

MEMORANDUM

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FROM: Scott W. Thornton, P.E. *and*
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DATE: September 12, 2025

RE: 10373

SUBJECT: Traffic Impact and Access Study
Proposed Walmart Expansion and Fueling Facility – 650 Centre of New England Boulevard
Coventry, Rhode Island

Vanasse & Associates, Inc. (VAI) has prepared this Traffic Impact and Access Study (TIAS) in order to identify traffic impacts associated with a proposed Walmart expansion and fueling facility to be located at 650 Centre of New England Boulevard in Coventry, Rhode Island (hereafter referred to as the “Project”). The purpose of this memorandum is to review existing and future traffic conditions in the vicinity of the Project site, determine the traffic impact of the proposed Project at key intersections expected to experience increased traffic levels from the Project, and review the need for improvements to mitigate the Project’s traffic impact.

PROJECT DESCRIPTION

The Project entails a 7,332 square foot (sf) expansion to the existing Walmart Supercenter and the construction of a 1,440 sf convenience store with 16 vehicle fueling pumps (vfps). At present, the Project site contains a 209,075 sf Walmart Supercenter. The portion of the site that will have the convenience store and vehicle fueling pumps is undeveloped. The Project site is bordered by areas of open and wooded space to the north, Centre of New England Boulevard to the south, commercial properties to the east, and residential properties to the west.

Vehicle access to and egress from the proposed fueling facility will be provided via an existing driveway.

EXISTING CONDITIONS

A comprehensive field inventory of existing conditions within the study area was conducted in August 2025. The field investigation consisted of an inventory of existing roadway geometrics, traffic volumes, and operating characteristics, as well as posted speed limits, sight distance, and land use information within the study area. The study area for the Project is listed below and graphically depicted in Figure 1:

- Centre of New England Boulevard at Walmart east driveway and private driveway
- Centre of New England Boulevard at Walmart west driveway
- Walmart east driveway at internal driveway and Home Depot driveway



Legend:



Study Area Intersections



Figure 1

Site Location Map



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Associates inc

The following describes the study area roadway and intersections:

Study Area

Roadway

Centre of New England Boulevard

Centre of New England Boulevard is a four-lane (two lanes per direction) other highway urban roadway under the jurisdiction of the Town of Coventry and traverses the study area in a general east-west direction, providing additional turn lanes at major intersections. Centre of New England Boulevard features 11- to 12-foot-wide travel lanes in each direction, separated by raised medians. The posted speed limit along Centre of New England Boulevard within the study area is 30 miles per hour (mph). Land use within this area consists of commercial and residential properties and areas of open and wooded space.

Intersections

Figure 2 summarizes existing traffic control, lane use, travel lane widths, and pedestrian and bicycle accommodations at the study area intersections as observed in August 2025.

Existing Traffic Volumes

In order to establish base traffic-volume demands and flow patterns within the study area, manual turning movement counts (TMCs) were completed in July and August 2025. TMCs were conducted on Thursday, July 31, 2025, during the morning (7:00 to 9:00 AM) and evening (4:00 to 6:00 PM) peak periods, and on Saturday, August 2, 2025, during the midday (11:00 AM to 2:00 PM) peak period.

Traffic-Volume Adjustments

In order to develop 2025 Existing traffic-volume conditions, Rhode Island Department of Transportation (RIDOT) 2024 weekday seasonal factors for Group OU (other highways urban) were reviewed.¹ Based on a review of this data, it was determined that traffic volumes for the month of July on a Thursday are above average-month conditions. As such, these traffic volumes were not adjusted. Traffic volumes for the month of August on a Saturday are 9.2 percent *below* average-month conditions. As such, these traffic volumes were adjusted upward to account for the 9.2 percent seasonal variation.

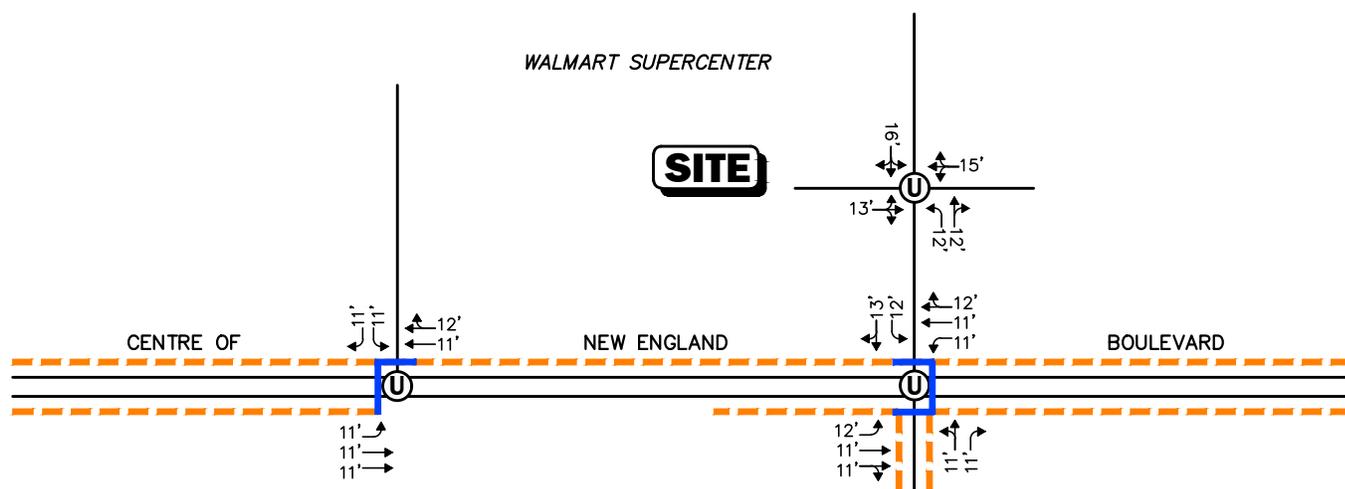
The 2025 Existing traffic volumes are summarized in Table 1, with weekday morning, weekday evening, and Saturday midday peak-hour traffic volumes graphically depicted on Figure 3.

¹RIDOT Seasonal Factors by Day and Month for 1/1/2024-12/31/2024, Group OU.



Legend:

- ⊕ Unsignalized Intersection
- Sidewalk
- Crosswalk
- XX' Lane Use and Travel Lane Width



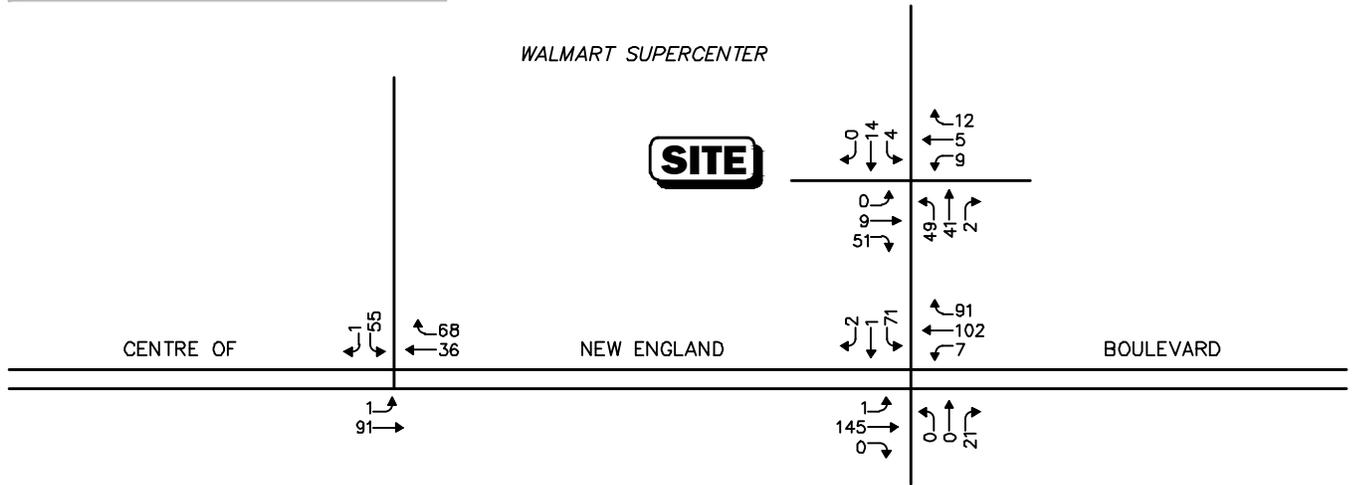
Not To Scale **Figure 2**



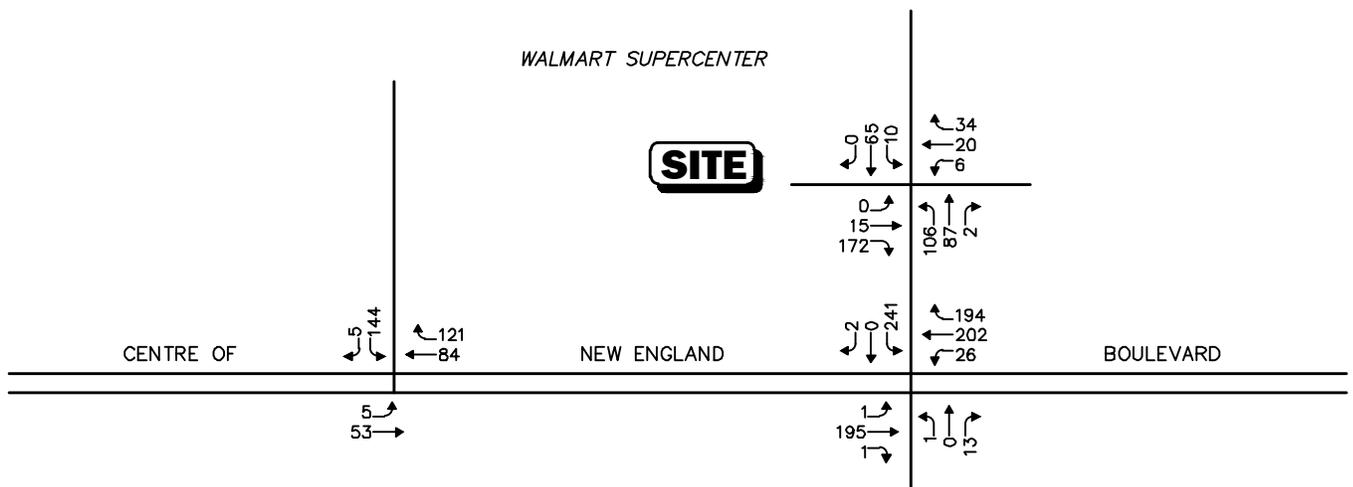
Existing Intersection Lane Use, Travel Lane Width, and Pedestrian Facilities

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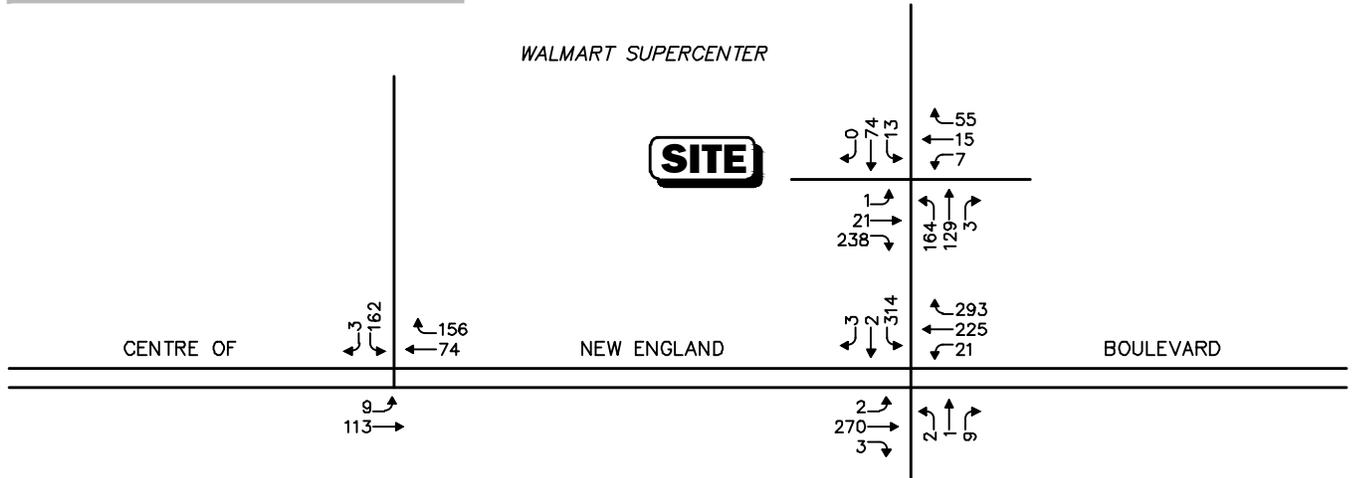
WEEKDAY MORNING PEAK HOUR



WEEKDAY EVENING PEAK HOUR



SATURDAY MIDDAY PEAK HOUR



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2025 Existing Peak-Hour Traffic Volumes

Table 1
EXISTING ROADWAY TRAFFIC-VOLUME SUMMARY

Location/Peak Hour	Volume (vph) ^a	Directional Distribution ^b
<i>Centre of New England Boulevard, east of Walmart East Driveway:</i>		
Weekday Morning	437	54% EB
Weekday Evening	871	52% EB
Saturday Midday	1,132	52% EB

Source: TMCs conducted by VAI in July and August 2025.

^aTwo-way peak-hour volume expressed in vehicles per hour.

^bPercent traveling in peak direction.

EB = Eastbound.

As can be seen in Table 1, Centre of New England Boulevard, east of the Walmart east driveway, was observed to carry approximately 437 vehicles per hour (vph) during the weekday morning peak hour, 871 vph during the weekday evening peak hour, and 1,132 vph during the Saturday midday peak hour. During the weekday morning peak hour, 54 percent of the traffic is traveling eastbound, and during the weekday evening and Saturday midday peak hours, 52 percent of the traffic is traveling eastbound.

Pedestrian and Bicycle Facilities

An inventory of pedestrian and bicycle facilities within the study area was undertaken in August 2025. There are sidewalk segments along both sides of Centre of New England Boulevard with continuous sidewalk along the site frontage.

Public Transportation

Public transportation services within the Town of Coventry are provided by the Rhode Island Public Transit Authority (RIPTA). RIPTA Route 23: *Artic/Crompton/Centre of New England* provides service directly to the Project site. The bus route map for this service is provided in the Appendix.

Motor Vehicle Crash Data

Motor vehicle crash information for the study area intersections was provided by the Town of Coventry Police Department for the most recent three-year period available (2022 through 2024) in order to examine motor vehicle crash trends occurring within the study area. The data is summarized in Table 2 by intersection, type, weather condition, lighting condition, pavement condition, and severity.



Table 2
MOTOR VEHICLE CRASH DATA SUMMARY

Scenario	Centre of New England Boulevard/ Walmart East Driveway/ Private Driveway	Centre of New England Boulevard/ Walmart West Driveway	Walmart East Driveway/ Internal Driveway/ Home Depot Driveway
<i>Year:</i>			
2022	0	0	0
2023	1	1	1
<u>2024</u>	<u>1</u>	<u>0</u>	<u>0</u>
Total	2	1	1
Average ^a	0.67	0.33	0.33
<i>Type:</i>			
Angle	2	1	1
Animal	0	0	0
Rear-End	0	0	0
Head-On	0	0	0
Sideswipe	0	0	0
Fixed Object	0	0	0
Pedestrian/Bike	0	0	0
<u>Unknown/Other</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	2	1	1
<i>Weather Conditions:</i>			
Clear	2	1	0
Cloudy/Rain	0	0	1
Snow/Ice	0	0	0
Fog	0	0	0
<u>Unknown/Other</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	2	1	1
<i>Lighting Conditions:</i>			
Daylight	1	1	1
Dawn/Dusk	0	0	0
Dark (lit)	1	0	0
Dark (unlit)	0	0	0
<u>Unknown/Other</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	2	1	1
<i>Pavement Conditions :</i>			
Dry	2	1	0
Wet	0	0	1
Snow/Ice	0	0	0
<u>Unknown/Other</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	2	1	1
<i>Severity:</i>			
Property Damage Only	2	1	1
Personal Injury	0	0	0
Fatality	0	0	0
<u>Unknown/Other</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	2	1	1

^aAverage number of crashes over a three-year period.

