	
v/c Ratio		0.97	0.44	0.37	0.49		0.95	0.87		0.56	0.82	
Control Delay		78.7	10.6	20.8	23.0		58.8	43.3		33.9	46.8	
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		78.7	10.6	20.8	23.0		58.8	43.3		33.9	46.8	
Queue Length 50th (ft)		243	82	51	175		211	253		38	239	
Queue Length 95th (ft)		#431	148	89	261		#300	#597		64	280	
Internal Link Dist (ft)		257			385			749			332	
Turn Bay Length (ft)			200	200			600			100		
Base Capacity (vph)		368	834	348	796		641	670		165	856	
Starvation Cap Reductn		0	0	0	0		0	0		0	0	
Spillback Cap Reductn		0	0	0	0		0	0		0	0	
Storage Cap Reductn		0	0	0	0		0	0		0	0	
Reduced v/c Ratio		0.96	0.44	0.37	0.48		0.95	0.87		0.56	0.82	

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 107 (97%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 95

Control Type: Actuated-Coordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: New London Turnpike & Arnold Road/Crompton Road

Ø1	Ø2 (R)	Ø3	Ø4
12 s	42 s	13 s	43 s
Ø5	Ø6 (R)	Ø7	Ø8
22 s	32 s	56 s	

3: New London Turnpike & Arnold Road/Crompton Road

Timing Plan: Peak PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	205	120	337	122	266	98	562	499	37	76	464	120
Future Volume (vph)	205	120	337	122	266	98	562	499	37	76	464	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			3%			1%			3%	
Total Lost time (s)		7.0	6.0	5.5	7.0		6.0	5.0		6.0	5.0	
Lane Util. Factor		1.00	1.00	1.00	1.00		0.97	1.00		1.00	0.95	
Flpb, ped/bikes		1.00	0.99	1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85	1.00	0.96		1.00	0.99		1.00	0.97	
Flt Protected		0.97	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1815	1577	1743	1761		3416	1834		1743	3378	
Flt Permitted		0.60	1.00	0.33	1.00		0.12	1.00		0.16	1.00	
Satd. Flow (perm)		1127	1577	598	1761		447	1834		298	3378	
Peak-hour factor, PHF	0.92	0.92	0.92	0.95	0.95	0.95	0.92	0.92	0.92	0.83	0.83	0.83
Adj. Flow (vph)	223	130	366	128	280	103	611	542	40	92	559	145
RTOR Reduction (vph)	0	0	76	0	12	0	0	3	0	0	21	0
Lane Group Flow (vph)	0	353	290	128	371	0	611	579	0	92	683	0
Confl. Peds. (#/hr)			1	1								
Turn Type	Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4	5	3	8		5	2		1	6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)		35.5	52.0	48.3	48.3		49.7	38.9		32.0	27.2	
Effective Green, g (s)		35.5	52.0	48.3	48.3		49.7	38.9		32.0	27.2	
Actuated g/C Ratio		0.32	0.47	0.44	0.44		0.45	0.35		0.29	0.25	
Clearance Time (s)		7.0	6.0	5.5	7.0		6.0	5.0		6.0	5.0	
Vehicle Extension (s)		2.9	2.6	2.6	2.9		2.6	2.9		2.6	2.9	
Lane Grp Cap (vph)		363	745	338	773		647	648		149	835	
v/s Ratio Prot			0.06	0.03	c0.21		c0.14	c0.32		0.03	0.20	
v/s Ratio Perm		c0.31	0.13	0.14			c0.29			0.15		
v/c Ratio		0.97	0.39	0.38	0.48		0.94	0.89		0.62	0.82	
Uniform Delay, d1		36.8	18.7	20.1	21.9		30.0	33.6		30.7	39.1	
Progression Factor		1.00	1.00	1.00	1.00		1.25	0.87		1.00	1.00	
Incremental Delay, d2		39.7	0.3	0.6	0.4		20.5	15.5		6.6	8.7	
Delay (s)		76.4	19.0	20.7	22.4		58.1	44.7		37.3	47.8	
Level of Service		E	B	C	C		E	D		D	D	
Approach Delay (s)		47.2			21.9		51.6			46.6		
Approach LOS		D			C		D			D		
Intersection Summary												
HCM 2000 Control Delay			44.7		HCM 2000 Level of Service					D		
HCM 2000 Volume to Capacity ratio			0.97									
Actuated Cycle Length (s)			110.0		Sum of lost time (s)					23.5		
Intersection Capacity Utilization			92.0%		ICU Level of Service					F		
Analysis Period (min)			15									

c Critical Lane Group

4: New London Turnpike & Centre of New England Blvd/Driveway

Timing Plan: Peak PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	452	12	449	21	5	32	508	757	11	28	529	439
Future Volume (vph)	452	12	449	21	5	32	508	757	11	28	529	439
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			4%			-1%			1%	
Storage Length (ft)	300		0	0		0	375		0	100		0
Storage Lanes	1		1	0		0	2		0	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		32			32			32			32	
Link Distance (ft)		542			502			702			829	
Travel Time (s)		11.5			10.7			15.0			17.7	
Peak Hour Factor	0.98	0.98	0.98	0.78	0.78	0.78	0.89	0.89	0.89	0.97	0.97	0.97
Shared Lane Traffic (%)	49%											
Lane Group Flow (vph)	235	238	458	0	74	0	571	863	0	29	545	453
Turn Type	Split	NA	pt+ov	Split	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	4	4	4 5	3	3		5	2		1	6	
Permitted Phases							2			6		6
Detector Phase	4	4	4 5	3	3		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	6.0	6.0		5.0	5.0		6.0	10.0		5.0	10.0	10.0
Minimum Split (s)	13.0	13.0		11.0	11.0		13.0	15.5		12.0	15.5	15.5
Total Split (s)	32.0	32.0		11.0	11.0		20.0	55.0		12.0	47.0	47.0
Total Split (%)	29.1%	29.1%		10.0%	10.0%		18.2%	50.0%		10.9%	42.7%	42.7%
Yellow Time (s)	3.5	3.5		3.0	3.0		3.5	4.5		3.5	4.5	4.5
All-Red Time (s)	3.5	3.5		3.0	3.0		3.5	1.0		3.5	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0			6.0		7.0	5.5		7.0	5.5	5.5
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	C-Min
v/c Ratio	0.73	0.73	0.64		0.39		0.75	0.45		0.09	0.69	0.49
Control Delay	54.7	55.0	19.1		32.9		18.4	14.8		12.2	25.8	3.1
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.2	0.0
Total Delay	54.7	55.0	19.1		32.9		18.4	14.8		12.2	26.0	3.1
Queue Length 50th (ft)	162	164	137		12		107	216		7	192	8
Queue Length 95th (ft)	247	250	245		29		m110	242		m16	m267	m26
Internal Link Dist (ft)		462			422			622			749	
Turn Bay Length (ft)	300						375			100		
Base Capacity (vph)	380	382	708		190		783	1930		320	799	936
Starvation Cap Reductn	0	0	0		0		0	0		0	0	0
Spillback Cap Reductn	0	0	2		0		0	0		0	24	0
Storage Cap Reductn	0	0	0		0		0	0		0	0	0
Reduced v/c Ratio	0.62	0.62	0.65		0.39		0.73	0.45		0.09	0.70	0.48

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 107 (97%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: New London Turnpike & Centre of New England Blvd/Driveway