Source: Town of Coventry Police Department Crash Data, 2022 through 2024.



As can be seen in Table 2, the study area intersections each experienced 2 or fewer crashes over the three-year review period, averaging between 0.33 and 0.67 crashes per year depending on location. The majority of these crashes were angle collisions, which occurred during daylight, on dry roadways, in clear weather, and resulted in property damage only. No fatalities were reported over the three-year period reviewed.

FUTURE CONDITIONS

To determine the impact of site-generated traffic volumes on the roadway network under future conditions, existing traffic volumes in the study area were projected to the year 2030. Traffic volumes on the roadway network at that time, in the absence of the Project (that is, the No-Build condition), would include existing traffic, new traffic due to general background traffic growth, and traffic related to specific development by others expected to be completed by 2030. Inclusion of these factors resulted in the development of 2030 No-Build traffic volumes. Anticipated site-generated traffic volumes were then superimposed upon these No-Build traffic-flow networks to develop the 2030 Build traffic-volume conditions.

Future Traffic Growth

Traffic growth on area roadways is a function of the expected land development impacting the study area. A procedure frequently employed estimates an annual percentage increase in traffic growth and applies that percentage to all existing traffic volumes under study. In addition, we research the location and type of planned development affecting the study area.

General Background Growth

To assess general traffic growth trends within the study area, the growth rates used in several nearby planned developments were summarized and reviewed. Based on a review of this data and other area traffic studies, it was determined that the traffic volumes are increasing in the area at a rate less than 0.5 percent per year on average.

In order to provide a prudent planning condition for the Project, a higher 1.0 percent per year compounded annual traffic growth rate was used in order to account for future traffic growth and presently unforeseen development within the study area.

Specific Development by Others

The Town of Coventry Planning Department was contacted in order to determine if there are any projects planned within the study area that would have an impact on future traffic volumes at the study intersections. Based on these discussions, the following development was identified for possible inclusion in this assessment:

- ***Proposed Mixed-Use Development – Coventry Centre, Coventry.*** This project entails the construction of 50,000 sf of retail space and up to 220 multi-family units to be located on the northwest corner of the signalized New London Turnpike/Arnold Road intersection. This project has not been constructed. Estimates of traffic expected to be generated by this development were obtained from the *Traffic Impact and Access Study*² prepared for this project and have been incorporated into the analysis of the future traffic conditions.

²*Traffic Impact and Access Study, Coventry Centre – 666 Arnold Road and 2271 New London Turnpike Coventry, Rhode Island; VHB; May 2025.*



No other developments were identified at this time that are expected to result in an increase in traffic within the study area beyond the general background traffic growth rate of 1.0 percent.

Planned Roadway Improvements

The Town of Coventry was contacted in order to determine if there are any planned roadway improvement projects expected to be completed within the study area in the five-year planning horizon. Based on these discussions, the following project was identified for possible inclusion in this assessment:

- ***Proposed Centre of New England Connection.*** This project entails the construction of a section of Centre of New England Boulevard from the existing roadway to Dante Boulevard. This project has not been constructed. Based on the new connections created by this new section, the traffic volumes were redistributed on future networks.

No other roadway improvement projects were identified within the study area at this time, beyond general maintenance.

No-Build Traffic Volumes

The 2030 No-Build peak-hour traffic-volume networks were developed by applying the 1.0 percent per year compounded annual background traffic growth rate to the 2025 Existing peak-hour traffic volumes for a three-year period. The resulting 2030 No-Build weekday morning, weekday evening, and Saturday midday peak-hour traffic-volume networks are shown on Figure 4.

Project-Generated Traffic

The Project consists of the expansion of the Walmart store to provide an additional 7,332 sf of store area and a fueling facility providing 16 vfps with a 1,440 sf convenience store. In order to develop the traffic characteristics of the proposed Project, trip-generation statistics published by the Institute of Transportation Engineers (ITE)³ for a similar land use as proposed were used. ITE Land Use Code (LUC) 813, *Free-Standing Discount Superstore*, and LUC 945, *Convenience Store/Gas Station GFA (2-4k)*, were used to develop the anticipated traffic characteristics of the Project.

Internal Trips

A portion of the trips expected to be generated by the Project are expected to consist of internal trips. An internal trip consists of a resident, customer, and/or employee who patronizes more than one of the uses planned within a development and is common in mixed-use projects with appropriate accommodations to facilitate trips between uses. By way of example, a customer of the Project may also patronize the commercial space provided within the Project site (Walmart Supercenter). An estimate of 25, 40, and 40 percent of ITE Project trip generation was assumed for the weekday morning, weekday evening, and Saturday midday peak hours to represent this internal shared trip making. These rates were based on other studies,^{4,5,6} which estimate internal trip rates as high as 46, 39, and 55 percent for the peak hours, but to

³*Trip Generation*, 12th Edition; Institute of Transportation Engineers; Washington, DC; 2025.

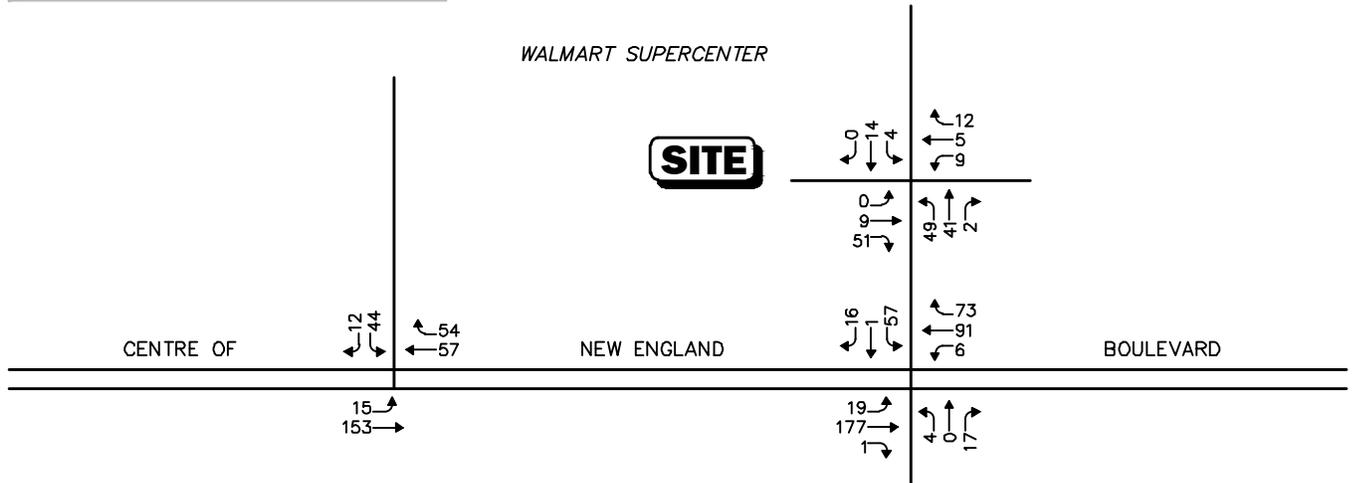
⁴*Traffic Impact and Access Study, BJ's Market On-Site Fueling Facility–374 East Avenue Warwick, Rhode Island*; CEA; August 2024.

⁵*ITE eCommunity All Member Forum*; Internal Trips between gas stations and grocery store within same development; September 2016.

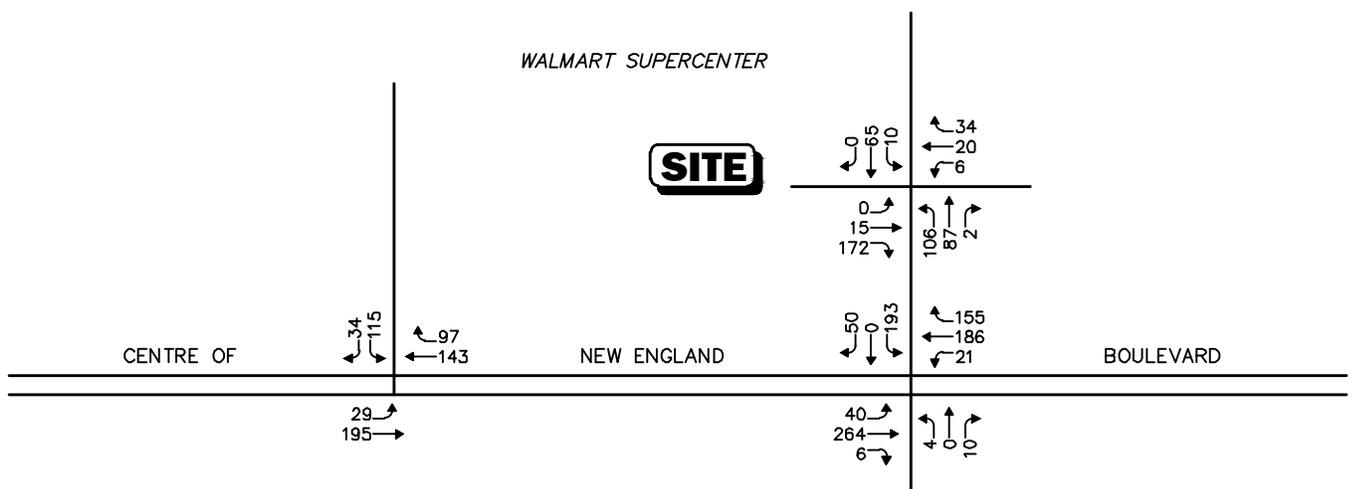
⁶*ITE eCommunity Traffic Engineering Council*; Pass-by Trip rate for a Gas Station being added to an existing Walmart; May 2020.



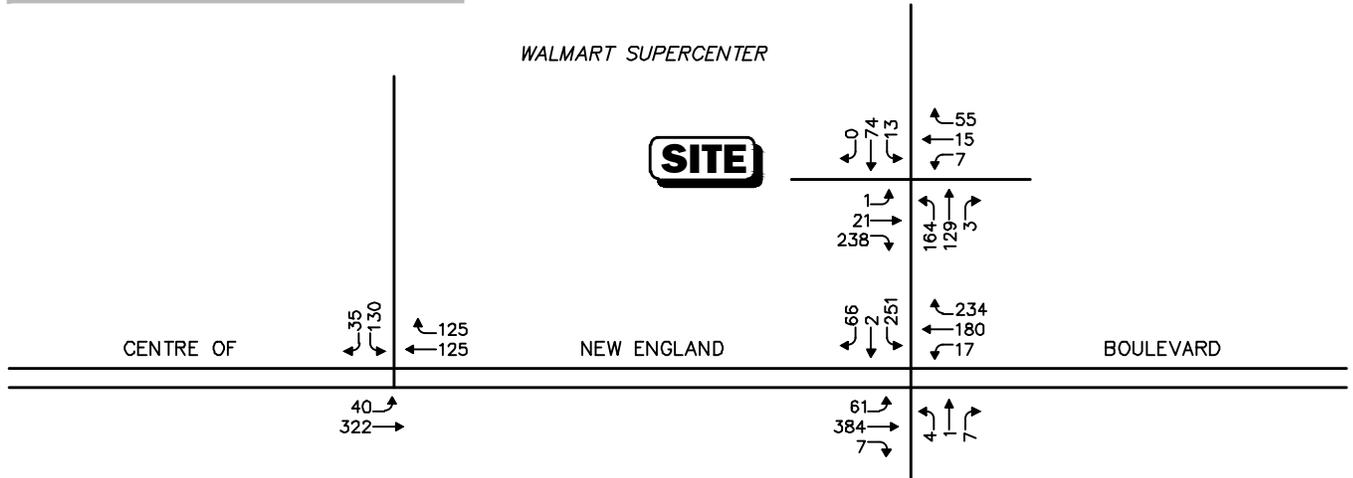
WEEKDAY MORNING PEAK HOUR



WEEKDAY EVENING PEAK HOUR



SATURDAY MIDDAY PEAK HOUR



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2030 No-Build
Peak-Hour Traffic Volumes
with Extension of Centre of
New England Boulevard

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provide a conservative estimate, the rates of 25, 40, and 40 percent were used. The remaining trips resulting from the removal of internal trips were considered external trips.

Pass-By Trips

In addition to trips captured from customer traffic to the Walmart, a portion of these trips will consist of pass-by trips or vehicles already traveling along the adjacent roadway for other purposes that will patronize the Project site in conjunction with their trip and then continue to their original destination. These are not new trips on the roadway network as a result of the Project. According to statistics published by the ITE, the pass-by rate for a fueling facility with a convenience store use represents 76, 75, and 64 percent of the trips during the weekday morning, evening, and Saturday midday, respectively.

Trip-generation calculations were performed for a typical weekday and Saturday, as well as the weekday morning, weekday evening, and Saturday midday peak hours, the critical time periods for Project-related traffic activity. A summary of the expected vehicle-trip generation from the Walmart expansion is summarized in Table 3.

Table 3
BUILDING EXPANSION TRIP-GENERATION SUMMARY

Time Period/ Directional Distribution	Total Trips ^a (A)	Pass-by Trips ^b (B)	New Trips (C=A-B)
Weekday Daily	370	106	264
<i>Weekday Morning Peak Hour:</i>			
Entering	8	2	6
<u>Exiting</u>	<u>6</u>	<u>2</u>	<u>4</u>
Total	14	4	10
<i>Weekday Evening Peak Hour:</i>			
Entering	16	4	12
<u>Exiting</u>	<u>16</u>	<u>4</u>	<u>12</u>
Total	32	8	24
Saturday Daily	468	98	370
<i>Saturday Midday Peak Hour:</i>			
Entering	21	4	17
<u>Exiting</u>	<u>21</u>	<u>4</u>	<u>17</u>
Total	42	8	34

^aBased on ITE LUC 813, *Free-Standing Discount Superstore*; 7.332 ksf.

^bBased on ITE LUC 813, *Free-Standing Discount Superstore* pass-by rate; weekday daily, weekday morning peak hour, weekday evening peak hour, Saturday daily, and Saturday midday peak hour; 29%/29%/29%/21%/21%.

As shown in Table 3, the Walmart expansion of the Project is expected to generate approximately 264 new vehicle trips on an average weekday and 370 new vehicle trips on a typical Saturday, with 10 new vehicle trips (6 entering and 4 exiting) during the weekday morning peak hour, 24 new vehicle trips (12 entering



and 12 exiting) during the weekday evening peak hour, and 34 new vehicle trips (17 entering and 17 exiting) during the Saturday midday peak hour. A summary of the expected vehicle-trip generation from the Walmart fueling facility is summarized in Table 4.

Table 4
FUELING FACILITY TRIP-GENERATION SUMMARY

Time Period/ Directional Distribution	Total Trips ^a (A)	Internal Trips ^b (B)	External Trips (C=A-B)	Pass-by Trips ^c (D)	New Trips (E=C-D)
Weekday Daily	3,376	1,182	2,194	1,646	548
<i>Weekday Morning Peak Hour:</i>					
Entering	109	27	82	62	20
<u>Exiting</u>	<u>109</u>	<u>27</u>	<u>82</u>	<u>62</u>	<u>20</u>
Total	218	54	164	124	40
<i>Weekday Evening Peak Hour:</i>					
Entering	127	51	76	57	19
<u>Exiting</u>	<u>127</u>	<u>51</u>	<u>76</u>	<u>57</u>	<u>19</u>
Total	254	102	152	114	38
Saturday Daily	3,066	1,380	1,686	1,078	608
<i>Saturday Midday Peak Hour:</i>					
Entering	115	46	69	44	25
<u>Exiting</u>	<u>115</u>	<u>46</u>	<u>69</u>	<u>44</u>	<u>25</u>
Total	230	92	138	88	50

^aBased on ITE LUC 945, *Convenience Store/Gas Station GFA (2-4k)*; 16 vfp.

^bBased on Internal trip rates for weekday daily, weekday morning peak hour, weekday evening peak hour, Saturday daily, and Saturday midday peak hour; 35%/25%/40%/45%/40%.

^cBased on ITE LUC 945, *Pass-By Rate*; weekday daily, weekday morning peak hour, weekday evening peak hour, Saturday daily, and Saturday midday peak hour; 75%/76%/75%/64%/64%.

As shown in Table 4, the Walmart fueling facility portion of the Project is expected to generate approximately 548 new vehicle trips on an average weekday and 608 new vehicle trips on a typical Saturday, with 40 new vehicle trips (20 entering and 20 exiting) during the weekday morning peak hour, 38 new vehicle trips (19 entering and 19 exiting) during the weekday evening peak hour, and 50 new vehicle trips (25 entering and 25 exiting) during the Saturday midday peak hour. A combination of the expected trips from both uses is summarized in Table 5 below.



Table 5
TOTAL PROJECT TRIP-GENERATION SUMMARY

Time Period/ Directional Distribution	Total Trips ^a (A)	Internal and Pass-By Trips ^b (B)	New Trips (C=A-B)
Weekday Daily	3,746	2,934	812
<i>Weekday Morning Peak Hour:</i>			
Entering	117	91	26
<u>Exiting</u>	<u>115</u>	<u>91</u>	<u>24</u>
Total	232	182	50
<i>Weekday Evening Peak Hour:</i>			
Entering	143	112	31
<u>Exiting</u>	<u>143</u>	<u>112</u>	<u>31</u>
Total	286	224	62
Saturday Daily	3,534	2,556	978
<i>Saturday Midday Peak Hour:</i>			
Entering	136	94	42
<u>Exiting</u>	<u>136</u>	<u>94</u>	<u>42</u>
Total	272	188	84

^aBased on total trips from Table 3 and Table 4.

^bBased on pass-by trips from Table 3 and internal and pass-by trips from Table 4.

As shown in Table 5, the total Project is expected to generate approximately 812 new vehicle trips on an average weekday and 978 new vehicle trips on a typical Saturday, with 50 new vehicle trips (26 entering and 24 exiting) during the weekday morning peak hour, 62 new vehicle trips (31 entering and 31 exiting) during the weekday evening peak hour, and 84 new vehicle trips (42 entering and 42 exiting) during the Saturday midday peak hour. The remainder of the Project trips are expected from passing or internal parking lot traffic.

Trip Distribution and Assignment

The directional distribution of generated trips to and from the Project site was developed based on a review of No-Build future traffic patterns along the study area roadways and at the study intersections. The trip distributions for the new and pass-by trips from the Project are summarized in Table 6 with additional detail provided in the appendix.



Table 6
TRIP-DISTRIBUTION SUMMARY

Roadway	Direction (To/From)	New Trips Distribution Percentage (To/From)	Pass-By Trips Distribution Percentage (To/From)
Centre of New England Boulevard	East	79	40
Centre of New England Boulevard	West	<u>21</u>	<u>60</u>
TOTAL		100	100

The weekday morning, weekday evening, and Saturday midday peak-hour traffic volumes expected to be generated by the Project were assigned on the study area roadway networks. Figures 5 through 7 are for the store expansion, and Figures 8 through 10 are for the fueling facility expansion during the weekday morning, weekday evening, and Saturday midday peak hours, respectively.

Future Traffic Volumes – Build Condition

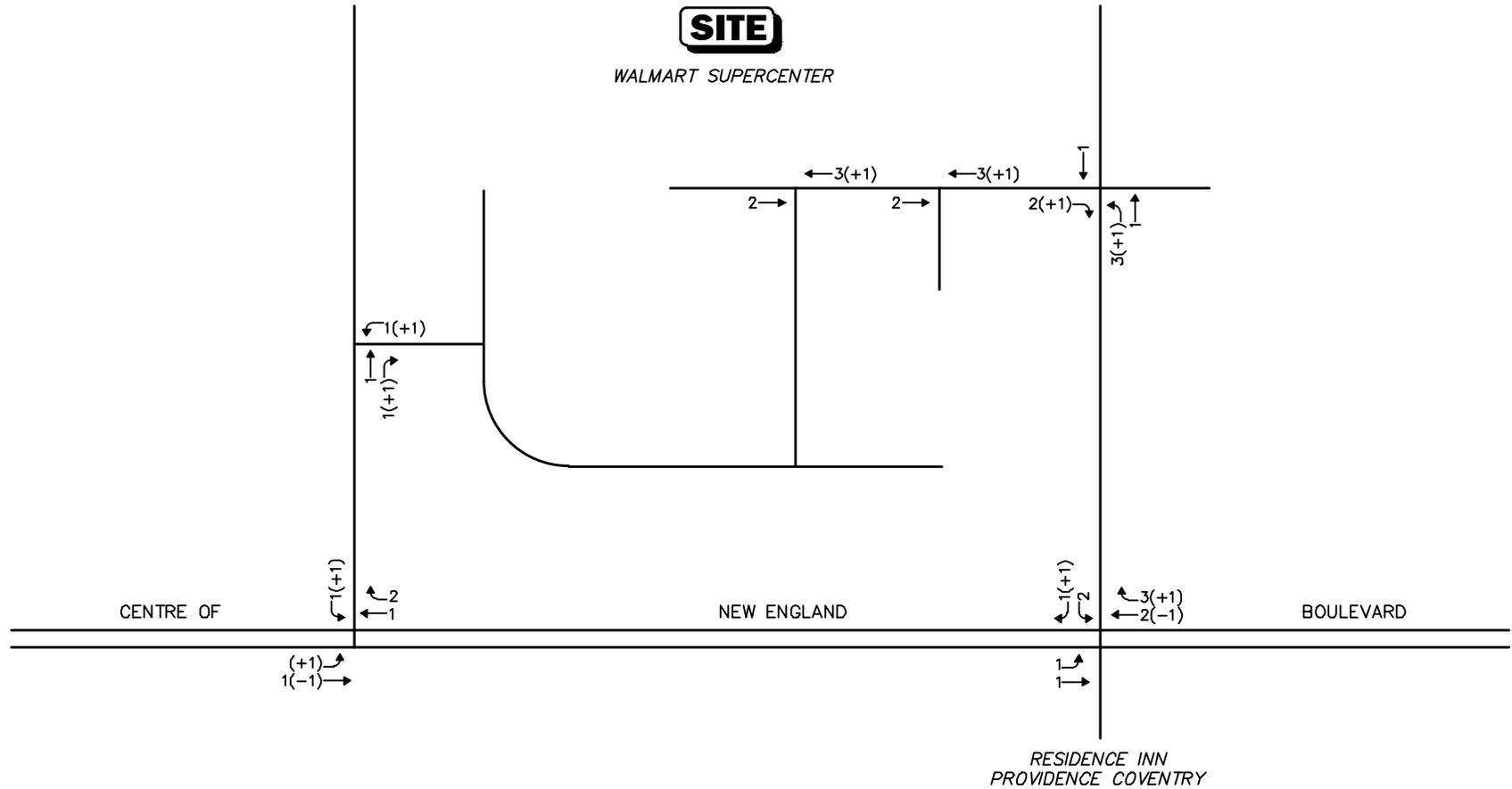
The 2030 Build condition networks consist of the 2030 No-Build traffic volumes with the anticipated Project-generated traffic added to them. The 2030 Build weekday morning, weekday evening, and Saturday midday peak-hour traffic-volume networks are graphically depicted on Figure 11.

A summary of peak-hour projected traffic-volume increases external to the study area, which is the subject of this assessment, is shown in Table 7. These volumes are based on the expected increases from the Project.

As shown below in Table 7, Project-related traffic-volume increases external to the study area relative to 2030 No-Build conditions are anticipated to range from 10 to 68 vehicles or 3.2 to 9.5 percent during the peak periods.



TRIP GENERATION			
	New Trips	Pass-By Trips	Total Trips
In	6	(2)	8
Out	4	(2)	6
Total	10	(4)	14



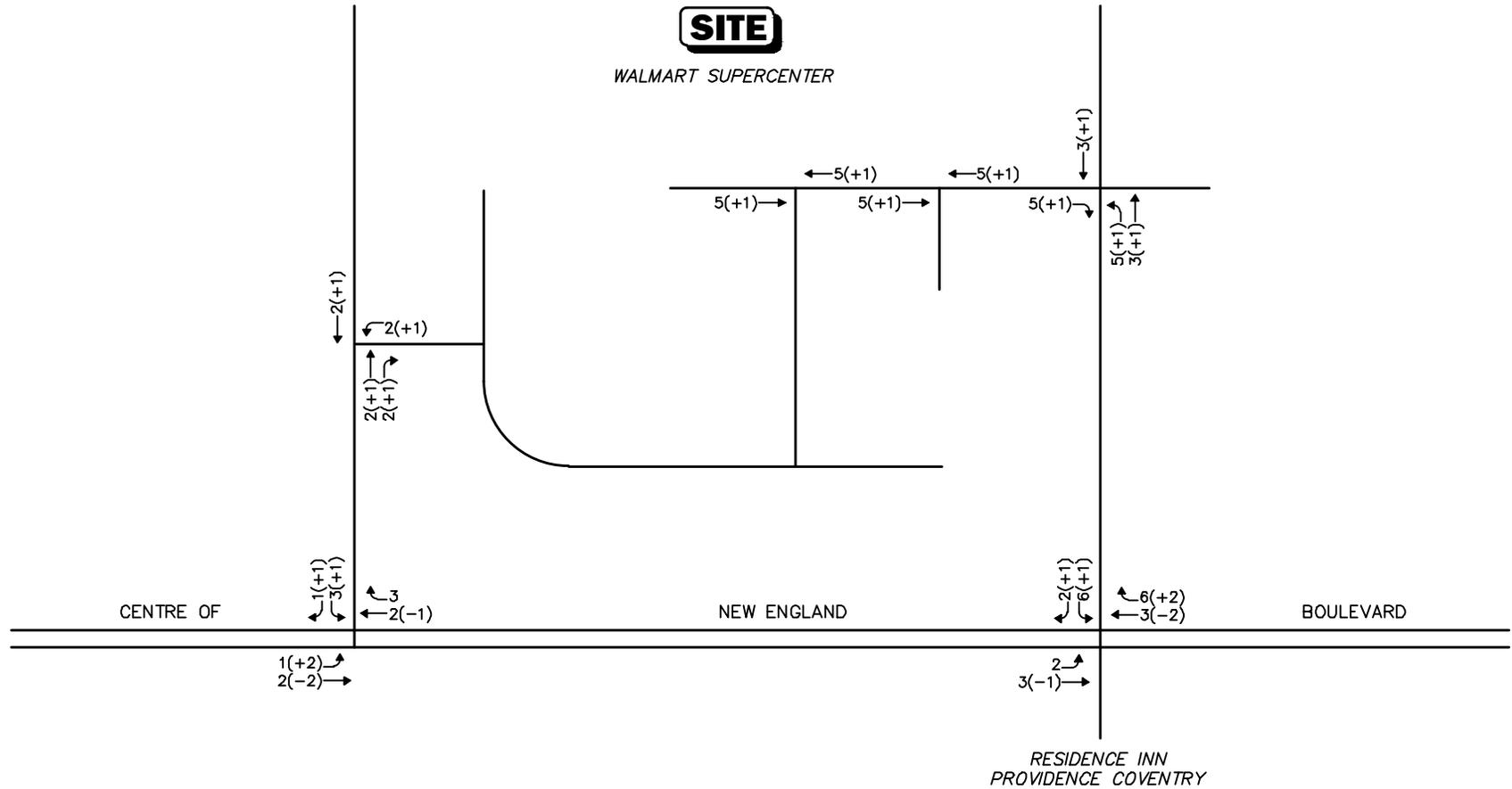
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Figure 5

Project-Generated Building Expansion Weekday Morning Peak-Hour Traffic Volumes

TRIP GENERATION			
	New Trips	Pass-By Trips	Total Trips
In	12	(4)	16
Out	12	(4)	16
Total	24	(8)	32



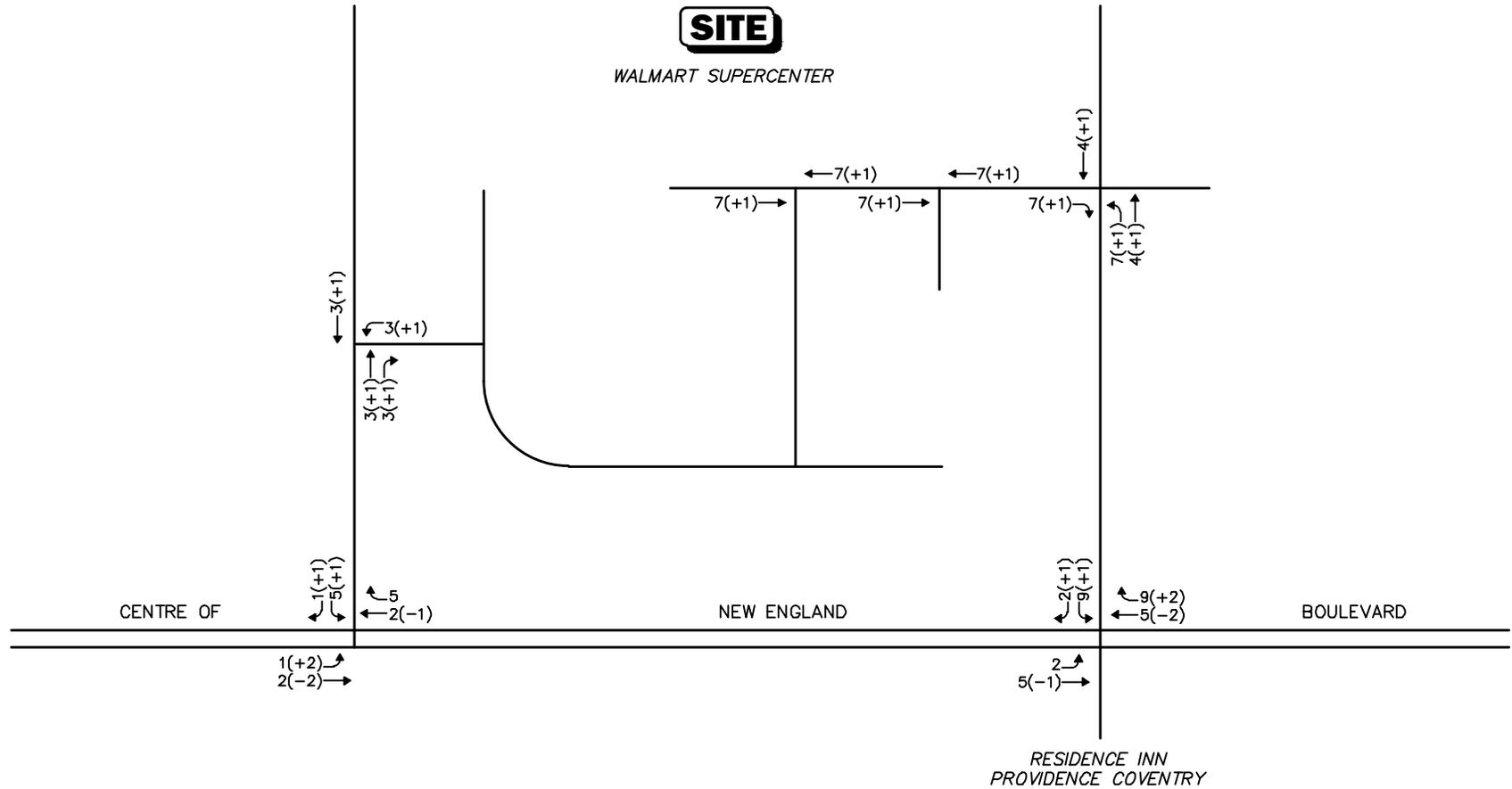
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Figure 6
Project-Generated Building Expansion Weekday Evening Peak-Hour Traffic Volumes