 Ø1	 Ø2 (R) 	 Ø3	 Ø4
12 s	55 s	11 s	32 s
 Ø5	 Ø6 (R)		
20 s	47 s		

4: New London Turnpike & Centre of New England Blvd/Driveway

Timing Plan: Peak PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	452	12	449	21	5	32	508	757	11	28	529	439
Future Volume (vph)	452	12	449	21	5	32	508	757	11	28	529	439
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			4%			-1%			1%	
Total Lost time (s)	7.0	7.0	7.0		6.0		7.0	5.5		7.0	5.5	5.5
Lane Util. Factor	0.95	0.95	1.00		0.95		0.97	0.95		1.00	1.00	1.00
Frt	1.00	1.00	0.85		0.92		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	0.95	1.00		0.98		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1673	1681	1575		3123		3450	3549		1761	1853	1575
Flt Permitted	0.95	0.95	1.00		0.98		0.21	1.00		0.31	1.00	1.00
Satd. Flow (perm)	1673	1681	1575		3123		748	3549		569	1853	1575
Peak-hour factor, PHF	0.98	0.98	0.98	0.78	0.78	0.78	0.89	0.89	0.89	0.97	0.97	0.97
Adj. Flow (vph)	461	12	458	27	6	41	571	851	12	29	545	453
RTOR Reduction (vph)	0	0	125	0	39	0	0	1	0	0	0	264
Lane Group Flow (vph)	235	238	333	0	35	0	571	862	0	29	545	189
Turn Type	Split	NA	pt+ov	Split	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	4	4	4 5	3	3		5	2		1	6	
Permitted Phases							2			6		6
Actuated Green, G (s)	21.2	21.2	41.2		4.3		66.0	55.8		49.2	46.0	46.0
Effective Green, g (s)	21.2	21.2	41.2		4.3		66.0	55.8		49.2	46.0	46.0
Actuated g/C Ratio	0.19	0.19	0.37		0.04		0.60	0.51		0.45	0.42	0.42
Clearance Time (s)	7.0	7.0			6.0		7.0	5.5		7.0	5.5	5.5
Vehicle Extension (s)	2.6	2.6			2.6		2.6	2.9		2.6	2.9	2.9
Lane Grp Cap (vph)	322	323	589		122		768	1800		289	774	658
v/s Ratio Prot	0.14	c0.14	c0.21		c0.01		c0.09	0.24		0.00	0.29	
v/s Ratio Perm							c0.36			0.04		0.12
v/c Ratio	0.73	0.74	0.57		0.28		0.74	0.48		0.10	0.70	0.29
Uniform Delay, d1	41.7	41.8	27.3		51.4		16.5	17.6		17.1	26.4	21.2
Progression Factor	1.00	1.00	1.00		1.00		1.10	0.80		0.93	0.77	0.73
Incremental Delay, d2	7.7	8.1	1.1		1.0		2.8	0.7		0.1	4.1	0.9
Delay (s)	49.4	49.9	28.4		52.4		20.9	14.8		16.1	24.6	16.2
Level of Service	D	D	C		D		C	B		B	C	B
Approach Delay (s)		39.2			52.4			17.2			20.6	
Approach LOS		D			D			B			C	
Intersection Summary												
HCM 2000 Control Delay			24.9				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.75									
Actuated Cycle Length (s)			110.0				Sum of lost time (s)			25.5		
Intersection Capacity Utilization			78.1%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

5: New London Turnpike & I-95 SB On-Ramp/I-95 SB Off-Ramp

Timing Plan: Peak PM

	↖	→	↗	↖	←	↖	↗	↑	↖	↗	↓	↖
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖		↖		↖			↖	
Traffic Volume (vph)	0	0	0	83	0	917	16	442	0	0	667	328
Future Volume (vph)	0	0	0	83	0	917	16	442	0	0	667	328
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			5%	
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			37			32			32	
Link Distance (ft)		436			567			812			702	
Travel Time (s)		9.9			10.4			17.3			15.0	
Confl. Peds. (#/hr)							4					4
Peak Hour Factor	0.92	0.92	0.92	0.95	0.95	0.95	0.93	0.93	0.93	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	87	0	965	0	492	0	0	1047	0
Turn Type				Prot		Prot	Perm	NA			NA	
Protected Phases				2		2		1			1	
Permitted Phases							1					
Detector Phase				2		2	1	1			1	
Switch Phase												
Minimum Initial (s)				6.0		6.0	10.0	10.0			10.0	
Minimum Split (s)				10.5		10.5	17.0	17.0			17.0	
Total Split (s)				24.0		24.0	86.0	86.0			86.0	
Total Split (%)				21.8%		21.8%	78.2%	78.2%			78.2%	
Yellow Time (s)				3.0		3.0	5.0	5.0			5.0	
All-Red Time (s)				1.5		1.5	2.0	2.0			2.0	
Lost Time Adjust (s)				0.0		0.0		0.0			0.0	
Total Lost Time (s)				4.5		4.5		7.0			7.0	
Lead/Lag				Lag		Lag	Lead	Lead			Lead	
Lead-Lag Optimize?												
Recall Mode				None		None	C-Min	C-Min			C-Min	
v/c Ratio				0.40		0.91		0.36			0.78	
Control Delay				47.8		20.5		2.4			10.9	
Queue Delay				0.0		0.0		0.0			0.6	
Total Delay				47.8		20.5		2.4			11.5	
Queue Length 50th (ft)				57		54		0			341	
Queue Length 95th (ft)				102		143		0			339	
Internal Link Dist (ft)		356			487			732			622	
Turn Bay Length (ft)												
Base Capacity (vph)				312		1165		1368			1341	
Starvation Cap Reductn				0		0		0			78	
Spillback Cap Reductn				0		0		0			0	
Storage Cap Reductn				0		0		0			0	
Reduced v/c Ratio				0.28		0.83		0.36			0.83	
Intersection Summary												
Area Type:	Other											
Cycle Length: 110												
Actuated Cycle Length: 110												
Offset: 93 (85%), Referenced to phase 1:NBSB, Start of Green												
Natural Cycle: 70												
Control Type: Actuated-Coordinated												

Splits and Phases: 5: New London Turnpike & I-95 SB On-Ramp/I-95 SB Off-Ramp



5: New London Turnpike & I-95 SB On-Ramp/I-95 SB Off-Ramp

Timing Plan: Peak PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	83	0	917	16	442	0	0	667	328
Future Volume (vph)	0	0	0	83	0	917	16	442	0	0	667	328
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			5%	
Total Lost time (s)				4.5		4.5		7.0			7.0	
Lane Util. Factor				1.00		0.88		1.00			1.00	
Frpb, ped/bikes				1.00		1.00		1.00			0.99	
Flpb, ped/bikes				1.00		1.00		1.00			1.00	
Frt				1.00		0.85		1.00			0.96	
Flt Protected				0.95		1.00		1.00			1.00	
Satd. Flow (prot)				1761		2773		1859			1722	
Flt Permitted				0.95		1.00		0.95			1.00	
Satd. Flow (perm)				1761		2773		1775			1722	
Peak-hour factor, PHF	0.92	0.92	0.92	0.95	0.95	0.95	0.93	0.93	0.93	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	87	0	965	17	475	0	0	702	345
RTOR Reduction (vph)	0	0	0	0	0	717	0	0	0	0	13	0
Lane Group Flow (vph)	0	0	0	87	0	248	0	492	0	0	1034	0
Confl. Peds. (#/hr)							4					4
Turn Type				Prot		Prot	Perm	NA			NA	
Protected Phases				2		2		1			1	
Permitted Phases							1					
Actuated Green, G (s)				13.7		13.7		84.8			84.8	
Effective Green, g (s)				13.7		13.7		84.8			84.8	
Actuated g/C Ratio				0.12		0.12		0.77			0.77	
Clearance Time (s)				4.5		4.5		7.0			7.0	
Vehicle Extension (s)				2.4		2.4		2.9			2.9	
Lane Grp Cap (vph)				219		345		1368			1327	
v/s Ratio Prot				0.05		c0.09					c0.60	
v/s Ratio Perm								0.28				
v/c Ratio				0.40		0.72		0.36			0.78	
Uniform Delay, d1				44.3		46.3		4.0			7.2	
Progression Factor				1.00		1.00		0.36			0.82	
Incremental Delay, d2				0.8		6.4		0.7			3.5	
Delay (s)				45.1		52.7		2.1			9.4	
Level of Service				D		D		A			A	
Approach Delay (s)		0.0			52.1			2.1			9.4	
Approach LOS		A			D			A			A	
Intersection Summary												
HCM 2000 Control Delay			25.4		HCM 2000 Level of Service						C	
HCM 2000 Volume to Capacity ratio			0.77									
Actuated Cycle Length (s)			110.0		Sum of lost time (s)						11.5	
Intersection Capacity Utilization			69.0%		ICU Level of Service						C	
Analysis Period (min)			15									