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TRIP GENERATION			
	New Trips	Pass-By Trips	Total Trips
In	17	(4)	21
Out	17	(4)	21
Total	34	(8)	42



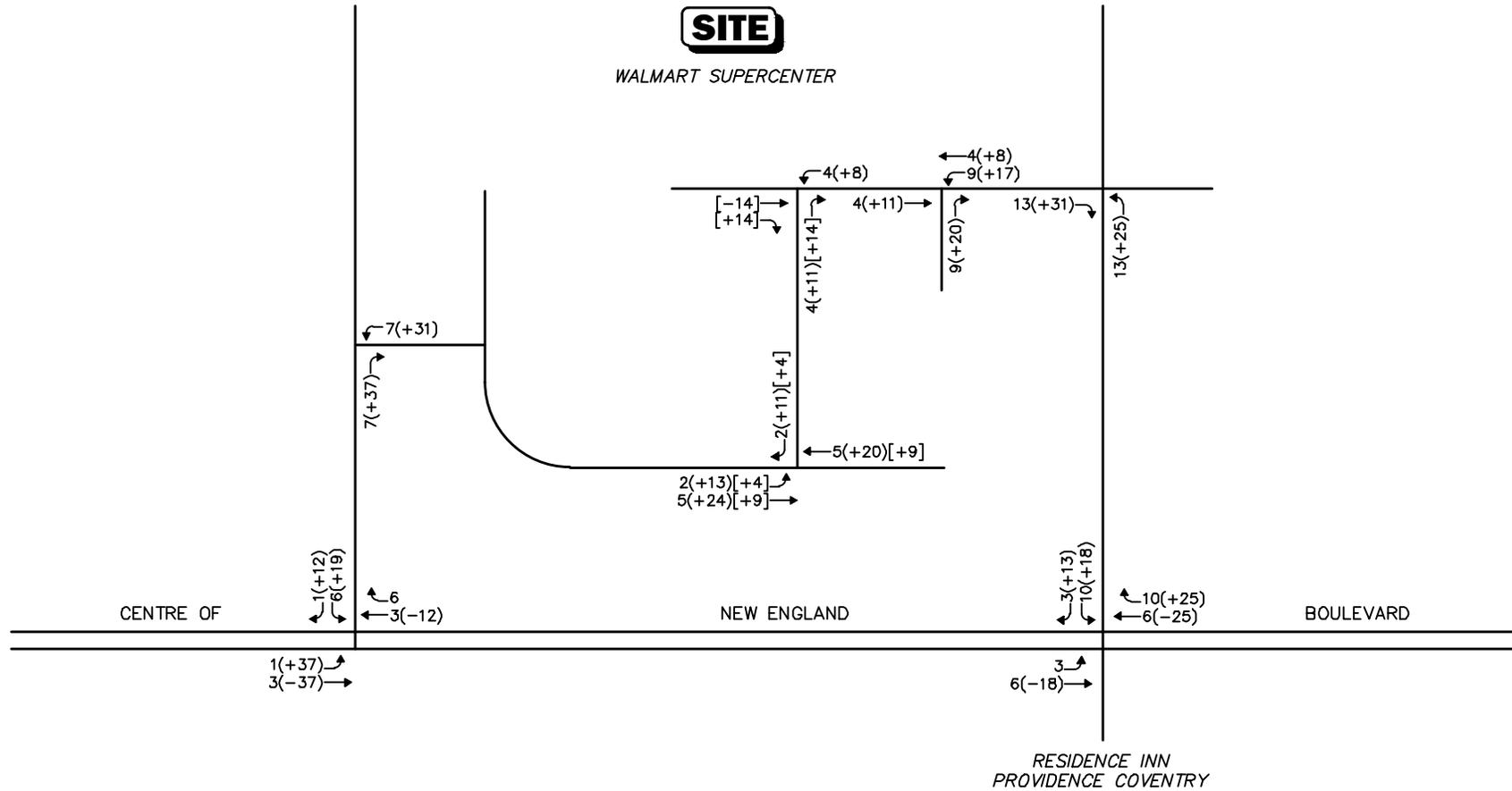
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Figure 7
Project-Generated Building Expansion Saturday Midday Peak-Hour Traffic Volumes

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TRIP GENERATION				
	New Trips	Pass-By Trips	Internal Trips	Total Trips
In	20	(62)	[27]	109
Out	20	(62)	[27]	109
Total	40	(124)	[54]	218



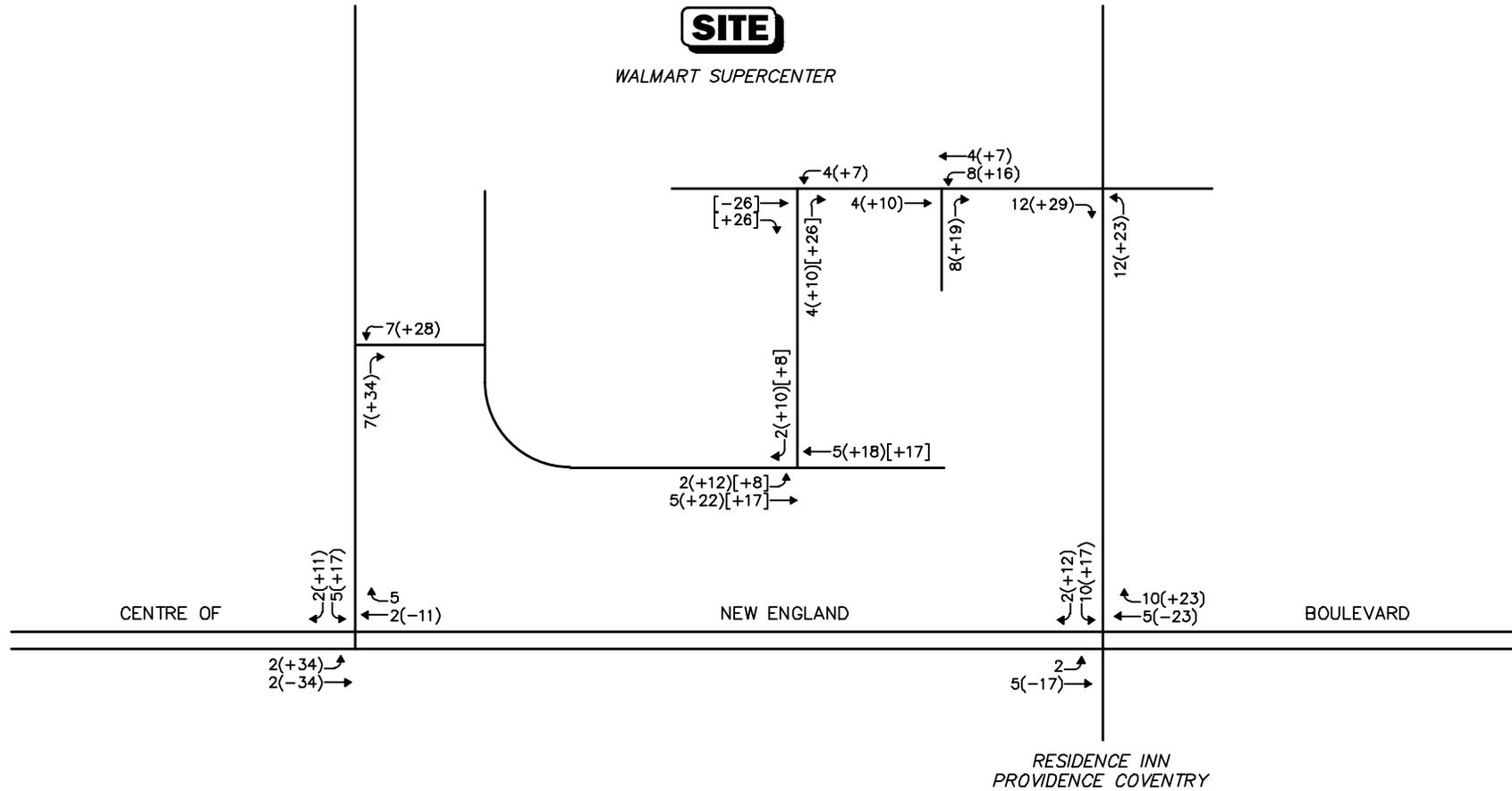
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Figure 8
Project-Generated Fueling Facility Weekday Morning Peak-Hour Traffic Volumes

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	New Trips	Pass-By Trips	Internal Trips	Total Trips
In	19	(57)	[51]	127
Out	19	(57)	[51]	127
Total	38	(114)	[102]	254



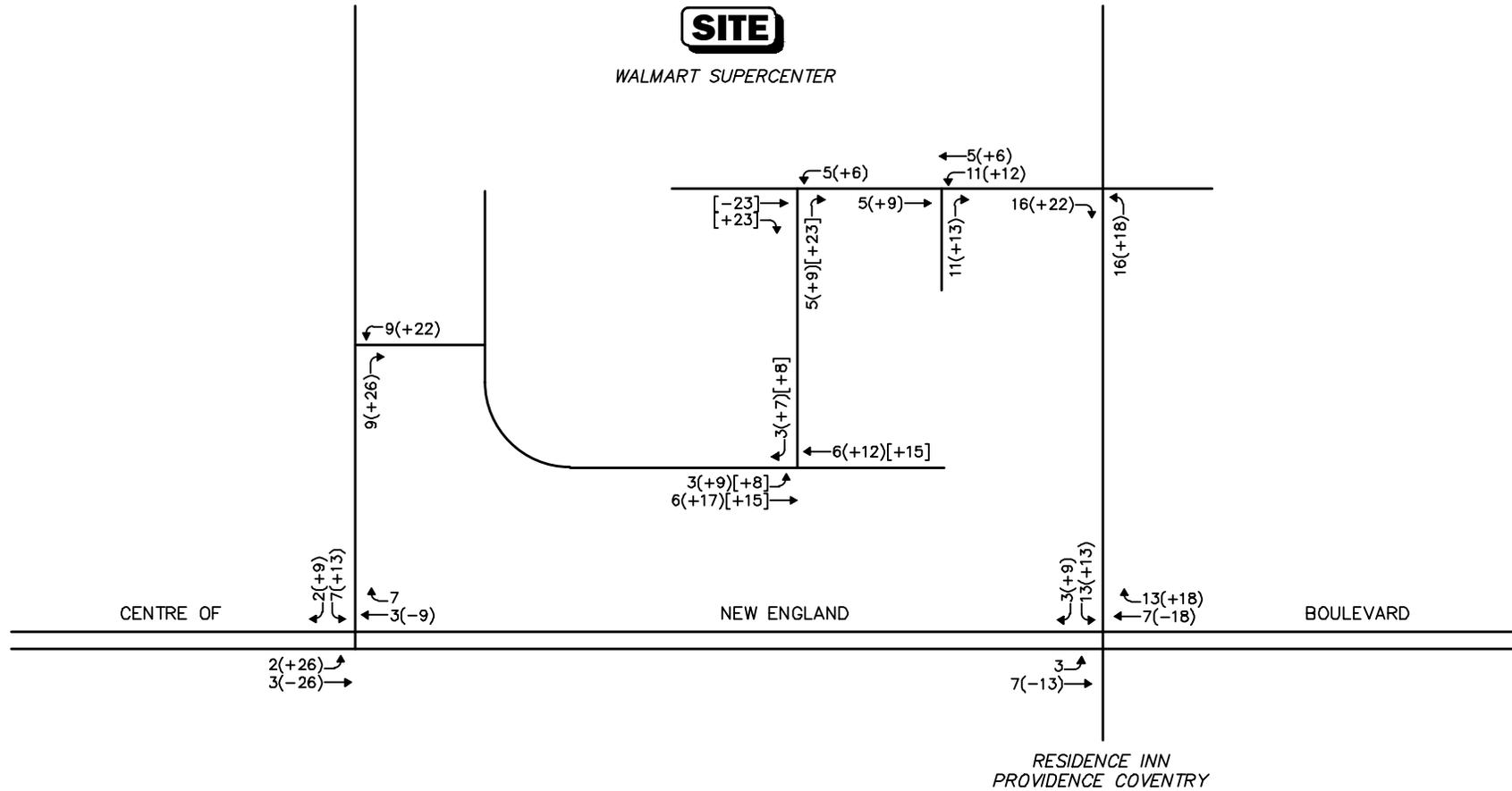
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Figure 9
Project-Generated Fueling Facility Weekday Evening Peak-Hour Traffic Volumes

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TRIP GENERATION				
	New Trips	Pass-By Trips	Internal Trips	Total Trips
In	25	(44)	[46]	115
Out	25	(44)	[46]	115
Total	50	(88)	[92]	230



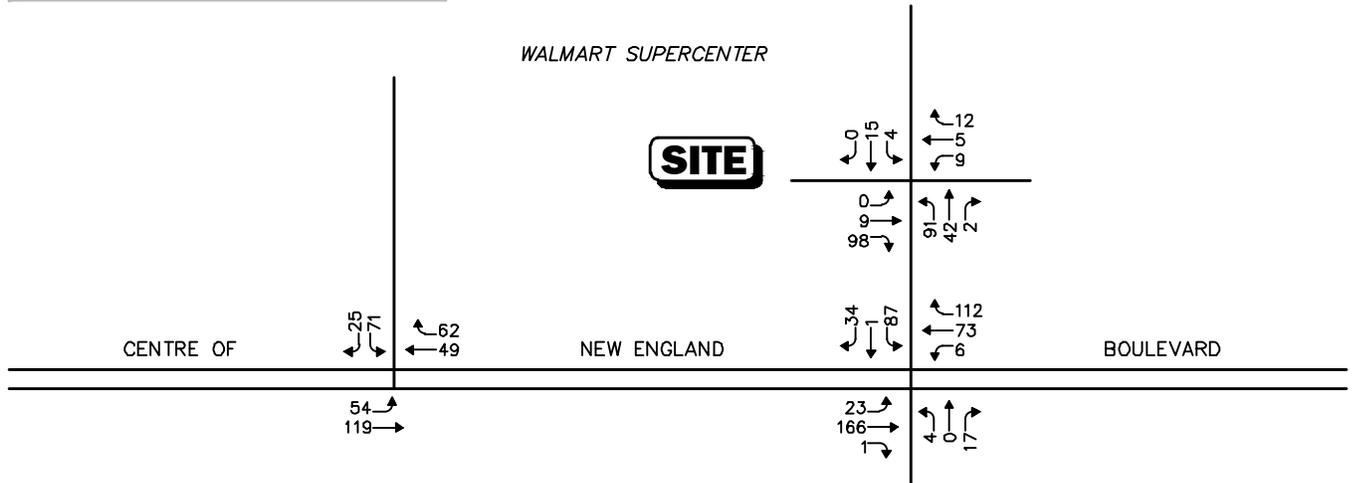
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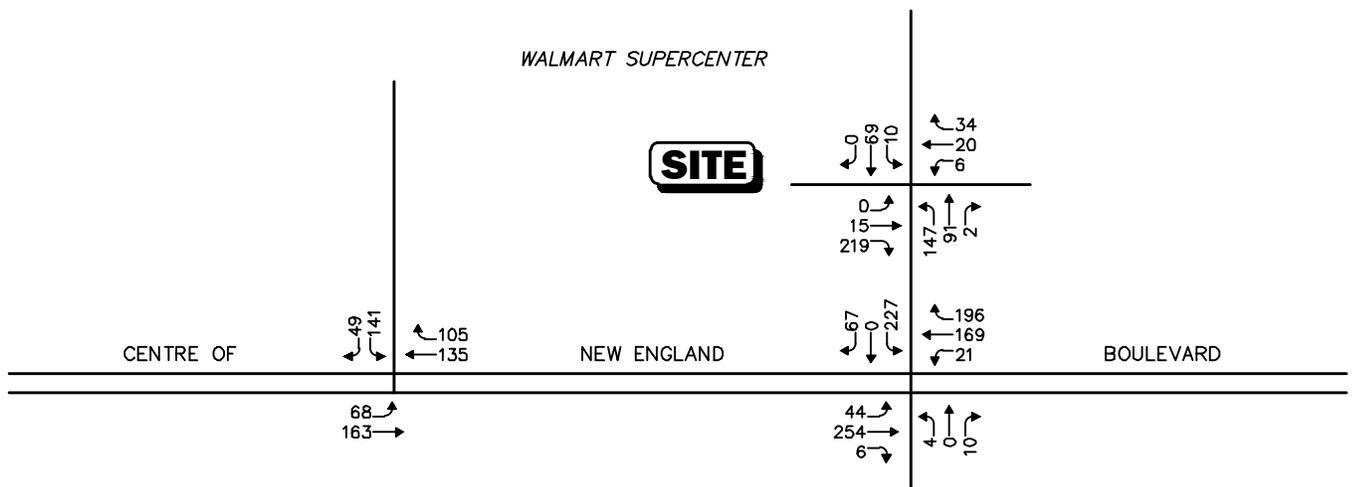
Figure 10
Project-Generated
Fueling Facility
Saturday Midday
Peak-Hour Traffic Volumes