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	227	0	36	0	0	0	0	231	58	506	245	0
Future Volume (vph)	227	0	36	0	0	0	0	231	58	506	245	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		3%			0%			3%			2%	
Storage Length (ft)	0		50	0		0	0		0	300		0
Storage Lanes	1		1	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		32			30			32			32	
Link Distance (ft)		573			563			385			812	
Travel Time (s)		12.2			12.8			8.2			17.3	
Confl. Peds. (#/hr)							2					2
Peak Hour Factor	0.97	0.97	0.97	0.92	0.92	0.92	0.85	0.85	0.85	0.89	0.89	0.89
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	234	0	37	0	0	0	0	272	68	569	275	0
Turn Type	Prot		Prot					NA	Free	pm+pt	NA	
Protected Phases	4		4					2		1	6	
Permitted Phases									Free	6		
Detector Phase	4		4					2		1	6	
Switch Phase												
Minimum Initial (s)	6.0		6.0					10.0		6.0	10.0	
Minimum Split (s)	11.0		11.0					15.0		11.0	15.0	
Total Split (s)	45.0		45.0					25.0		40.0	65.0	
Total Split (%)	40.9%		40.9%					22.7%		36.4%	59.1%	
Yellow Time (s)	3.0		3.0					3.0		3.0	3.0	
All-Red Time (s)	2.0		2.0					2.0		2.0	2.0	
Lost Time Adjust (s)	0.0		0.0					0.0		0.0	0.0	
Total Lost Time (s)	5.0		5.0					5.0		5.0	5.0	
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?												
Recall Mode	None		None					C-Min		None	C-Min	
v/c Ratio	0.73		0.11					0.39	0.04	0.66	0.21	
Control Delay	54.9		2.7					30.6	0.1	8.8	4.7	
Queue Delay	0.0		0.0					0.0	0.0	0.0	0.0	
Total Delay	54.9		2.7					30.6	0.1	8.8	4.7	
Queue Length 50th (ft)	157		0					134	0	144	64	
Queue Length 95th (ft)	224		9					254	0	233	m79	
Internal Link Dist (ft)		493			483			305			732	
Turn Bay Length (ft)			50							300		
Base Capacity (vph)	633		611					702	1544	906	1336	
Starvation Cap Reductn	0		0					0	0	0	0	
Spillback Cap Reductn	0		0					0	0	0	0	
Storage Cap Reductn	0		0					0	0	0	0	
Reduced v/c Ratio	0.37		0.06					0.39	0.04	0.63	0.21	

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 77 (70%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: New London Turnpike & I-95 NB Off-Ramp/I-95 NB On-Ramp



6: New London Turnpike & I-95 NB Off-Ramp/I-95 NB On-Ramp

Timing Plan: Peak PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	227	0	36	0	0	0	0	231	58	506	245	0
Future Volume (vph)	227	0	36	0	0	0	0	231	58	506	245	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		3%			0%			3%			2%	
Total Lost time (s)	5.0		5.0					5.0	4.0	5.0	5.0	
Lane Util. Factor	1.00		1.00					1.00	1.00	1.00	1.00	
Frpb, ped/bikes	1.00		1.00					1.00	1.00	1.00	1.00	
Flpb, ped/bikes	1.00		1.00					1.00	1.00	1.00	1.00	
Frt	1.00		0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1743		1560					1817	1544	1752	1844	
Flt Permitted	0.95		1.00					1.00	1.00	0.44	1.00	
Satd. Flow (perm)	1743		1560					1817	1544	816	1844	
Peak-hour factor, PHF	0.97	0.97	0.97	0.92	0.92	0.92	0.85	0.85	0.85	0.89	0.89	0.89
Adj. Flow (vph)	234	0	37	0	0	0	0	272	68	569	275	0
RTOR Reduction (vph)	0	0	30	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	234	0	7	0	0	0	0	272	68	569	275	0
Confl. Peds. (#/hr)							2					2
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	2%	2%	2%
Turn Type	Prot		Prot					NA	Free	pm+pt	NA	
Protected Phases	4		4					2		1	6	
Permitted Phases									Free	6		
Actuated Green, G (s)	20.3		20.3					42.5	110.0	79.7	79.7	
Effective Green, g (s)	20.3		20.3					42.5	110.0	79.7	79.7	
Actuated g/C Ratio	0.18		0.18					0.39	1.00	0.72	0.72	
Clearance Time (s)	5.0		5.0					5.0		5.0	5.0	
Vehicle Extension (s)	3.0		3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)	321		287					702	1544	865	1336	
v/s Ratio Prot	c0.13		0.00					0.15		c0.19	0.15	
v/s Ratio Perm									0.04	c0.28		
v/c Ratio	0.73		0.02					0.39	0.04	0.66	0.21	
Uniform Delay, d1	42.3		36.7					24.4	0.0	7.6	4.9	
Progression Factor	1.00		1.00					1.00	1.00	0.82	0.77	
Incremental Delay, d2	8.0		0.0					1.6	0.1	1.3	0.3	
Delay (s)	50.3		36.8					26.0	0.1	7.6	4.0	
Level of Service	D		D					C	A	A	A	
Approach Delay (s)		48.4			0.0			20.8			6.4	
Approach LOS		D			A			C			A	
Intersection Summary												
HCM 2000 Control Delay		17.6			HCM 2000 Level of Service				B			
HCM 2000 Volume to Capacity ratio		0.70										
Actuated Cycle Length (s)		110.0			Sum of lost time (s)			15.0				
Intersection Capacity Utilization		64.4%			ICU Level of Service				C			
Analysis Period (min)		15										
c Critical Lane Group												

PM Peak Hour
23: New London Turnpike & New London Right-in/Right-Out

Build w MIT Conditions
Timing Plan: Peak PM

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	113	0	803	546	36
Future Volume (Veh/h)	0	113	0	803	546	36
Sign Control	Stop			Free	Free	
Grade	0%			0%	3%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	123	0	873	593	39
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				412		
pX, platoon unblocked	0.70					
vC, conflicting volume	1486	612	632			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1479	612	632			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	75	100			
cM capacity (veh/h)	97	493	951			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	123	873	632			
Volume Left	0	0	0			
Volume Right	123	0	39			
cSH	493	1700	1700			
Volume to Capacity	0.25	0.51	0.37			
Queue Length 95th (ft)	24	0	0			
Control Delay (s)	14.7	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	14.7	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay		1.1				
Intersection Capacity Utilization		45.6%		ICU Level of Service	A	
Analysis Period (min)		15				

PM Peak Hour
25: New London Turnpike & New London Full Access

Build w MIT Conditions
Timing Plan: Peak PM

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W	W	W	W	W	W
Traffic Volume (veh/h)	7	35	61	742	547	12
Future Volume (Veh/h)	7	35	61	742	547	12
Sign Control	Stop			Free	Free	
Grade	0%			0%	3%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	38	66	807	595	13
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				728		
pX, platoon unblocked	0.70					
vC, conflicting volume	1540	602	608			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1558	602	608			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	90	92	93			
cM capacity (veh/h)	80	500	970			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	46	873	608			
Volume Left	8	66	0			
Volume Right	38	0	13			
cSH	262	970	1700			
Volume to Capacity	0.18	0.07	0.36			
Queue Length 95th (ft)	16	5	0			
Control Delay (s)	21.6	1.8	0.0			
Lane LOS	C	A				
Approach Delay (s)	21.6	1.8	0.0			
Approach LOS	C					
Intersection Summary						
Average Delay			1.7			
Intersection Capacity Utilization		85.3%		ICU Level of Service	E	
Analysis Period (min)		15				

SAT Midday Peak Hour
1: Grandview Street/Arnold Full Access & Arnold Road

Build w MIT Conditions
Timing Plan: Peak SAT Midday

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	648	11	0	634	9	16	0	1	40	0	23
Future Volume (Veh/h)	36	648	11	0	634	9	16	0	1	40	0	23
Sign Control		Free			Free			Stop			Stop	
Grade		7%			-7%			-5%			0%	
Peak Hour Factor	0.92	0.97	0.97	0.88	0.88	0.92	0.61	0.92	0.61	0.92	0.92	0.92
Hourly flow rate (vph)	39	668	11	0	720	10	26	0	2	43	0	25
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)					767							
pX, platoon unblocked	0.85						0.85	0.85		0.85	0.85	0.85
vC, conflicting volume	730			679			1496	1482	674	1474	1477	720
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	589			679			1496	1478	674	1469	1473	577
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	95			100			67	100	100	50	100	94
cM capacity (veh/h)	834			913			78	102	455	86	102	436
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1							
Volume Total	718	720	10	28	68							
Volume Left	39	0	0	26	43							
Volume Right	11	0	10	2	25							
cSH	834	913	1700	83	122							
Volume to Capacity	0.05	0.00	0.01	0.34	0.56							
Queue Length 95th (ft)	4	0	0	32	68							
Control Delay (s)	1.2	0.0	0.0	69.2	66.9							
Lane LOS	A			F	F							
Approach Delay (s)	1.2	0.0		69.2	66.9							
Approach LOS				F	F							
Intersection Summary												
Average Delay			4.8									
Intersection Capacity Utilization			74.3%		ICU Level of Service				D			
Analysis Period (min)			15									

SAT Midday Peak Hour
2: Gay Street/Arnold Right-In/Right-Out & Arnold Road

Build w MIT Conditions
Timing Plan: Peak SAT Midday

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					 			 				
Traffic Volume (veh/h)	0	663	30	3	626	83	14	0	11	0	0	23
Future Volume (Veh/h)	0	663	30	3	626	83	14	0	11	0	0	23
Sign Control		Free			Free			Stop			Stop	
Grade		4%			0%			0%			0%	
Peak Hour Factor	0.92	0.96	0.96	0.88	0.88	0.92	0.78	0.92	0.78	0.92	0.92	0.92
Hourly flow rate (vph)	0	691	31	3	711	90	18	0	14	0	0	25
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)					337							
pX, platoon unblocked	0.90						0.90	0.90		0.90	0.90	0.90
vC, conflicting volume	801			722			1093	1514	706	1482	1484	400
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	551			722			876	1344	706	1310	1312	105
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			91	100	96	100	100	97
cM capacity (veh/h)	911			876			211	135	378	101	141	834
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1							
Volume Total	722	358	446	32	25							
Volume Left	0	3	0	18	0							
Volume Right	31	0	90	14	25							
cSH	1700	876	1700	262	834							
Volume to Capacity	0.42	0.00	0.26	0.12	0.03							
Queue Length 95th (ft)	0	0	0	10	2							
Control Delay (s)	0.0	0.1	0.0	20.7	9.4							
Lane LOS		A		C	A							
Approach Delay (s)	0.0	0.1		20.7	9.4							
Approach LOS				C	A							
Intersection Summary												
Average Delay			0.6									
Intersection Capacity Utilization			46.7%	ICU Level of Service		A						
Analysis Period (min)			15									

SAT Midday Peak Hour
3: New London Turnpike & Arnold Road/Crompton Road

Build w MIT Conditions
Timing Plan: Peak SAT Midday

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	142	90	428	98	129	55	474	461	46	49	491	103
Future Volume (vph)	142	90	428	98	129	55	474	461	46	49	491	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			3%			1%			3%	
Storage Length (ft)	0		200	200		0	600		0	100		250
Storage Lanes	0		1	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		42			32			32			32	
Link Distance (ft)		337			465			829			412	
Travel Time (s)		5.5			9.9			17.7			8.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.87	0.87	0.87	0.85	0.85	0.85
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	244	451	103	194	0	545	583	0	58	699	0
Turn Type	Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4	5	3	8		5	2		1	6	
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	5	3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		6.0	10.0		6.0	10.0	
Minimum Split (s)	30.0	30.0	12.0	12.0	32.0		12.0	30.0		12.0	30.0	
Total Split (s)	34.0	34.0	22.0	12.0	46.0		22.0	42.0		12.0	32.0	
Total Split (%)	34.0%	34.0%	22.0%	12.0%	46.0%		22.0%	42.0%		12.0%	32.0%	
Yellow Time (s)	4.0	4.0	3.0	3.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	3.0	3.0	3.0	2.5	3.0		3.0	1.0		3.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		7.0	6.0	5.5	7.0		6.0	5.0		6.0	5.0	
Lead/Lag	Lag	Lag	Lead	Lead			Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None	C-Min		None	C-Min	
v/c Ratio		0.82	0.58	0.34	0.33		0.69	0.69		0.20	0.57	
Control Delay		58.7	15.5	23.9	21.9		19.5	22.5		16.6	29.8	
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		58.7	15.5	23.9	21.9		19.5	22.5		16.6	29.8	
Queue Length 50th (ft)		146	127	43	76		77	289		18	195	
Queue Length 95th (ft)		#231	202	76	124		145	#474		39	254	
Internal Link Dist (ft)		257			385			749			332	
Turn Bay Length (ft)			200	200			600			100		
Base Capacity (vph)		355	811	304	698		847	840		283	1229	
Starvation Cap Reductn		0	0	0	0		0	0		0	0	
Spillback Cap Reductn		0	0	0	0		0	0		0	0	
Storage Cap Reductn		0	0	0	0		0	0		0	0	
Reduced v/c Ratio		0.69	0.56	0.34	0.28		0.64	0.69		0.20	0.57	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 19 (19%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

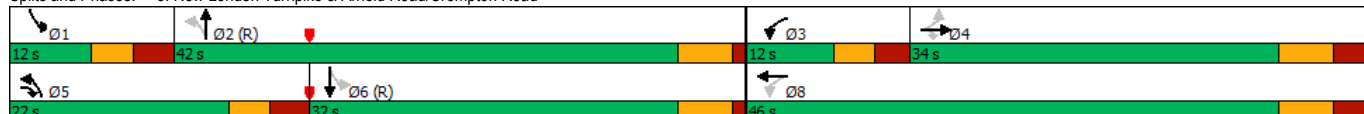
Natural Cycle: 85

Control Type: Actuated-Coordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: New London Turnpike & Arnold Road/Crompton Road



SAT Midday Peak Hour
3: New London Turnpike & Arnold Road/Crompton Road

Build w MIT Conditions
Timing Plan: Peak SAT Midday

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	142	90	428	98	129	55	474	461	46	49	491	103
Future Volume (vph)	142	90	428	98	129	55	474	461	46	49	491	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			3%			1%			3%	
Total Lost time (s)		7.0	6.0	5.5	7.0		6.0	5.0		6.0	5.0	
Lane Util. Factor		1.00	1.00	1.00	1.00		0.97	1.00		1.00	0.95	
Flt		1.00	0.85	1.00	0.96		1.00	0.99		1.00	0.97	
Flt Protected		0.97	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1817	1591	1743	1753		3416	1828		1743	3396	
Flt Permitted		0.70	1.00	0.38	1.00		0.22	1.00		0.28	1.00	
Satd. Flow (perm)		1318	1591	690	1753		781	1828		507	3396	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.87	0.87	0.87	0.85	0.85	0.85
Adj. Flow (vph)	149	95	451	103	136	58	545	530	53	58	578	121
RTOR Reduction (vph)	0	0	101	0	17	0	0	3	0	0	16	0
Lane Group Flow (vph)	0	244	350	103	177	0	545	580	0	58	683	0
Turn Type	Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4	5	3	8		5	2		1	6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)		22.5	36.3	33.5	33.5		54.5	43.6		39.6	34.7	
Effective Green, g (s)		22.5	36.3	33.5	33.5		54.5	43.6		39.6	34.7	
Actuated g/C Ratio		0.22	0.36	0.34	0.34		0.54	0.44		0.40	0.35	
Clearance Time (s)		7.0	6.0	5.5	7.0		6.0	5.0		6.0	5.0	
Vehicle Extension (s)		2.9	2.6	2.6	2.9		2.6	2.9		2.6	2.9	
Lane Grp Cap (vph)		296	577	289	587		789	797		261	1178	
v/s Ratio Prot			0.08	0.02	c0.10		c0.10	c0.32		0.01	0.20	
v/s Ratio Perm		c0.19	0.14	0.10			0.28			0.08		
v/c Ratio		0.82	0.61	0.36	0.30		0.69	0.73		0.22	0.58	
Uniform Delay, d1		36.9	26.0	24.1	24.6		14.9	23.3		19.8	26.7	
Progression Factor		1.00	1.00	1.00	1.00		1.10	0.70		1.00	1.00	
Incremental Delay, d2		16.7	1.6	0.6	0.3		2.1	4.9		0.3	2.1	
Delay (s)		53.6	27.6	24.7	24.9		18.5	21.1		20.1	28.8	
Level of Service		D	C	C	C		B	C		C	C	
Approach Delay (s)		36.7			24.8			19.9			28.1	
Approach LOS		D			C			B			C	
Intersection Summary												
HCM 2000 Control Delay			26.6			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.77									
Actuated Cycle Length (s)			100.0			Sum of lost time (s)				23.5		
Intersection Capacity Utilization			75.6%			ICU Level of Service				D		
Analysis Period (min)			15									
c Critical Lane Group												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	539	16	611	27	9	24	513	452	18	30	510	518
Future Volume (vph)	539	16	611	27	9	24	513	452	18	30	510	518
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			4%			-1%			1%	
Storage Length (ft)	300		0	0		0	375		0	100		0
Storage Lanes	1		1	0		0	2		0	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		32			32			32			32	
Link Distance (ft)		542			502			702			829	
Travel Time (s)		11.5			10.7			15.0			17.7	
Confl. Peds. (#/hr)	8					8						
Peak Hour Factor	0.91	0.91	0.91	0.60	0.60	0.60	0.89	0.89	0.89	0.93	0.93	0.93
Shared Lane Traffic (%)	49%											
Lane Group Flow (vph)	302	308	671	0	100	0	576	528	0	32	548	557
Turn Type	Split	NA	pt+ov	Split	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	4	4	4 5	3	3		5	2		1	6	
Permitted Phases							2			6		6
Detector Phase	4	4	4 5	3	3		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	6.0	6.0		5.0	5.0		6.0	10.0		5.0	10.0	10.0
Minimum Split (s)	13.0	13.0		11.0	11.0		13.0	15.5		12.0	15.5	15.5
Total Split (s)	31.0	31.0		11.0	11.0		22.0	46.0		12.0	36.0	36.0
Total Split (%)	31.0%	31.0%		11.0%	11.0%		22.0%	46.0%		12.0%	36.0%	36.0%
Yellow Time (s)	3.5	3.5		3.0	3.0		3.5	4.5		3.5	4.5	4.5
All-Red Time (s)	3.5	3.5		3.0	3.0		3.5	1.0		3.5	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0			6.0		7.0	5.5		7.0	5.5	5.5
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	C-Min
v/c Ratio	0.74	0.75	0.85		0.52		0.90	0.32		0.09	0.90	0.63
Control Delay	47.6	48.2	30.6		39.1		41.2	12.9		12.5	45.7	5.1
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.6	0.0
Total Delay	47.6	48.2	30.6		39.1		41.2	12.9		12.5	46.4	5.1
Queue Length 50th (ft)	188	192	302		20		105	106		8	328	19
Queue Length 95th (ft)	#317	#324	#532		26		#221	130		m18	#543	42
Internal Link Dist (ft)		462			422			622			749	
Turn Bay Length (ft)	300						375			100		
Base Capacity (vph)	408	410	802		194		660	1668		353	608	891
Starvation Cap Reductn	0	0	0		0		0	0		0	0	0
Spillback Cap Reductn	0	0	0		0		0	0		0	6	0
Storage Cap Reductn	0	0	0		0		0	0		0	0	0
Reduced v/c Ratio	0.74	0.75	0.84		0.52		0.87	0.32		0.09	0.91	0.63