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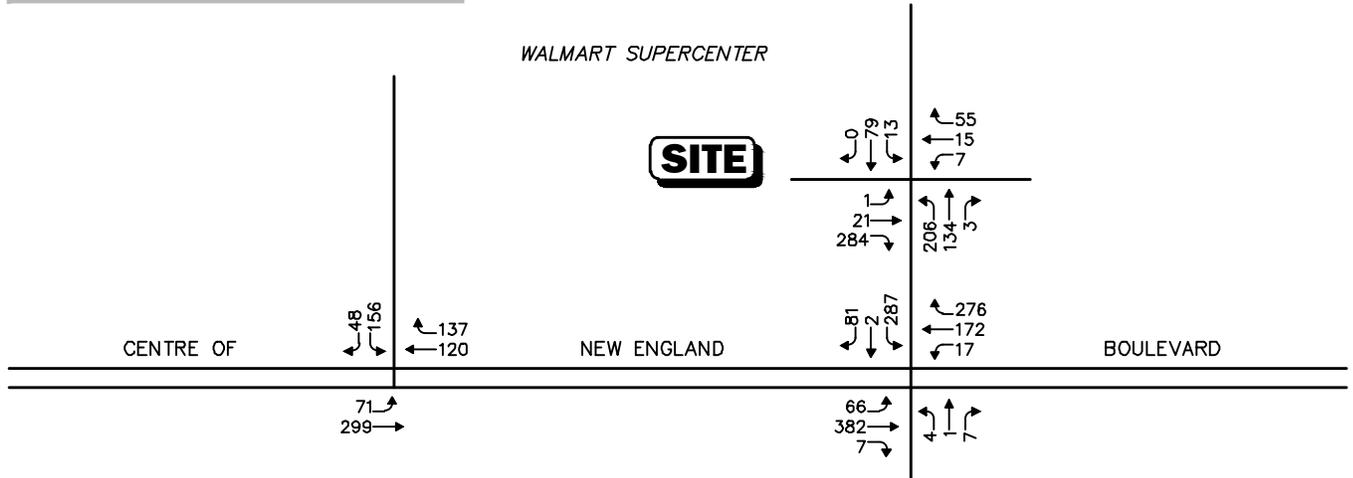
WEEKDAY MORNING PEAK HOUR



WEEKDAY EVENING PEAK HOUR



SATURDAY MIDDAY PEAK HOUR



Not To Scale **Figure 11**



**2030 Build
Peak-Hour Traffic Volumes
with Extension of Centre of
New England Boulevard**

Table 7
PEAK-HOUR TRAFFIC-VOLUME INCREASES

Location/Peak Hour	2030 No-Build	2030 Build	Traffic-Volume Increase Over No-Build	Percent Increase Over No-Build
<i>Centre of New England Boulevard, east of Walmart east driveway:</i>				
Weekday Morning	421	461	40	9.5
Weekday Evening	829	877	48	5.8
Saturday Midday	1,073	1,141	68	6.3
<i>Centre of New England Boulevard, west of Walmart west driveway:</i>				
Weekday Morning	237	247	10	4.2
Weekday Evening	401	415	14	3.5
Saturday Midday	522	538	16	3.2

SIGHT DISTANCE EVALUATION

Stopping Sight Distance (SSD) measurements were performed at the existing internal driveway intersection with the Walmart east driveway in accordance with RIDOT and American Association of State Highway and Transportation Officials (AASHTO)⁷ recommendations. Stopping sight distance (SSD) measurements were performed. In brief, SSD is the distance recommended to be provided by a vehicle traveling at the design speed of a roadway, on wet pavement, to stop prior to striking an object in its travel path. Table 8 presents the measured SSD at the internal intersection.

⁷A Policy on Geometric Design of Highway and Streets, 7th Edition; American Association of State Highway and Transportation Officials (AASHTO); Washington D.C.; 2018.



Table 8
SIGHT DISTANCE ANALYSIS^a

Intersection/Sight Distance Measurement	Recommended Distances (Feet)	Field Measured Distances (Feet)
<i>Internal Driveway at Walmart East Driveway</i>		
<i>Stopping Sight Distance:</i>		
Walmart East Driveway approaching from the north	155 ^b	500+
Walmart East Driveway approaching from the south	115 ^c	215

^aRecommended values obtained from *A Policy on Geometric Design of Highways and Streets*, 7th Edition; American Association of State Highway and Transportation Officials (AASHTO); 2018.

^bSince no speed limit is posted along Walmart east driveway, a speed limit of 25 mph on Walmart east driveway southbound is assumed based on Rhode Island General Law c. 31 § 14-2.

^cSince northbound vehicles will have just executed a 90-degree turn to enter the site, a speed of 20 mph is assumed for vehicles passing the driveway from the south.

As can be seen in Table 8, the sight distance at the intersection of the internal driveway with the Walmart east driveway was found to exceed the recommended values for SSD approaching from the north and south.

TRAFFIC OPERATIONS ANALYSIS

Six levels of service⁸ are defined for each type of facility. They are given letter designations from A to F, with level-of-service (LOS) A representing the best operating conditions and LOS F representing congested or constrained operating conditions.

The levels of service of unsignalized intersections are determined by application of a procedure described in the *Highway Capacity Manual 7th Edition* (HCM). Level of service is measured in terms of average control delay. Mathematically, control delay is a function of the capacity and degree of saturation of the lane group and/or approach under study and is a quantification of motorist delay associated with traffic control devices such as traffic signals and STOP signs. Control delay includes the effects of initial deceleration delay approaching a STOP sign, stopped delay, queue move-up time, and final acceleration delay from a stopped condition. Definitions for level of service at unsignalized intersections are also given in the HCM 7th Edition.

The unsignalized capacity analysis for the intersection of the internal driveway at the Walmart east driveway is based on the procedures described in the Signalized and Unsignalized Intersection Design and Research Aid (SIDRA)⁹ due to the location of the Stop signs. The main features of the SIDRA Intersection method for unsignalized capacity estimation are the dependence of gap acceptance parameters on roadway geometry, entry lane flows, and the designation of traffic control on approach lanes. The SIDRA analytical model calculates several components of delay. One of these, the average total delay component, produces level-of-service results based on the concepts described in the HCM.

⁸The capacity analysis methodology is based on the concepts and procedures presented in the *Highway Capacity Manual 7th Edition*; Transportation Research Board; Washington, DC; 2022.

⁹Traffic Signalized and Unsignalized Intersection Design and Research Aid, SIDRA Intersection 9.0 User Guide; Akcelik & Associates Pty Ltd; Greythorn, Victoria 3104, Australia; October 2020.



Analysis Results

Level-of-service analyses were conducted for 2025 Existing, 2030 No-Build, and 2030 Build conditions for the study area intersections. The results of the intersection capacity analysis within the study area are described below, with a tabular summary provided in Table 9.

Unsignalized Intersections

Centre of New England Boulevard at Walmart East Driveway and Private Driveway

Under 2025 Existing conditions, the critical movements at this intersection operate at LOS B or better during the weekday morning peak hour, LOS D or better during the weekday evening peak hour, and LOS F or better during the Saturday midday peak hour. Under 2030 No-Build conditions, the critical movements at this intersection operate at LOS B or better during the weekday morning peak hour, LOS D or better during the weekday evening peak hour, and LOS F or better during the Saturday midday peak hour. During the 2030 Build weekday evening peak hour, the level of service for the Walmart driveway changes from LOS D to LOS E for the left-turn movement and LOS A to LOS B for the exiting right turn. The queue is expected to increase by up to 5 vehicles under Build conditions compared to No-Build conditions.

Centre of New England Boulevard at Walmart East Driveway

Under 2025 Existing conditions, the critical movements at this intersection operate at LOS B or better during all three time periods. Under 2030 No-Build conditions, the critical movements at this intersection are expected to operate at LOS C or better during all three time periods. During the 2030 Build conditions, the critical movements are projected to continue to operate at LOS C or better for the exiting left-turn movement, although the left-turn movement changes from LOS B to LOS C during the weekday evening peak hour. The queue is expected to increase by up to 1 vehicle under Build conditions compared to No-Build conditions.

Walmart East Driveway at Internal Driveway and Home Depot Driveway

Under 2025 Existing and 2030 No-Build conditions, the critical movements at this intersection operate at LOS B or better during all three peak hours. During 2030 Build conditions, the movements are expected to continue to operate at LOS B or better with the addition of the Project traffic.



Table 9
UNSIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY

Unsignalized Intersection/Peak Hour/Movement	2025 Existing				2030 No-Build				2030 Build			
	Demand ^a	Delay ^b	LOS ^c	Queue ^d 95 th	Demand	Delay	LOS	Queue 95 th	Demand	Delay	LOS	Queue 95 th
Centre of New England Boulevard at Walmart East Driveway and Private Driveway												
<i>Weekday Morning:</i>												
Private Driveway NB LT/TH	0	0.0	A	0	4	11.4	B	0	4	11.4	B	0
Private Driveway NB RT	21	8.9	A	1	17	8.9	A	1	17	8.9	A	1
Walmart East Driveway SB LT	71	11.9	B	1	57	12.2	B	1	87	12.9	B	1
Walmart East Driveway SB TH/RT	3	9.9	A	0	17	9.2	A	1	35	9.2	A	1
<i>Weekday Evening:</i>												
Private Driveway NB LT/TH	1	12.1	B	0	4	15.9	C	1	4	16.0	C	1
Private Driveway NB RT	13	9.1	A	1	10	9.4	A	1	10	9.3	A	1
Walmart East Driveway SB LT	241	29.2	D	5	193	33.1	D	5	227	45.6	E	7
Walmart East Driveway SB TH/RT	2	9.5	A	0	50	9.7	A	1	67	9.9	B	1
<i>Saturday MIDDAY:</i>												
Private Driveway NB LT/TH	3	14.8	B	0	5	19.3	C	1	5	20.0	C	1
Private Driveway NB RT	9	9.2	A	1	7	9.6	A	1	7	9.6	A	1
Walmart East Driveway SB LT	314	>50.0	F	12	251	>50	F	11	287	>50	F	16
Walmart East Driveway SB TH/RT	5	12.4	B	0	68	10.5	B	1	83	10.8	B	1
Centre of New England Boulevard at Walmart West Driveway												
<i>Weekday Morning:</i>												
Walmart West Driveway SB LT	55	9.5	A	1	44	10.1	B	1	71	11.1	B	1
Walmart West Driveway SB RT	1	8.6	A	0	12	8.6	A	0	25	8.7	A	1
<i>Weekday Evening:</i>												
Walmart West Driveway SB LT	144	11.3	B	1	115	13.8	B	1	141	16.8	C	2
Walmart West Driveway SB RT	5	9.0	A	0	34	9.3	A	1	49	9.4	A	1
<i>Saturday MIDDAY:</i>												
Walmart West Driveway SB LT	162	11.9	B	1	130	15.7	C	1	156	19.1	C	2
Walmart West Driveway SB RT	3	9.0	A	0	35	9.3	A	1	48	9.4	A	1

See notes at the end of table.



Table 9 (Continued)
UNSIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY

Unsignalized Intersection/Peak Hour/Movement	2025 Existing				2030 No-Build				2030 Build			
	Demand ^a	Delay ^b	LOS ^c	Queue ^d 95 th	Demand	Delay	LOS	Queue 95 th	Demand	Delay	LOS	Queue 95 th
<i>Walmart East Driveway at Internal Driveway and Home Depot Driveway</i>												
<i>Weekday Morning:</i>												
Internal Driveway EB LT/TH/RT	60	9.0	A	1	60	9.0	A	1	107	9.3	A	1
Home Depot Driveway WB LT/TH/RT	26	9.6	A	1	26	9.6	A	1	26	10.1	B	1
Walmart West Driveway SB LT/TH/RT	18	9.2	A	1	18	9.2	A	1	19	9.5	A	1
<i>Weekday Evening:</i>												
Internal Driveway EB LT/TH/RT	187	9.9	A	1	187	9.9	A	1	234	10.4	B	2
Home Depot Driveway WB LT/TH/RT	60	10.2	B	1	60	10.2	B	1	60	10.5	B	1
Walmart West Driveway SB LT/TH/RT	75	10.0	B	1	75	10.0	B	1	79	10.4	B	1
<i>Saturday Midday:</i>												
Internal Driveway EB LT/TH/RT	260	10.7	B	2	260	10.7	B	2	306	11.3	B	3
Home Depot Driveway WB LT/TH/RT	77	10.6	B	1	77	10.6	B	1	77	10.9	B	1
Walmart West Driveway SB LT/TH/RT	87	10.6	B	1	87	10.6	B	1	92	11.0	B	1

^aDemand in vehicles per hour.

^bAverage control delay per vehicle (in seconds).

^cLevel of service.

^dQueue length in vehicles.

EB = eastbound; WB = westbound; NB = northbound; SB = southbound; LT = left-turning movements; TH = through movements; RT = right-turning movements.



RECOMMENDATIONS

Project Access

Access to and egress from the proposed fueling facility will be provided via an existing driveway. The following recommendations are offered with respect to the design and operation of the Project site driveway:

- The driveway should be placed under STOP-sign (*Manual on Uniform Traffic Control Devices (MUTCD)*¹⁰ R1-1) control, with a painted STOP-bar included.
- All signs and other pavement markings to be installed within the Project site shall conform to the applicable standards of the current MUTCD.
- Signs and landscaping adjacent to the Project site driveway should be designed and maintained to remain below 24 inches above the driveways so as not to restrict lines of sight.
- Snow windrows within sight triangle areas of the Project site driveway should be promptly removed where such accumulations would impede sightlines.