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 27 (27%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 90

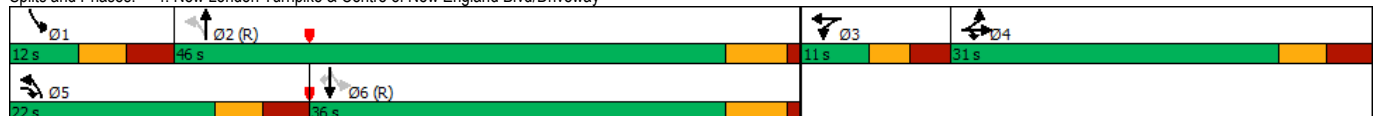
Control Type: Actuated-Coordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: New London Turnpike & Centre of New England Blvd/Driveway



												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	539	16	611	27	9	24	513	452	18	30	510	518
Future Volume (vph)	539	16	611	27	9	24	513	452	18	30	510	518
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			4%			-1%			1%	
Total Lost time (s)	7.0	7.0	7.0		6.0		7.0	5.5		7.0	5.5	5.5
Lane Util. Factor	0.95	0.95	1.00		0.95		0.97	0.95		1.00	1.00	1.00
Flt Protected	1.00	1.00	1.00		0.97		1.00	1.00		1.00	1.00	1.00
Flt Permitted	1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Flt Protected	1.00	1.00	0.85		0.94		1.00	0.99		1.00	1.00	0.85
Satd. Flow (prot)	1673	1682	1575		3098		3450	3537		1761	1853	1575
Satd. Flow (perm)	1673	1682	1575		3098		376	3537		845	1853	1575
Peak-hour factor, PHF	0.91	0.91	0.91	0.60	0.60	0.60	0.89	0.89	0.89	0.93	0.93	0.93
Adj. Flow (vph)	592	18	671	45	15	40	576	508	20	32	548	557
RTOR Reduction (vph)	0	0	72	0	38	0	0	3	0	0	0	381
Lane Group Flow (vph)	302	308	599	0	62	0	576	525	0	32	548	176
Confl. Peds. (#/hr)	8					8						
Turn Type	Split	NA	pt+ov	Split	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	4	4	4 5	3	3		5	2		1	6	
Permitted Phases							2			6		6
Actuated Green, G (s)	24.4	24.4	45.9		4.0		53.1	43.1		34.6	31.6	31.6
Effective Green, g (s)	24.4	24.4	45.9		4.0		53.1	43.1		34.6	31.6	31.6
Actuated g/C Ratio	0.24	0.24	0.46		0.04		0.53	0.43		0.35	0.32	0.32
Clearance Time (s)	7.0	7.0			6.0		7.0	5.5		7.0	5.5	5.5
Vehicle Extension (s)	2.6	2.6			2.6		2.6	2.9		2.6	2.9	2.9
Lane Grp Cap (vph)	408	410	722		123		645	1524		319	585	497
v/s Ratio Prot	0.18	0.18	c0.38		c0.02		c0.13	0.15		0.00	0.30	
v/s Ratio Perm							c0.34			0.03		0.11
v/c Ratio	0.74	0.75	0.83		0.50		0.89	0.34		0.10	0.94	0.35
Uniform Delay, d1	34.9	35.0	23.6		47.0		27.5	19.0		21.8	33.2	26.3
Progression Factor	1.00	1.00	1.00		1.00		1.10	0.69		0.87	0.82	0.89
Incremental Delay, d2	6.8	7.3	7.7		2.5		12.3	0.5		0.1	21.9	1.7
Delay (s)	41.7	42.3	31.3		49.5		42.5	13.6		19.0	49.2	25.1
Level of Service	D	D	C		D		D	B		B	D	C
Approach Delay (s)		36.4			49.5			28.7			36.5	
Approach LOS		D			D			C			D	
Intersection Summary												
HCM 2000 Control Delay			34.4				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.96									
Actuated Cycle Length (s)			100.0				Sum of lost time (s)			25.5		
Intersection Capacity Utilization			84.3%				ICU Level of Service			E		
Analysis Period (min)			15									

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	48	0	696	13	387	0	0	852	310
Future Volume (vph)	0	0	0	48	0	696	13	387	0	0	852	310
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			5%	
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			37			32			32	
Link Distance (ft)		436			567			812			702	
Travel Time (s)		9.9			10.4			17.3			15.0	
Confl. Peds. (#/hr)			2	2								
Peak Hour Factor	0.92	0.92	0.92	0.99	0.99	0.99	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	48	0	703	0	435	0	0	1263	0
Turn Type				Prot		Prot	Perm	NA			NA	
Protected Phases				2		2		1			1	
Permitted Phases							1					
Detector Phase				2		2	1	1			1	
Switch Phase												
Minimum Initial (s)				6.0		6.0	10.0	10.0			10.0	
Minimum Split (s)				10.5		10.5	17.0	17.0			17.0	
Total Split (s)				15.0		15.0	85.0	85.0			85.0	
Total Split (%)				15.0%		15.0%	85.0%	85.0%			85.0%	
Yellow Time (s)				3.0		3.0	5.0	5.0			5.0	
All-Red Time (s)				1.5		1.5	2.0	2.0			2.0	
Lost Time Adjust (s)				0.0		0.0		0.0			0.0	
Total Lost Time (s)				4.5		4.5		7.0			7.0	
Lead/Lag				Lag		Lag	Lead	Lead			Lead	
Lead-Lag Optimize?												
Recall Mode				None		None	C-Min	C-Min			C-Min	
v/c Ratio				0.35		0.81		0.31			0.89	
Control Delay				50.1		11.9		1.8			12.7	
Queue Delay				0.0		0.0		0.0			0.5	
Total Delay				50.1		11.9		1.8			13.2	
Queue Length 50th (ft)				30		0		128			341	
Queue Length 95th (ft)				64		57		0			m#987	
Internal Link Dist (ft)		356			487			732			622	
Turn Bay Length (ft)												
Base Capacity (vph)				184		920		1426			1424	
Starvation Cap Reductn				0		0		0			24	
Spillback Cap Reductn				0		0		0			0	
Storage Cap Reductn				0		0		0			0	
Reduced v/c Ratio				0.26		0.76		0.31			0.90	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 96 (96%), Referenced to phase 1:NBSB, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: New London Turnpike & I-95 SB On-Ramp/I-95 SB Off-Ramp



												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	48	0	696	13	387	0	0	852	310
Future Volume (vph)	0	0	0	48	0	696	13	387	0	0	852	310
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			5%	
Total Lost time (s)				4.5		4.5		7.0			7.0	
Lane Util. Factor				1.00		0.88		1.00			1.00	
Frpb, ped/bikes				1.00		1.00		1.00			1.00	
Flpb, ped/bikes				1.00		1.00		1.00			1.00	
Frt				1.00		0.85		1.00			0.96	
Flt Protected				0.95		1.00		1.00			1.00	
Satd. Flow (prot)				1761		2773		1860			1751	
Flt Permitted				0.95		1.00		0.95			1.00	
Satd. Flow (perm)				1761		2773		1769			1751	
Peak-hour factor, PHF	0.92	0.92	0.92	0.99	0.99	0.99	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	48	0	703	14	421	0	0	926	337
RTOR Reduction (vph)	0	0	0	0	0	648	0	0	0	0	12	0
Lane Group Flow (vph)	0	0	0	48	0	55	0	435	0	0	1251	0
Confl. Peds. (#/hr)			2	2								
Turn Type				Prot		Prot	Perm	NA			NA	
Protected Phases				2		2		1			1	
Permitted Phases							1					
Actuated Green, G (s)				7.8		7.8		80.7			80.7	
Effective Green, g (s)				7.8		7.8		80.7			80.7	
Actuated g/C Ratio				0.08		0.08		0.81			0.81	
Clearance Time (s)				4.5		4.5		7.0			7.0	
Vehicle Extension (s)				2.4		2.4		2.9			2.9	
Lane Grp Cap (vph)				137		216		1427			1413	
v/s Ratio Prot				c0.03		0.02					c0.71	
v/s Ratio Perm								0.25				
v/c Ratio				0.35		0.25		0.30			0.89	
Uniform Delay, d1				43.7		43.4		2.5			6.5	
Progression Factor				1.00		1.00		0.50			1.01	
Incremental Delay, d2				1.0		0.4		0.5			4.5	
Delay (s)				44.7		43.8		1.7			11.1	
Level of Service				D		D		A			B	
Approach Delay (s)		0.0			43.8			1.7			11.1	
Approach LOS		A			D			A			B	
Intersection Summary												
HCM 2000 Control Delay			19.5	HCM 2000 Level of Service						B		
HCM 2000 Volume to Capacity ratio			0.84									
Actuated Cycle Length (s)			100.0	Sum of lost time (s)						11.5		
Intersection Capacity Utilization			78.3%	ICU Level of Service						D		
Analysis Period (min)			15									

c Critical Lane Group

SAT Midday Peak Hour
6: New London Turnpike & I-95 NB Off-Ramp/I-95 NB On-Ramp

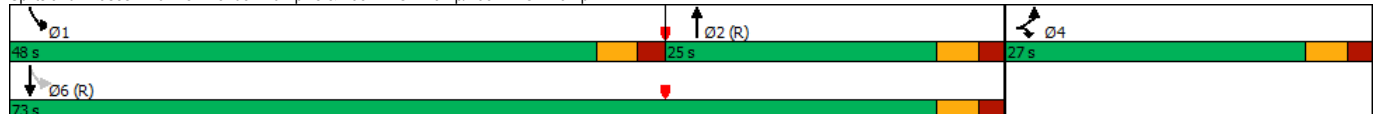
Build w MIT Conditions
Timing Plan: Peak SAT Midday

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	208	0	32	0	0	0	0	193	43	689	212	0
Future Volume (vph)	208	0	32	0	0	0	0	193	43	689	212	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		3%			0%			3%			2%	
Storage Length (ft)	0		50	0		0	0		0	300		0
Storage Lanes	1		1	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		32			30			32			32	
Link Distance (ft)		573			563			385			812	
Travel Time (s)		12.2			12.8			8.2			17.3	
Peak Hour Factor	0.88	0.88	0.88	0.92	0.92	0.92	0.80	0.80	0.80	0.93	0.93	0.93
Shared Lane Traffic (%)												
Lane Group Flow (vph)	236	0	36	0	0	0	0	241	54	741	228	0
Turn Type	Prot		Prot					NA	Free	pm+pt	NA	
Protected Phases	4		4					2		1	6	
Permitted Phases									Free	6		
Detector Phase	4		4					2		1	6	
Switch Phase												
Minimum Initial (s)	6.0		6.0					10.0		6.0	10.0	
Minimum Split (s)	11.0		11.0					15.0		11.0	15.0	
Total Split (s)	27.0		27.0					25.0		48.0	73.0	
Total Split (%)	27.0%		27.0%					25.0%		48.0%	73.0%	
Yellow Time (s)	3.0		3.0					3.0		3.0	3.0	
All-Red Time (s)	2.0		2.0					2.0		2.0	2.0	
Lost Time Adjust (s)	0.0		0.0					0.0		0.0	0.0	
Total Lost Time (s)	5.0		5.0					5.0		5.0	5.0	
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Recall Mode	None		None					C-Min		None	C-Min	
v/c Ratio	0.75		0.10					0.39	0.03	0.82	0.17	
Control Delay	53.8		1.6					32.6	0.0	12.8	4.3	
Queue Delay	0.0		0.0					0.0	0.0	0.0	0.0	
Total Delay	53.8		1.6					32.6	0.0	12.8	4.3	
Queue Length 50th (ft)	143		0					123	0	211	34	
Queue Length 95th (ft)	212		4					195	0	m273	m43	
Internal Link Dist (ft)		493			483			305			732	
Turn Bay Length (ft)			50							300		
Base Capacity (vph)	383		402					612	1560	992	1327	
Starvation Cap Reductn	0		0					0	0	0	0	
Spillback Cap Reductn	0		0					0	0	0	0	
Storage Cap Reductn	0		0					0	0	0	0	
Reduced v/c Ratio	0.62		0.09					0.39	0.03	0.75	0.17	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 81 (81%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: New London Turnpike & I-95 NB Off-Ramp/I-95 NB On-Ramp



SAT Midday Peak Hour
6: New London Turnpike & I-95 NB Off-Ramp/I-95 NB On-Ramp

Build w MIT Conditions
Timing Plan: Peak SAT Midday

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	208	0	32	0	0	0	0	193	43	689	212	0
Future Volume (vph)	208	0	32	0	0	0	0	193	43	689	212	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		3%			0%			3%			2%	
Total Lost time (s)	5.0		5.0					5.0	4.0	5.0	5.0	
Lane Util. Factor	1.00		1.00					1.00	1.00	1.00	1.00	
Frnt	1.00		0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1743		1560					1835	1560	1752	1844	
Flt Permitted	0.95		1.00					1.00	1.00	0.45	1.00	
Satd. Flow (perm)	1743		1560					1835	1560	822	1844	
Peak-hour factor, PHF	0.88	0.88	0.88	0.92	0.92	0.92	0.80	0.80	0.80	0.93	0.93	0.93
Adj. Flow (vph)	236	0	36	0	0	0	0	241	54	741	228	0
RTOR Reduction (vph)	0	0	30	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	236	0	6	0	0	0	0	241	54	741	228	0
Turn Type	Prot		Prot					NA	Free	pm+pt	NA	
Protected Phases	4		4					2		1	6	
Permitted Phases									Free	6		
Actuated Green, G (s)	18.0		18.0					33.4	100.0	72.0	72.0	
Effective Green, g (s)	18.0		18.0					33.4	100.0	72.0	72.0	
Actuated g/C Ratio	0.18		0.18					0.33	1.00	0.72	0.72	
Clearance Time (s)	5.0		5.0					5.0		5.0	5.0	
Vehicle Extension (s)	3.0		3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)	313		280					612	1560	904	1327	
v/s Ratio Prot	c0.14		0.00					0.13		c0.28	0.12	
v/s Ratio Perm									0.03	c0.31		
v/c Ratio	0.75		0.02					0.39	0.03	0.82	0.17	
Uniform Delay, d1	38.9		33.8					25.5	0.0	8.4	4.5	
Progression Factor	1.00		1.00					1.00	1.00	1.01	0.82	
Incremental Delay, d2	9.9		0.0					1.9	0.0	3.0	0.1	
Delay (s)	48.8		33.8					27.4	0.0	11.4	3.8	
Level of Service	D		C					C	A	B	A	
Approach Delay (s)		46.8			0.0			22.4			9.6	
Approach LOS		D			A			C			A	
Intersection Summary												
HCM 2000 Control Delay		18.6			HCM 2000 Level of Service				B			
HCM 2000 Volume to Capacity ratio		0.84										
Actuated Cycle Length (s)		100.0			Sum of lost time (s)			15.0				
Intersection Capacity Utilization		71.5%			ICU Level of Service			C				
Analysis Period (min)		15										
c Critical Lane Group												

SAT Midday Peak Hour
23: New London Turnpike & New London Right-in/Right-Out

Build w MIT Conditions
Timing Plan: Peak SAT Midday

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	65	0	658	577	24
Future Volume (Veh/h)	0	65	0	658	577	24
Sign Control	Stop			Free	Free	
Grade	0%			0%	3%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	71	0	715	627	26
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				412		
pX, platoon unblocked	0.74					
vC, conflicting volume	1355	640	653			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1304	640	653			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	85	100			
cM capacity (veh/h)	131	475	934			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	71	715	653			
Volume Left	0	0	0			
Volume Right	71	0	26			
cSH	475	1700	1700			
Volume to Capacity	0.15	0.42	0.38			
Queue Length 95th (ft)	13	0	0			
Control Delay (s)	13.9	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	13.9	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization		42.5%		ICU Level of Service	A	
Analysis Period (min)		15				