CONCLUSIONS

VAI has prepared this TIA in order to identify traffic impacts associated with a proposed Walmart expansion and fueling facility to be located at 650 Centre of New England Boulevard in Coventry, Rhode Island. We have the following conclusions:

- No apparent safety deficiencies were noted with respect to the motor vehicle crash history at the study area intersection.
- The Project is expected to generate approximately 812 new vehicle trips on an average weekday and 978 new vehicle trips on a typical Saturday (two-way, 24 hour volume), with 50 new vehicle trips (26 entering and 24 exiting) during the weekday morning peak hour, 62 new vehicle trips (31 entering and 31 exiting) during the weekday evening peak hour, and 84 new vehicle trips (42 entering and 42 exiting) during the Saturday midday peak hour.
- Traffic-volume increases related to the Project, external to the study, are anticipated to range from 10 to 68 vehicles or 3.2 to 9.5 percent, during peak periods.
- Lines of sight at the internal driveway intersection with the Walmart east driveway were found to exceed the recommended minimum distance for safe operation, assuming a speed limit of 25 mph, which is based on R.I.G.L c. 31 § 14-2 southbound, and a 20 mph speed northbound.
- The Project will generally not have a significant impact on motorist delays or vehicle queuing at signalized intersections compared to anticipated future conditions without the Project (No-Build conditions).

As documented in this study, Project-related traffic increases will generally not result in significant increases in overall traffic volumes or traffic delays within the study area. The site driveway is expected to operate with manageable delays during all peak hours. Delays are generally experienced by vehicles exiting

¹⁰*Manual on Uniform Traffic Control Devices (MUTCD)*; Federal Highway Administration; Washington, D.C.; 2009.



the site and not by traffic passing by on Centre of New England Boulevard. In general, Project-related traffic can be adequately accommodated within the existing infrastructure with minimal impact on the traffic operations within the study area.

Attachments:

Technical Appendix



APPENDIX

TRAFFIC COUNT DATA
SEASONAL ADJUSTMENT DATA
PUBLIC TRANSPORTATION
CRASH DATA
TRIP GENERATION DATA
TRIP DISTRIBUTION MAP
CAPACITY ANALYSIS



TRAFFIC COUNT DATA



Client: Stephan Zaets, P.E.
 Project #: 1716_1_VAI
 BTD #: Location 1
 Location: Coventry, RI
 Street 1: Centre of New England Blvd
 Street 2: Village Green Circle
 Count Date: 7/31/2025
 Day of Week: Thursday
 Weather: Clouds & Sun, 75°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

Start Time	Northbound				Village Green Circle Southbound				Centre of New England Blvd Eastbound				Centre of New England Blvd Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	14	0	1	0	0	24	0	1	0	5	19
7:15 AM	0	0	0	0	0	16	0	0	0	0	26	0	0	0	5	15
7:30 AM	0	0	0	0	0	14	0	0	0	1	21	0	0	0	8	17
7:45 AM	0	0	0	0	0	11	0	0	0	0	20	0	0	0	7	17
8:00 AM	0	0	0	0	0	18	0	1	0	0	18	0	1	0	9	15
8:15 AM	0	0	0	0	0	13	0	0	0	0	20	0	0	0	6	13
8:30 AM	0	0	0	0	0	18	0	0	0	0	11	0	0	0	10	19
8:45 AM	0	0	0	0	0	11	0	0	0	0	13	0	0	0	10	23

Start Time	Northbound				Village Green Circle Southbound				Centre of New England Blvd Eastbound				Centre of New England Blvd Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	46	0	0	0	1	10	0	0	0	16	40
4:15 PM	0	0	0	0	0	35	0	0	0	1	9	0	0	0	25	31
4:30 PM	0	0	0	0	0	22	0	0	0	0	18	0	0	0	20	34
4:45 PM	0	0	0	0	0	32	0	0	0	3	14	0	0	0	15	28
5:00 PM	0	0	0	0	0	50	0	0	0	0	14	0	0	0	29	22
5:15 PM	0	0	0	0	0	38	0	3	0	1	10	0	2	0	22	30
5:30 PM	0	0	0	0	0	24	0	2	0	1	15	0	2	0	18	41
5:45 PM	0	0	0	0	0	24	0	2	0	0	12	0	0	0	17	25

AM PEAK HOUR 7:00 AM to 8:00 AM	Northbound				Village Green Circle Southbound				Centre of New England Blvd Eastbound				Centre of New England Blvd Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	55	0	1	0	1	91	0	1	0	25	68
PHF	0.00				0.88				0.88				0.94			
HV %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.9%

PM PEAK HOUR 4:45 PM to 5:45 PM	Northbound				Village Green Circle Southbound				Centre of New England Blvd Eastbound				Centre of New England Blvd Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	144	0	5	0	5	53	0	4	0	84	121
PHF	0.00				0.75				0.85				0.86			
HV %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.9%	0.0%	0.0%	0.0%	1.2%	0.0%

Client: Stephan Zaets, P.E.
 Project #: 1716_1_VAI
 BTD #: Location 1
 Location: Coventry, RI
 Street 1: Centre of New England Blvd
 Street 2: Village Green Circle
 Count Date: 7/31/2025
 Day of Week: Thursday
 Weather: Clouds & Sun, 75°F



HEAVY VEHICLES

Start Time	Northbound				Village Green Circle Southbound				Centre of New England Blvd Eastbound				Centre of New England Blvd Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
8:30 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0

Start Time	Northbound				Village Green Circle Southbound				Centre of New England Blvd Eastbound				Centre of New England Blvd Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

AM PEAK HOUR 8:00 AM to 9:00 AM <i>PHF</i>	Northbound				Village Green Circle Southbound				Centre of New England Blvd Eastbound				Centre of New England Blvd Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	4	0	0	0	0	1	0	0	0	1	1
	0.00				0.33				0.25				0.50			

PM PEAK HOUR 4:15 PM to 5:15 PM <i>PHF</i>	Northbound				Village Green Circle Southbound				Centre of New England Blvd Eastbound				Centre of New England Blvd Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0
	0.00				0.00				0.50				0.50			

Client: Stephan Zaets, P.E.
 Project #: 1716_1_VAI
 BTD #: Location 1
 Location: Coventry, RI
 Street 1: Centre of New England Blvd
 Street 2: Village Green Circle
 Count Date: 7/31/2025
 Day of Week: Thursday
 Weather: Clouds & Sun, 75°F

BOSTON TRAFFIC DATA

PO BOX 1723, Framingham, MA 01701
 Office: 978-746-1259
 DataRequest@BostonTrafficData.com
 www.BostonTrafficData.com

PEDESTRIANS & BICYCLES

Start Time	Village Green Circle Northbound				Village Green Circle Southbound				Centre of New England Blvd Eastbound				Centre of New England Blvd Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	4	0	0	0	2	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1

Start Time	Village Green Circle Northbound				Village Green Circle Southbound				Centre of New England Blvd Eastbound				Centre of New England Blvd Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR ¹ 7:00 AM to 8:00 AM	Village Green Circle Northbound				Village Green Circle Southbound				Centre of New England Blvd Eastbound				Centre of New England Blvd Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	5	0	0	0	1	0	0	0	0

PM PEAK HOUR ¹ 4:45 PM to 5:45 PM	Village Green Circle Northbound				Village Green Circle Southbound				Centre of New England Blvd Eastbound				Centre of New England Blvd Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	3	0	0	0	2	0	0	0	0

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

Client: Stephan Zaets, P.E.
 Project #: 1716_1_VAI
 BTD #: Location 1
 Location: Coventry, RI
 Street 1: Centre of New England Blvd
 Street 2: Village Green Circle
 Count Date: 8/2/2025
 Day of Week: Saturday
 Weather: Clouds & Sun, 75°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

Start Time	Northbound				Village Green Circle Southbound			Centre of New England Blvd Eastbound				Centre of New England Blvd Westbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	0	0	0	0	0	43	0	1	0	3	26	0	0	0	15	38
11:15 AM	0	0	0	0	0	37	0	0	0	2	16	0	2	0	14	38
11:30 AM	0	0	0	0	0	44	0	1	0	1	21	0	2	0	9	33
11:45 AM	0	0	0	0	0	38	0	1	0	3	24	0	0	0	15	47
12:00 PM	0	0	0	0	0	43	0	3	0	3	19	0	1	0	12	30
12:15 PM	0	0	0	0	0	45	0	4	0	3	20	0	0	0	18	28
12:30 PM	0	0	0	0	0	42	0	5	0	2	10	0	1	0	14	35
12:45 PM	0	0	0	0	0	28	0	4	0	3	14	0	0	0	17	36
1:00 PM	0	0	0	0	0	43	0	5	0	2	23	0	0	0	17	52
1:15 PM	0	0	0	0	0	44	0	0	0	0	16	0	1	0	14	39
1:30 PM	0	0	0	0	0	44	0	2	0	2	11	0	0	0	14	33
1:45 PM	0	0	0	0	0	44	0	1	0	0	12	0	0	0	16	36

MID PEAK HOUR 11:00 AM to 12:00 PM	Northbound				Village Green Circle Southbound			Centre of New England Blvd Eastbound				Centre of New England Blvd Westbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	162	0	3	0	9	87	0	4	0	53	156
PHF	0.00				0.92			0.83				0.86				
HV %	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	4.6%	0.0%	0.0%	0.0%	3.8%	1.3%

Client: Stephan Zaets, P.E.
 Project #: 1716_1_VAI
 BTD #: Location 1
 Location: Coventry, RI
 Street 1: Centre of New England Blvd
 Street 2: Village Green Circle
 Count Date: 8/2/2025
 Day of Week: Saturday
 Weather: Clouds & Sun, 75°F



HEAVY VEHICLES

Start Time	Northbound				Village Green Circle Southbound				Centre of New England Blvd Eastbound				Centre of New England Blvd Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:45 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	2	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
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
1:15 PM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
1:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0

MID PEAK HOUR 11:00 AM to 12:00 PM PHF	Northbound				Village Green Circle Southbound				Centre of New England Blvd Eastbound				Centre of New England Blvd Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	1	0	0	0	0	4	0	0	0	2	2
	0.00				0.25				0.50				0.50			

Client: Stephan Zaets, P.E.
 Project #: 1716_1_VAI
 BTD #: Location 1
 Location: Coventry, RI
 Street 1: Centre of New England Blvd
 Street 2: Village Green Circle
 Count Date: 8/2/2025
 Day of Week: Saturday
 Weather: Clouds & Sun, 75°F



PEDESTRIANS & BICYCLES

Start Time	Northbound				Village Green Circle Southbound				Centre of New England Blvd Eastbound				Centre of New England Blvd Westbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
11:00 AM	0	0	0	0	0	0	0	5	0	0	0	1	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	5	0	0	0	1	0	1	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	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
1:30 PM	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

MID PEAK HOUR 11:00 AM to 12:00 PM	Northbound				Village Green Circle Southbound				Centre of New England Blvd Eastbound				Centre of New England Blvd Westbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
	0	0	0	0	0	0	0	11	0	0	0	2	0	1	0	0

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

Client: Stephan Zaets, P.E.
 Project #: 1716_1_VAI
 BTD #: Location 2
 Location: Coventry, RI
 Street 1: Centre of New England Blvd
 Street 2: Shopping Center Drive
 Count Date: 7/31/2025
 Day of Week: Thursday
 Weather: Clouds & Sun, 75°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

Start Time	Hotel Drive Northbound				Shopping Center Drive Southbound				Centre of New England Blvd Eastbound				Centre of New England Blvd Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	5	0	18	0	0	0	0	39	1	0	1	26	17
7:15 AM	0	0	0	8	0	13	0	0	0	0	42	0	0	3	19	15
7:30 AM	0	1	0	9	0	15	0	0	0	0	35	0	0	5	26	22
7:45 AM	0	0	0	3	0	15	0	0	0	0	29	1	0	3	22	20
8:00 AM	0	0	0	6	0	23	0	0	0	1	37	0	0	2	26	16
8:15 AM	0	0	0	5	0	10	1	2	0	0	33	0	0	2	16	13
8:30 AM	0	0	0	6	0	17	0	0	0	0	28	0	0	2	29	35
8:45 AM	0	0	0	4	0	21	0	0	0	0	25	0	0	1	31	27

Start Time	Hotel Drive Northbound				Shopping Center Drive Southbound				Centre of New England Blvd Eastbound				Centre of New England Blvd Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	1	0	56	0	0	0	1	56	0	2	4	57	48
4:15 PM	0	0	0	4	0	74	0	0	0	0	43	1	1	4	55	52
4:30 PM	0	0	0	3	0	51	0	2	0	0	40	0	1	6	54	51
4:45 PM	0	0	0	5	0	50	0	0	0	1	45	0	3	3	41	43
5:00 PM	0	1	0	1	0	66	0	0	0	0	64	0	4	4	50	43
5:15 PM	0	0	0	2	0	43	0	2	0	0	49	1	5	3	53	48
5:30 PM	0	0	0	3	0	52	0	0	0	0	40	1	0	10	60	49
5:45 PM	0	0	3	3	0	47	0	0	0	1	35	0	0	4	43	35

AM PEAK HOUR 8:00 AM to 9:00 AM	Hotel Drive Northbound				Shopping Center Drive Southbound				Centre of New England Blvd Eastbound				Centre of New England Blvd Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	21	0	71	1	2	0	1	123	0	0	7	102	91
PHF	0.88				0.80				0.82				0.76			
HV %	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%	0.0%	0.0%	0.0%	0.0%	4.1%	0.0%	0.0%	0.0%	2.0%	1.1%

PM PEAK HOUR 4:15 PM to 5:15 PM	Hotel Drive Northbound				Shopping Center Drive Southbound				Centre of New England Blvd Eastbound				Centre of New England Blvd Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	1	0	13	0	241	0	2	0	1	192	1	9	17	200	189
PHF	0.70				0.82				0.76				0.93			
HV %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%	1.0%	0.0%

Client: Stephan Zaets, P.E.
 Project #: 1716_1_VAI
 BTD #: Location 2
 Location: Coventry, RI
 Street 1: Centre of New England Blvd
 Street 2: Shopping Center Drive
 Count Date: 7/31/2025
 Day of Week: Thursday
 Weather: Clouds & Sun, 75°F



HEAVY VEHICLES

Start Time	Hotel Drive Northbound				Shopping Center Drive Southbound				Centre of New England Blvd Eastbound				Centre of New England Blvd Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1

Start Time	Hotel Drive Northbound				Shopping Center Drive Southbound				Centre of New England Blvd Eastbound				Centre of New England Blvd Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0

AM PEAK HOUR 7:00 AM to 8:00 AM <i>PHF</i>	Hotel Drive Northbound				Shopping Center Drive Southbound				Centre of New England Blvd Eastbound				Centre of New England Blvd Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	5	0	0	0	0	0	0	0	0	2	4
<i>PHF</i>	0.00				0.63				0.00				0.75			

PM PEAK HOUR 4:00 PM to 5:00 PM <i>PHF</i>	Hotel Drive Northbound				Shopping Center Drive Southbound				Centre of New England Blvd Eastbound				Centre of New England Blvd Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	1	0	0	0	0	2	0	0	0	1	0
<i>PHF</i>	0.00				0.25				0.50				0.25			

Client: Stephan Zaets, P.E.
 Project #: 1716_1_VAI
 BTD #: Location 2
 Location: Coventry, RI
 Street 1: Centre of New England Blvd
 Street 2: Shopping Center Drive
 Count Date: 7/31/2025
 Day of Week: Thursday
 Weather: Clouds & Sun, 75°F

BOSTON TRAFFIC DATA

PO BOX 1723, Framingham, MA 01701
 Office: 978-746-1259
 DataRequest@BostonTrafficData.com
 www.BostonTrafficData.com

PEDESTRIANS & BICYCLES

Start Time	Hotel Drive Northbound				Shopping Center Drive Southbound				Centre of New England Blvd Eastbound				Centre of New England Blvd Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0