SAT Midday Peak Hour
25: New London Turnpike & New London Full Access

Build w MIT Conditions
Timing Plan: Peak SAT Midday

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Volume (veh/h)	7	38	38	620	563	7
Future Volume (Veh/h)	7	38	38	620	563	7
Sign Control	Stop			Free	Free	
Grade	0%			0%	3%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	41	41	674	612	8
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				728		
pX, platoon unblocked	0.74					
vC, conflicting volume	1372	616	620			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1328	616	620			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	93	92	96			
cM capacity (veh/h)	122	491	960			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	49	715	620			
Volume Left	8	41	0			
Volume Right	41	0	8			
cSH	328	960	1700			
Volume to Capacity	0.15	0.04	0.36			
Queue Length 95th (ft)	13	3	0			
Control Delay (s)	17.9	1.1	0.0			
Lane LOS	C	A				
Approach Delay (s)	17.9	1.1	0.0			
Approach LOS	C					
Intersection Summary						
Average Delay			1.2			
Intersection Capacity Utilization		73.7%		ICU Level of Service	D	
Analysis Period (min)		15				

Table 6A Unsignalized Intersection Capacity Analysis Summary

Location	Peak Hour	Critical Movement	2025 Existing			2030 No-Build			2030 Build		
			Dem ¹	Delay ²	LOS ³	Dem ¹	Delay ²	LOS ³	Dem ¹	Delay ²	LOS ³
New London Turnpike at I-95 North Ramps	Weekday AM	EB L/R	155	>50	F	144	>50	F	155	>50	F
	Weekday PM	EB L/R	232	>50	F	246	>50	F	263	>50	F
	Sat. Midday	EB L/R	228	>50	F	232	>50	F	240	>50	F
New London Turnpike at New Full Access Drive	Weekday AM	EB L/R	Intersection Doesn't Exist			Intersection Doesn't Exist			69	15	C
	Weekday PM	EB L/R							42	21	C
	Sat. Midday	EB L/R							45	18	C
New London Turnpike at New Right-in/ Right-Out	Weekday AM	EB R	Intersection Doesn't Exist			Intersection Doesn't Exist			101	14	B
	Weekday PM	EB/R							113	15	C
	Sat. Midday	EB R							65	14	B
Arnold Road at Grandview Street/ New Full Access Drive	Weekday AM	NB L/T/R	5	18	C	5	22	C	5	40	E
		SB L/T/R	Approach Doesn't Exist			Approach Doesn't Exist			48	38	E
	Weekday PM	NB L/T/R ⁴	33	20	C	34	26	D	34	>50	F
		SB L/T/R	Approach Doesn't Exist			Approach Doesn't Exist			88	>50	F
	Sat. Midday	NB L/T/R	17	17	C	17	21	C	17	>50	F
		SB L/T/R	Approach Doesn't Exist			Approach Doesn't Exist			63	>50	F
Arnold Road at Gay Street/ New Right-in/ Right-Out	Weekday AM	NB L/T/R	42	18	C	43	22	C	43	25	D
		SB R	Approach Doesn't Exist			Approach Doesn't Exist			16	9	A
	Weekday PM	NB L/T/R	54	17	C	56	23	C	56	32	D
		SB R	Approach Doesn't Exist			Approach Doesn't Exist			33	10	B
	Sat. Midday	NB L/T/R	25	15	C	25	18	C	25	21	C
		SB R	Approach Doesn't Exist			Approach Doesn't Exist			23	9.5	A

Source: VHB using Synchro 11 software

Note: Shaded cells denote LOS E/F conditions.

1 Dem - vehicle demand

2 Delay - average delay in seconds per vehicle

3 LOS - level of service

EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound; R = right; T = thru; L = left

Table 7A Signalized Intersection Capacity Analysis – Weekday Morning Peak

Location	Lane Group	2025 Existing Condition				2030 No-Build Condition				2030 Build Condition				2030 Build Condition with Improvements			
		v/c ¹	Delay ²	LOS ³	Q ⁴	v/c ¹	Delay ²	LOS ³	Q ⁴	v/c ¹	Delay ²	LOS ³	Q ⁴	v/c ¹	Delay ²	LOS ³	Q ⁴
New London Turnpike at Arnold Road	EB L/T	0.80	55	E	289	0.83	53	D	345	0.86	54	D	377	0.87	48	D	337
	EB R	0.41	35	D	127	0.54	32	C	176	0.47	27	C	151	0.47	23	C	148
	WB L	0.22	30	C	42	0.25	27	C	43	0.25	25	C	41	0.23	20	C	36
	WB T/R	0.14	29	C	58	0.17	25	C	68	0.18	23	C	74	0.18	19	B	63
	NB L	0.17	10	B	47	0.25	14	B	64	0.42	17	B	88	0.47	16	B	82
	NB T/R	0.25	15	B	108	0.41	21	C	224	0.43	25	C	236	0.48	23	C	197
	SB L	0.08	15	B	39	0.14	19	B	52	0.19	22	C	65	0.21	21	C	57
	SB T/R	0.27	20	C	156	0.39	27	C	215	0.56	33	C	301	0.62	31	C	243
	Overall	0.43	28	C	-	0.57	30	C	-	0.65	31	C	-	0.68	29	C	-
New London Turnpike at Centre of New England Blvd.	EB L	0.56	55	E	116	0.60	53	D	143	0.62	54	D	151	0.63	46	D	142
	EB L/T	0.56	55	E	117	0.60	53	D	146	0.63	54	D	153	0.63	46	D	142
	EB R	0.18	37	D	47	0.40	37	D	104	0.40	36	D	108	0.61	35	D	195
	WB L/T/R	0.35	56	E	45	0.35	56	E	46	0.35	56	E	46	0.45	49	D	41
	NB L	0.31	9	A	62	0.39	11	B	64	0.42	13	B	64	0.61	27	C	54
	NB T/R	0.36	14	B	246	0.45	16	B	368	0.50	18	B	421	0.28	8	A	74
	SB L	0.05	7	A	m13	0.06	11	B	m21	0.06	16	B	m27	0.06	8	A	m11
	SB T/R	0.43	12	B	191	0.55	16	B	291	0.60	20	C	372	0.88 ⁵	25 ⁵	C ⁵	#686 ⁵
	SB R	-	-	-	-	-	-	-	-	-	-	-	-	0.17	7	A	16
	Overall	0.44	21	C	-	0.55	24	C	-	0.59	26	C	-	0.85	24	C	-
New London Turnpike at I-95 South Ramps	WB L	0.10	23	C	22	0.10	23	C	22	0.10	23	C	22	0.21	45	D	40
	WB R	0.22	24	C	56	0.26	23	C	58	0.28	24	C	59	0.16	44	D	50
	NB L/T	0.25	4	A	78	0.29	5	A	91	0.31	5	A	102	0.26	1	A	0
	SB T	0.59	9	A	350	0.74	16	B	#748	0.78	17	B	#880	0.83 ⁶	8 ⁶	A ⁶	m378 ⁶
	SB R	0.15	1	A	0	0.16	1	A	0	0.17	1	A	0	-	-	-	-
	Overall	0.53	10	B	-	0.65	14	B	-	0.69	14	B	-	0.78	15	B	-
New London Turnpike at I-95 North Ramps	EB L	Not a Signalized Intersection				Not a Signalized Intersection				Not a Signalized Intersection				0.69	48	D	137
	EB R													0.02	36	D	0
	NB T													0.33	24	C	156
	NB R													0.08	1	A	0
	SB L													0.84	11	B	m300
	SB T													0.11	3	A	m20
	Overall													0.85	16	B	-

Source: VHB using Synchro 11 software
Note: Shaded cells denote LOS E/F conditions.
1 v/c - volume to capacity ratio
2 Delay - average delay in seconds per vehicle
3 LOS - level of service
4 Q - queue length, feet
5 SB T movement allowed
6 SB T/R movements allowed
95th percentile volume exceeds capacity, queue may be longer
m Volume for 95th percentile queue is metered by upstream signal
EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound; R = right; T = thru; L= left