Start Time	Hotel Drive Northbound				Shopping Center Drive Southbound				Centre of New England Blvd Eastbound				Centre of New England Blvd Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0

AM PEAK HOUR ¹ 8:00 AM to 9:00 AM	Hotel Drive Northbound				Shopping Center Drive Southbound				Centre of New England Blvd Eastbound				Centre of New England Blvd Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	4	0	0	0	12	0	0	0	0	0	0	0	4

PM PEAK HOUR ¹ 4:15 PM to 5:15 PM	Hotel Drive Northbound				Shopping Center Drive Southbound				Centre of New England Blvd Eastbound				Centre of New England Blvd Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0

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

Client: Stephan Zaets, P.E.
 Project #: 1716_1_VAI
 BTD #: Location 2
 Location: Coventry, RI
 Street 1: Centre of New England Blvd
 Street 2: Shopping Center Drive
 Count Date: 8/2/2025
 Day of Week: Saturday
 Weather: Clouds & Sun, 75°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

Start Time	Hotel Drive Northbound				Shopping Center Drive Southbound				Centre of New England Blvd Eastbound				Centre of New England Blvd Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	0	1	0	5	0	77	0	0	0	0	67	1	2	2	51	69
11:15 AM	0	0	1	2	0	73	1	1	0	2	54	0	5	3	53	83
11:30 AM	0	0	0	1	0	93	0	1	0	0	66	1	1	3	45	72
11:45 AM	0	1	0	1	0	71	1	1	1	0	60	1	1	4	57	69
12:00 PM	0	0	0	5	0	73	0	1	0	0	62	0	1	1	42	64
12:15 PM	0	1	0	5	0	86	0	1	0	1	64	1	2	1	44	66
12:30 PM	0	0	0	4	0	76	0	2	0	0	52	1	2	2	48	73
12:45 PM	0	0	0	4	0	74	0	0	0	0	41	0	4	2	53	51
1:00 PM	0	0	0	1	0	69	0	0	0	0	67	0	0	1	69	73
1:15 PM	0	0	0	2	0	72	0	0	0	0	60	1	1	0	57	64
1:30 PM	0	0	0	2	0	65	0	0	0	0	55	0	1	3	44	64
1:45 PM	0	0	0	1	0	55	0	0	0	0	56	0	1	3	56	67

MID PEAK HOUR 11:00 AM to 12:00 PM	Hotel Drive Northbound				Shopping Center Drive Southbound				Centre of New England Blvd Eastbound				Centre of New England Blvd Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	2	1	9	0	314	2	3	1	2	247	3	9	12	206	293
PHF	0.50				0.85				0.93				0.90			
HV %	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	1.9%	0.3%

Client: Stephan Zaets, P.E.
 Project #: 1716_1_VAI
 BTD #: Location 2
 Location: Coventry, RI
 Street 1: Centre of New England Blvd
 Street 2: Shopping Center Drive
 Count Date: 8/2/2025
 Day of Week: Saturday
 Weather: Clouds & Sun, 75°F



HEAVY VEHICLES

Start Time	Hotel Drive Northbound				Shopping Center Drive Southbound				Centre of New England Blvd Eastbound				Centre of New England Blvd Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	0	0	0	0	0	1	0	0	0	0	2	0	0	0	1	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
11:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	1	0	0	0	0	2	0	0	0	2	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
1:45 PM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0

MID PEAK HOUR 11:00 AM to 12:00 PM <i>PHF</i>	Hotel Drive Northbound				Shopping Center Drive Southbound				Centre of New England Blvd Eastbound				Centre of New England Blvd Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	2	0	0	0	0	5	0	0	0	4	1
	0.00				0.50				0.63				0.63			

Client: Stephan Zaets, P.E.
 Project #: 1716_1_VAI
 BTD #: Location 2
 Location: Coventry, RI
 Street 1: Centre of New England Blvd
 Street 2: Shopping Center Drive
 Count Date: 8/2/2025
 Day of Week: Saturday
 Weather: Clouds & Sun, 75°F



PEDESTRIANS & BICYCLES

Start Time	Hotel Drive Northbound				Shopping Center Drive Southbound				Centre of New England Blvd Eastbound				Centre of New England Blvd Westbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
11:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	6	0	0	0	0	0	1	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
12:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	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
1:00 PM	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
1:30 PM	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

MID PEAK HOUR 11:00 AM to 12:00 PM	Hotel Drive Northbound				Shopping Center Drive Southbound				Centre of New England Blvd Eastbound				Centre of New England Blvd Westbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
	0	0	0	0	0	0	0	8	0	0	0	0	0	1	1	0

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

Client: Stephan Zaets, P.E.
 Project #: 1716_1_VAI
 BTD #: Location 3
 Location: Coventry, RI
 Street 1: Shopping Center Drive
 Street 2: Parking Lot Drive
 Count Date: 7/31/2025
 Day of Week: Thursday
 Weather: Clouds & Sun, 75°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

Start Time	Shopping Center Drive Northbound				Shopping Center Drive Southbound				Parking Lot Drive Eastbound			Parking Lot Drive Westbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	9	7	0	0	1	7	0	0	0	0	10	0	0	1	3
7:15 AM	0	7	9	0	0	0	4	0	0	0	4	8	0	1	2	0
7:30 AM	0	10	11	0	0	0	5	0	0	0	0	10	0	0	1	3
7:45 AM	0	8	13	0	0	2	4	0	0	0	2	10	0	1	0	3
8:00 AM	0	7	9	1	0	4	6	0	0	0	0	15	0	2	1	5
8:15 AM	0	6	7	0	0	0	3	0	0	0	3	5	0	5	0	3
8:30 AM	0	21	13	1	0	0	5	0	0	0	0	11	0	1	2	4
8:45 AM	0	14	11	0	0	0	0	0	0	0	6	18	0	1	2	0

Start Time	Shopping Center Drive Northbound				Shopping Center Drive Southbound				Parking Lot Drive Eastbound			Parking Lot Drive Westbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	28	20	0	0	2	10	0	0	0	4	48	0	4	6	15
4:15 PM	0	25	27	0	0	2	23	0	0	0	6	44	0	1	5	6
4:30 PM	0	26	23	2	0	3	16	0	0	0	2	38	0	1	5	6
4:45 PM	0	27	17	0	0	3	13	0	0	0	3	35	0	0	4	7
5:00 PM	0	27	14	1	0	2	20	0	0	0	4	51	0	0	1	7
5:15 PM	0	21	28	0	0	0	7	0	0	0	4	31	0	4	6	5
5:30 PM	0	31	17	1	0	1	15	0	0	0	6	34	0	1	7	8
5:45 PM	0	20	18	1	0	0	12	0	0	0	2	36	0	2	6	4

AM PEAK HOUR 8:00 AM to 9:00 AM	Shopping Center Drive Northbound				Shopping Center Drive Southbound				Parking Lot Drive Eastbound			Parking Lot Drive Westbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	48	40	2	0	4	14	0	0	0	9	49	0	9	5	12
PHF	0.64				0.45				0.60			0.81				
HV %	0.0%	0.0%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	11.1%	0.0%	8.3%

PM PEAK HOUR 4:00 PM to 5:00 PM	Shopping Center Drive Northbound				Shopping Center Drive Southbound				Parking Lot Drive Eastbound			Parking Lot Drive Westbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	106	87	2	0	10	62	0	0	0	15	165	0	6	20	34
PHF	0.94				0.72				0.87			0.60				
HV %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%

Client: Stephan Zaets, P.E.
 Project #: 1716_1_VAI
 BTD #: Location 3
 Location: Coventry, RI
 Street 1: Shopping Center Drive
 Street 2: Parking Lot Drive
 Count Date: 7/31/2025
 Day of Week: Thursday
 Weather: Clouds & Sun, 75°F



HEAVY VEHICLES

Start Time	Shopping Center Drive Northbound				Shopping Center Drive Southbound				Parking Lot Drive Eastbound			Parking Lot Drive Westbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
7:15 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	2	0	0	0	0	0	0	0	1	1	0	1	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Shopping Center Drive Northbound				Shopping Center Drive Southbound				Parking Lot Drive Eastbound			Parking Lot Drive Westbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR 7:00 AM to 8:00 AM <i>PHF</i>	Shopping Center Drive Northbound				Shopping Center Drive Southbound				Parking Lot Drive Eastbound			Parking Lot Drive Westbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	4	0	0	0	2	0	0	0	1	2	0	1	1	0
	0.50				0.25				0.38			0.50				

PM PEAK HOUR 4:00 PM to 5:00 PM <i>PHF</i>	Shopping Center Drive Northbound				Shopping Center Drive Southbound				Parking Lot Drive Eastbound			Parking Lot Drive Westbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
	0.00				0.00				0.25			0.00				

Client: Stephan Zaets, P.E.
 Project #: 1716_1_VAI
 BTD #: Location 3
 Location: Coventry, RI
 Street 1: Shopping Center Drive
 Street 2: Parking Lot Drive
 Count Date: 7/31/2025
 Day of Week: Thursday
 Weather: Clouds & Sun, 75°F

BOSTON TRAFFIC DATA

PO BOX 1723, Framingham, MA 01701
 Office: 978-746-1259
 DataRequest@BostonTrafficData.com
 www.BostonTrafficData.com

PEDESTRIANS & BICYCLES

Start Time	Shopping Center Drive Northbound				Shopping Center Drive Southbound				Parking Lot Drive Eastbound				Parking Lot Drive Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
7:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Shopping Center Drive Northbound				Shopping Center Drive Southbound				Parking Lot Drive Eastbound				Parking Lot Drive Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR ¹ 8:00 AM to 9:00 AM	Shopping Center Drive Northbound				Shopping Center Drive Southbound				Parking Lot Drive Eastbound				Parking Lot Drive Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PEAK HOUR ¹ 4:00 PM to 5:00 PM	Shopping Center Drive Northbound				Shopping Center Drive Southbound				Parking Lot Drive Eastbound				Parking Lot Drive Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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

Client: Stephan Zaets, P.E.
 Project #: 1716_1_VAI
 BTD #: Location 3
 Location: Coventry, RI
 Street 1: Shopping Center Drive
 Street 2: Parking Lot Drive
 Count Date: 8/2/2025
 Day of Week: Saturday
 Weather: Clouds & Sun, 75°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

Start Time	Shopping Center Drive Northbound				Shopping Center Drive Southbound				Parking Lot Drive Eastbound				Parking Lot Drive Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	0	36	32	0	0	5	19	0	0	0	6	64	0	0	2	11
11:15 AM	0	50	34	2	0	1	17	0	0	0	3	50	0	2	7	13
11:30 AM	0	37	34	1	0	4	20	0	0	1	5	71	0	3	3	13
11:45 AM	0	40	29	0	0	3	18	0	0	0	7	53	0	2	3	18
12:00 PM	0	33	30	1	0	3	18	0	0	0	1	57	0	0	7	17
12:15 PM	0	38	27	2	0	5	17	0	0	0	4	66	0	3	7	18
12:30 PM	0	37	33	3	0	7	23	0	0	0	3	51	0	4	11	8
12:45 PM	0	26	23	0	0	8	17	0	0	0	2	55	0	2	9	17
1:00 PM	0	45	30	0	0	4	23	0	0	2	8	47	0	1	3	14
1:15 PM	0	36	24	1	0	5	9	0	0	0	8	60	0	4	5	7
1:30 PM	0	29	36	0	0	7	13	1	0	1	4	46	0	3	5	16
1:45 PM	0	35	33	1	0	2	16	0	0	0	2	39	0	1	5	9

MID PEAK HOUR 11:00 AM to 12:00 PM	Shopping Center Drive Northbound				Shopping Center Drive Southbound				Parking Lot Drive Eastbound				Parking Lot Drive Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	163	129	3	0	13	74	0	0	1	21	238	0	7	15	55
PHF	0.86				0.91				0.84				0.84			
HV %	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	1.4%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%

Client: Stephan Zaets, P.E.
 Project #: 1716_1_VAI
 BTD #: Location 3
 Location: Coventry, RI
 Street 1: Shopping Center Drive
 Street 2: Parking Lot Drive
 Count Date: 8/2/2025
 Day of Week: Saturday
 Weather: Clouds & Sun, 75°F



HEAVY VEHICLES

Start Time	Shopping Center Drive Northbound				Shopping Center Drive Southbound				Parking Lot Drive Eastbound				Parking Lot Drive Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
11:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	1	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	1	0	0	0	0	1
1:30 PM	0	0	2	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	1	0	0	0	0

MID PEAK HOUR 1:00 PM to 2:00 PM PHF	Shopping Center Drive Northbound				Shopping Center Drive Southbound				Parking Lot Drive Eastbound				Parking Lot Drive Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	1	2	0	0	0	0	0	0	0	1	1	0	0	0	1
	0.38				0.00				0.50				0.25			

Client: Stephan Zaets, P.E.
 Project #: 1716_1_VAI
 BTD #: Location 3
 Location: Coventry, RI
 Street 1: Shopping Center Drive
 Street 2: Parking Lot Drive
 Count Date: 8/2/2025
 Day of Week: Saturday
 Weather: Clouds & Sun, 75°F



PEDESTRIANS & BICYCLES

Start Time	Shopping Center Drive Northbound				Shopping Center Drive Southbound				Parking Lot Drive Eastbound				Parking Lot Drive Westbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
11:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
11:45 AM	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	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
1:30 PM	0	0	0	0	0	0	0	2	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

MID PEAK HOUR 11:00 AM to 12:00 PM	Shopping Center Drive Northbound				Shopping Center Drive Southbound				Parking Lot Drive Eastbound				Parking Lot Drive Westbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0

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

SEASONAL ADJUSTMENT DATA





Seasonal Factors By Day and Month for 1/1/2024 - 12/31/2024

Seasonal Factors									
Group	Month	Month	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
OU	Jan	Jan	1.924	1.176	1.054	0.986	0.962	0.931	1.226
	Feb	Feb	1.563	1.018	1.011	0.984	0.965	0.946	1.186
	Mar	Mar	1.483	0.994	0.968	0.946	0.945	0.896	1.169
	Apr	Apr	1.381	0.962	0.933	0.941	0.944	0.89	1.111
	May	May	1.323	1.012	0.887	0.893	0.898	0.835	1.046
	Jun	Jun	1.309	0.914	0.884	0.893	0.883	0.855	1.046
	Jul	Jul	1.318	0.967	0.921	0.907	0.991	0.913	1.134
	Aug	Aug	1.341	0.989	0.929	0.909	0.896	0.876	1.092
	Sep	Sep	1.328	0.993	0.906	0.894	0.887	0.855	1.081
	Oct	Oct	1.347	1.022	0.913	0.9	0.886	0.846	1.049
	Nov	Nov	1.413	0.989	0.924	0.899	1.085	0.91	1.129
	Dec	Dec	1.553	0.985	0.969	0.9425	0.978	0.927	1.164

PUBLIC TRANSPORTATION



HOW TO USE THIS MAP

The Rhode Island Public Transit Authority (RIPTA) welcomes you on board our buses. Hop on and enjoy the ride!

This system map helps you identify which areas of Rhode Island are served by RIPTA routes. The map also shows key points of interest and landmarks to help orient you. The map is broken into several views: This side has a statewide map with close-ups of Downtown Providence, Kennedy Plaza, and Newport, while the other side has a Metro Providence map showing Providence, Warwick, Pawtucket, and surrounding areas. Using the legend below, you will see that we offer high-frequency routes in and around the capital city of Providence. You can use this map to plan a trip, or you can use our trip planner at RIPTA.com. Our website also has schedules for each route.

Below are details about some of our special services highlighted on the map:

R-Line: Shown in green on the map, RIPTA's rapid bus line offers high-frequency service, running every 10 minutes during the day and every 20 minutes at night, with limited stops for faster trips.