Table 7B Signalized Intersection Capacity Analysis – Weekday Evening Peak

Location	Lane Group	2025 Existing Condition				2030 No-Build Condition				2030 Build Condition				2030 Build Condition with Improvements			
		v/c ¹	Delay ²	LOS ³	Q ⁴	v/c ¹	Delay ²	LOS ³	Q ⁴	v/c ¹	Delay ²	LOS ³	Q ⁴	v/c ¹	Delay ²	LOS ³	Q ⁴
New London Turnpike at Arnold Road	EB L/T	0.82	67	E	#266	0.93	77	E	#445	>1.20	>120	F	#584	0.97	76	E	#431
	EB R	0.28	33	C	90	0.47	28	C	212	0.50	29	C	216	0.39	19	B	148
	WB L	0.38	31	C	109	0.39	26	C	119	0.58	34	C	#138	0.38	21	C	89
	WB T/R	0.57	35	D	282	0.53	30	C	334	0.62	35	D	369	0.48	22	C	261
	NB L	0.40	13	B	137	0.61	20	C	138	0.70	24	C	m179	0.94	58	E	#300
	NB T/R	0.50	23	C	375	0.74	35	D	433	0.70	30	C	m400	0.89	45	D	#597
	SB L	0.09	19	B	27	0.30	26	C	44	0.32	24	C	48	0.62	37	D	64
	SB T/R	0.25	23	C	130	0.48	33	C	196	0.60	35	D	270	0.82	48	D	280
	Overall	0.61	28	C	-	0.81	34	C	-	0.94	58	E	-	0.97	45	D	-
New London Turnpike at Centre of New England Blvd.	EB L	0.67	53	D	213	0.67	50	D	242	0.68	49	D	269	0.73	49	D	247
	EB L/T	0.66	52	D	210	0.67	50	D	245	0.69	49	D	271	0.74	50	D	250
	EB R	0.29	29	C	62	0.38	25	C	120	0.39	24	C	131	0.57	28	C	245
	WB L/T/R	0.24	56	E	29	0.24	56	E	31	0.24	56	E	31	0.28	52	D	29
	NB L	0.57	14	B	m109	0.72	20	C	m108	0.79	29	C	m110	0.74	21	C	m110
	NB T/R	0.68	24	C	m510	0.83	29	C	m539	0.92	34	C	m571	0.48	15	B	242
	SB L	0.10	17	B	24	0.16	20	C	m23	0.25	20	C	m18	0.10	16	B	m16
	SB T/R	0.41	22	C	277	0.62	29	C	344	0.72	28	C	#461	0.70 ⁵	25 ⁵	C ⁵	m267 ⁵
	SB R	-	-	-	-	-	-	-	-	-	-	-	-	0.29	16	B	m26
	Overall	0.68	27	C	-	0.78	30	C	-	0.85	32	C	-	0.75	25	C	-
New London Turnpike at I-95 South Ramps	WB L	0.19	18	B	54	0.19	18	B	55	0.19	18	B	55	0.40	45	D	102
	WB R	>1.20	>120	F	#430	>1.20	>120	F	#555	>1.20	>120	F	#597	0.72	53	D	143
	NB L/T	0.42	9	A	135	0.47	10	B	154	0.50	10	B	166	0.36	2	A	0
	SB T	0.51	13	B	280	0.67	19	B	406	0.70	21	C	437	0.78 ⁶	9 ⁶	A ⁶	339 ⁶
	SB R	0.23	1	A	0	0.22	1	A	0	0.23	1	A	0	-	-	-	-
	Overall	0.75	64	E	-	0.97	>120	F	-	1.03	>120	F	-	0.77	25	C	-
New London Turnpike at I-95 North Ramps	EB L	Not a Signalized Intersection				Not a Signalized Intersection				Not a Signalized Intersection				0.73	50	D	224
	EB R													0.02	37	D	9
	NB T													0.39	26	C	254
	NB R													0.04	1	A	0
	SB L													0.66	8	A	233
	SB T													0.21	4	A	m79
	Overall													0.70	18	B	-

Source: VHB using Synchro 11 software
Note: Shaded cells denote LOS E/F conditions.
1 v/c - volume to capacity ratio
2 Delay - average delay in seconds per vehicle
3 LOS - level of service
4 Q - queue length, feet
5 SB T movement allowed
6 SB T/R movements allowed
95th percentile volume exceeds capacity, queue may be longer
m Volume for 95th percentile queue is metered by upstream signal
EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound; R = right; T = thru; L= left

Table 7C Signalized Intersection Capacity Analysis – Saturday Midday Peak

Location	Lane Group	2025 Existing Condition				2030 No-Build Condition				2030 Build Condition				2030 Build Condition with Improvements			
		v/c ¹	Delay ²	LOS ³	Q ⁴	v/c ¹	Delay ²	LOS ³	Q ⁴	v/c ¹	Delay ²	LOS ³	Q ⁴	v/c ¹	Delay ²	LOS ³	Q ⁴
New London Turnpike at Arnold Road	EB L/T	0.67	58	E	156	0.76	59	E	213	0.81	59	E	252	0.82	54	D	#231
	EB R	0.62	44	D	198	0.71	41	D	246	0.59	31	C	195	0.61	28	C	202
	WB L	0.33	36	D	94	0.36	32	C	93	0.35	29	C	85	0.36	25	C	76
	WB T/R	0.29	37	D	127	0.33	33	C	148	0.30	30	C	140	0.30	25	C	124
	NB L	0.36	4	A	91	0.51	8	A	150	0.64	14	B	170	0.69	19	B	145
	NB T/R	0.45	13	B	296	0.64	19	B	470	0.68	25	C	#576	0.73	21	C	#474
	SB L	0.06	14	B	19	0.15	18	B	35	0.20	23	C	46	0.22	20	C	39
	SB T/R	0.25	18	B	145	0.41	25	C	246	0.56	33	C	#351	0.58	29	C	254
	Overall	0.51	24	C	-	0.68	27	C	-	0.72	29	C	-	0.77	27	C	-
New London Turnpike at Centre of New England Blvd.	EB L	0.71	48	D	#321	0.73	49	D	#380	0.76	50	D	#393	0.74	42	D	#317
	EB L/T	0.69	48	D	#303	0.72	48	D	#371	0.77	51	D	#402	0.75	42	D	#324
	EB R	0.63	27	C	301	0.70	28	C	410	0.71	29	C	418	0.83	31	C	#532
	WB L/T/R	0.32	55	E	27	0.33	55	E	28	0.33	55	E	28	0.50	50	D	26
	NB L	0.72	27	C	172	0.82	41	D	m190	0.82	40	D	m185	0.89	43	D	#221
	NB T/R	0.45	25	C	m322	0.59	30	C	m376	0.62	30	C	m391	0.34	14	B	130
	SB L	0.08	19	B	m20	0.10	25	C	m27	0.11	34	C	m33	0.10	19	B	m18
	SB T/R	0.62	31	C	284	0.88	44	D	#469	0.92	52	D	#523	0.94 ⁵	49 ⁵	D ⁵	#543 ⁵
	SB R	-	-	-	-	-	-	-	-	-	-	-	-	0.35	25	C	42
	Overall	0.72	32	C	-	0.81	39	D	-	0.84	42	D	-	0.96	34	C	-
New London Turnpike at I-95 South Ramps	WB L	0.14	20	C	35	0.11	17	B	35	0.11	17	B	35	0.35	45	D	64
	WB R	0.73	31	C	#198	0.95	55	E	#315	0.99	64	E	#335	0.25	44	D	57
	NB L/T	0.36	7	A	127	0.47	10	B	145	0.52	11	B	158	0.30	2	A	0
	SB T	0.63	13	B	308	0.90	26	C	m#478	0.93	29	C	m#481	0.89 ⁶	11 ⁶	B ⁶	m#987 ⁶
	SB R	0.23	1	A	0	0.21	1	A	m0	0.22	1	A	m0	-	-	-	-
	Overall	0.65	15	B	-	0.91	28	C	-	0.95	32	C	-	0.84	20	C	-
New London Turnpike at I-95 North Ramps	EB L	Not a Signalized Intersection				Not a Signalized Intersection				Not a Signalized Intersection				0.75	49	D	212
	EB R													0.02	34	C	4
	NB T													0.39	27	C	195
	NB R													0.03	0	A	0
	SB L													0.82	11	B	m273
	SB T													0.17	4	A	m43
	Overall													0.84	19	B	-

Source: VHB using Synchro 11 software
Note: Shaded cells denote LOS E/F conditions.
1 v/c - volume to capacity ratio
2 Delay - average delay in seconds per vehicle
3 LOS - level of service
4 Q - queue length, feet
5 SB T movement allowed
6 SB T/R movements allowed
95th percentile volume exceeds capacity, queue may be longer
m Volume for 95th percentile queue is metered by upstream signal
EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound; R = right; T = thru; L= left