Park & Rides: Shown in purple on the map, these strategically located parking lots are free of charge to anyone who parks a vehicle and commutes by transit or carpool. See the table below for detailed location information.

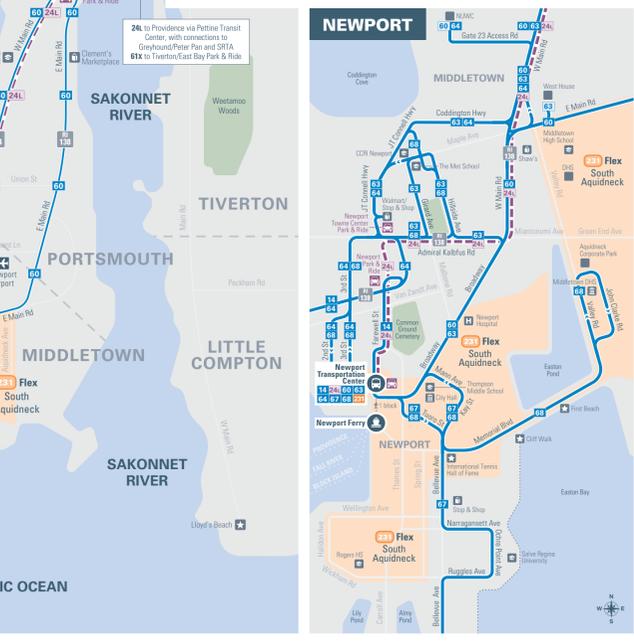
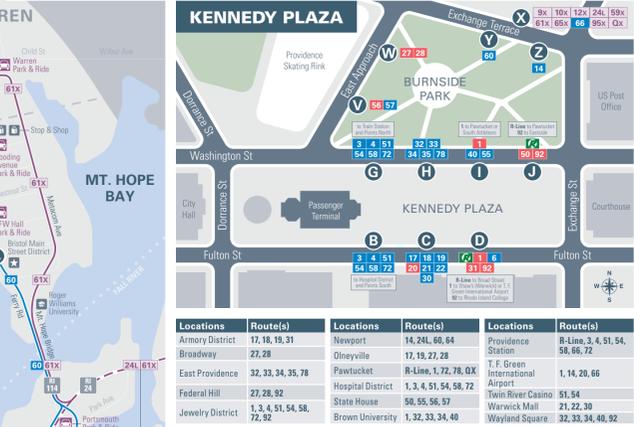
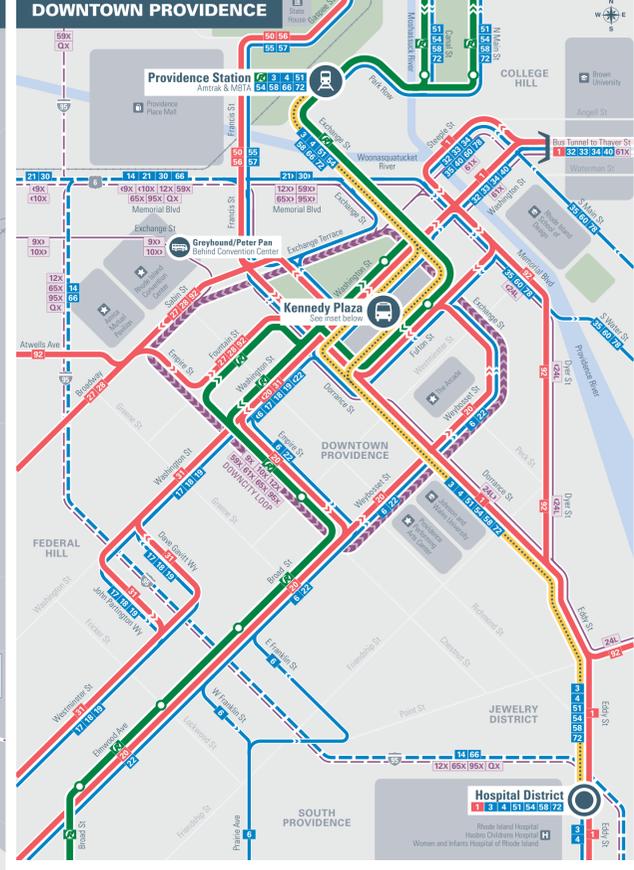
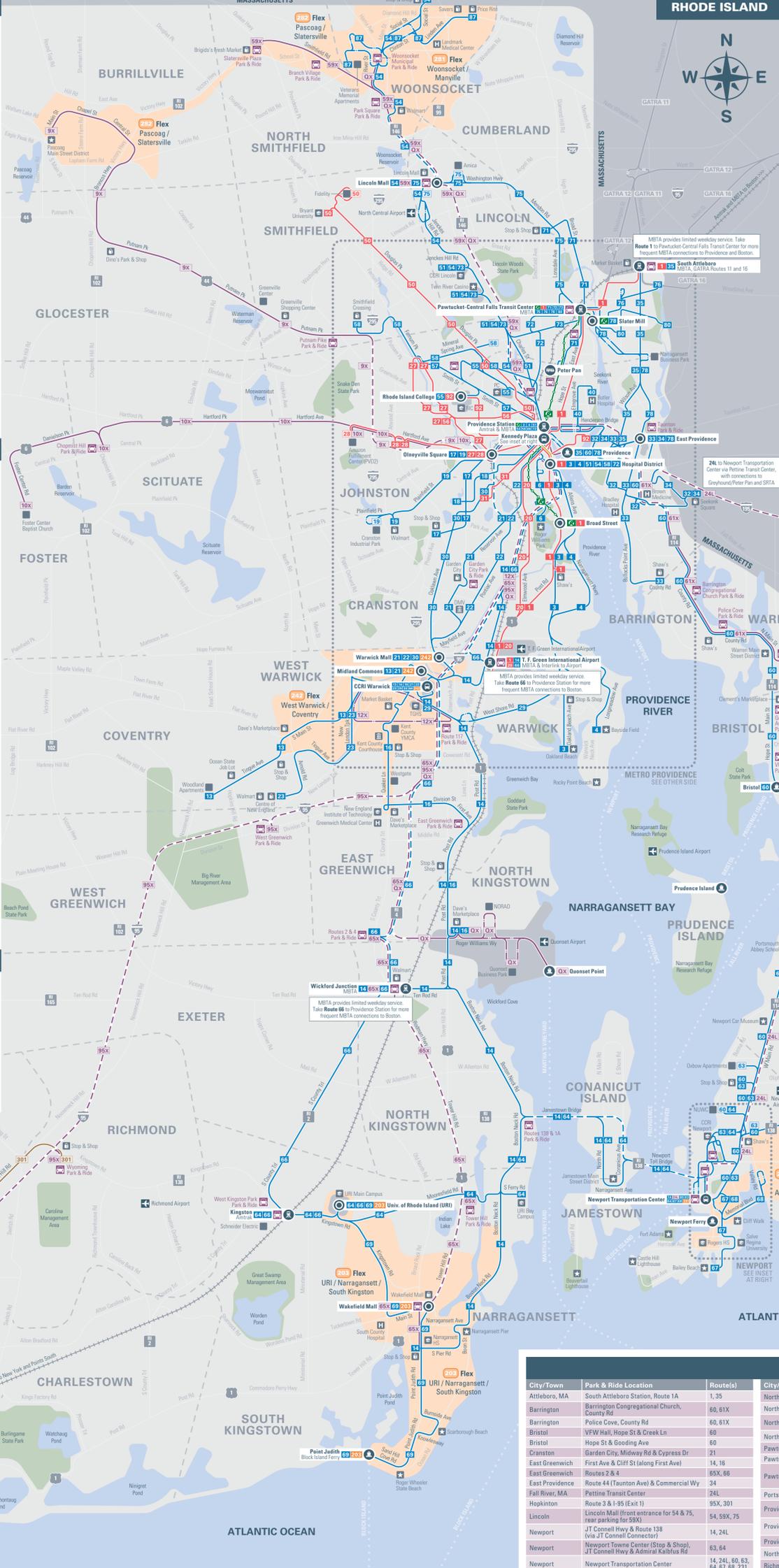
Flex Service: Shown in orange on the map, Flex Zones serve suburban and rural areas with little or no bus service. Flex service allows passengers to reserve rides by calling ahead, catching Flex Vehicles at Flex Stops, or requesting stops anywhere within Flex Zones. Call the Flex Line at 401-784-9500, ext. 1220 to schedule 24 hours in advance.

LEGEND

- Rapid Routes**
 - High-frequency service every 10 minutes on weekdays with limited stops.
- High-Frequency Routes**
 - High-frequency service every 20 minutes or less on weekdays.
 - Less frequent service on route variations.
- Local Routes**
 - Multiple local routes operate together to offer high-frequency service every 20 minutes or less on weekdays.
 - All day service on weekdays and on some nights and weekends.
 - Limited hours of service.
 - Highway operation with no stops.
- Express Routes**
 - Long distance, limited hours of service, and limited stops.
 - Highway operation with no stops.
- Flex Zones**
 - Go to a Flex Stop to travel anywhere in the zone without a reservation, or call 24 hours in advance to schedule a trip to and from any locations in the zone.
- Rural Ride**
 - Travel on the route without a reservation, or call 24 hours in advance for a custom pickup or drop off within 3/4 mile of a bus stop. Friday service only.
- Downtown Transit Connector (DTC)**
 - Multiple routes operate together to offer high-frequency service every 5 minutes or less between Providence Station and the Hospital District.
- Park & Ride**
- Transfer Center**
- Train Station**
- Airport**
- Education**
- Government**
- Healthcare**
- Recreation**
- Shopping**
- Interstate Highway**
- US Highway**
- RI Highway**
- Other Major Roadway**
- Flex Zone**
- Park**
- Building**
- Water**
- Railroad**
- Ferry Route**

CONNECTING SERVICES

- GATRA** (Greater Attleboro Taunton Regional Transit Authority) • 800-483-2500
- SEAT** (Southeast Area Transit District) • 609-688-2831
- SRTA** (Southeastern Regional Transit Authority) • 508-999-5211
- MBTA** (Massachusetts Bay Transportation Authority) • 617-222-3200
- Amtrak** • 1-800-USA-RAIL
- Greyhound** • 1-800-231-2222
- Peter Pan** • 1-800-343-9999



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POPULAR DESTINATIONS

Major Transfer Points	Location	City/Town	Routes
CCRI Warwick	CCRI Access Rd & Route 113	Warwick	13, 14, 16, 21, 22, 23, 29, 30, 66, 242
East Providence	Wampanoag Plaza, Pawtucket Ave & Taunton Ave	East Providence	33, 34, 78
Kennedy Plaza	Dorrance St & Washington St	Providence	R-Line, 1, 3, 4, 6, 9X, 10X, 12X, 14, 17, 19, 20, 21, 22, 24L, 27, 28, 30, 31, 32, 33, 34, 35, 40, 50, 51, 54, 55, 56, 57, 58, 59, 60, 61X, 66, 72, 78, 92, 95X, OX, 88, 231
Newport Transportation Center	America's Cup Ave & Marlborough St	Newport	14, 24L, 60, 63, 64, 67, 88, 231
Oneville Square	Westminster St & Broadway	Providence	17, 19, 27, 28
Pawtucket-Central Falls Transit Center	Goff Ave & Pine St	Pawtucket	R-Line, 1, 71, 72, 73, 75, 76, 78, 80
University of Rhode Island	Student Union, Lower College Rd & Route 138	South Kingstown	64, 66, 69, 203

Healthcare (Continued)	City/Town	Routes
Miriam Hospital	Providence	R-Line, 1, 71
Blackstone Valley Neighborhood Health	Central Falls	71
Newport Hospital	Newport	60, 63, 231
Our Lady of Fatima Hospital	North Providence	55
Rhode Island Hospital	Providence	1, 3, 4, 51, 54, 58, 72
VA Medical Center	Providence	58
Women and Infants Hospital	Providence	1, 3, 4, 51, 54, 58, 72

Recreation	City/Town	Routes
Amica Mutual Pavilion	Providence	27, 28, 92
Cliff Walk and Mansions	Newport	67
Cogswell Tower	Central Falls	71
Narragansett Beaches	Narragansett	14, 69
Rhode Island Convention Center	Providence	27, 28, 92
Roger Williams Park and Zoo	Providence	R-Line, 1, 6, 20
Slater Mill	Pawtucket	R-Line, 78
Twin River Casino	Lincoln	51, 54, 73

Shopping	City/Town	Routes
Brewery Parkade	Cranston	30, 31
Garden City	Cranston	21
Lincoln Mall	Lincoln	54, 59X, 75
Midland Commons	Warwick	13, 21, 242
Providence Place Mall	Providence	50, 55, 56, 57
Seekonk Square Mall	Seekonk, MA	13, 32, 34
Wampanoag Plaza	East Providence	33, 34, 78
Warwick Mall	Warwick	21, 22, 30, 242

Planes, Trains, and Ferries	City/Town	Routes
Point Judith Ferry Landing to Block Island	Narragansett	69, 203
Kingston Station	South Kingstown	64, 66
Newport Ferry Landing to Block Island, Fall River (MA), and Providence	Newport	14, 24L, 60, 63, 64, 67, 88, 231
Pawtucket-Central Falls Station	Pawtucket	R-Line, 1, 71, 72, 73, 75, 76, 78, 80
Providence Ferry Landing to Newport	Providence	35, 60, 78
Providence Ferry Landing to Providence	Providence	R-Line, 3, 4, 51, 54, 58, 66, 72
T. F. Green International Airport Station	Warwick	1, 14 (via Interlink), 20, 66
Wickford Junction Station	North Kingstown	14, 65X, 66

ADDITIONAL INFORMATION

GREEN YOUR COMMUTE
 RIPTA's Commuter Resource Rhode Island (CRR) program is on a mission to change the way Rhode Islanders think about their transit choices. By encouraging the use of convenient and safe methods of travel — like public transit, carpooling, biking, and walking — we offer environmentally conscious alternatives to driving alone. Our team is dedicated to guiding travelers through RIPTA services and beyond, making it easy to explore all your commuting options.

Whether you're part of a group, business, or school, we're excited to come talk to you about how to get around the state while saving time, money, and helping the environment. Reach out to us by email at commuter@ripta.com or visit our website at RIPTA.com/commuters to learn more!

REDUCE. RECORD. REWARD!
 It's easy to go green with RIPTA's Drive Less RI app. Record your bus, bike, train, carpool, and walking trips to track your environmental impact in real time. Log your trips to earn points that can be redeemed for prizes such as discounts from participating retailers and monthly gift card drawings.

Start getting rewarded for your green commute with the Drive Less RI app!

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 Need directions? Just ask Transit App! Enter your destination, select from multiple routes, then choose a route for step-by-step directions. Transit App uses RIPTA's live data feeds to track your trip in real time, letting you know exactly where your bus is and when it's arriving.

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SYSTEM MAP MAPA DEL TRANSPORTE PÚBLICO

Effective June 2025

RIPTA
 RHODE ISLAND PUBLIC TRANSIT AUTHORITY

CRASH DATA



Crash Number	Crash Date	Crash Severity	Light Conditions	Manner of Collision	Road Surface Condition	Vehicle Configuration (All Vehicles)	Weather Conditions
Centre of New England Boulevard at Walmart East Driveway and Private Driveway							
23-835-AC	12/15/2023	Property damage only (none injured)	Dark - Lighted	Angle (Front-to-Side) Opposite Direction	Dry	V1:(Passenger car) / V2:(Passenger car)	Clear
24-866-AC	12/22/2024	Property damage only (none injured)	Daylight	Angle (Front-to-Side) Same Direction	Dry	V1:(Passenger car) / V2:(Passenger van)	Clear
Centre of New England Boulevard West Driveway							
23-504-AC	07/30/2023	Property damage only (none injured)	Daylight	Angle (Front-to-Side) Right Angle (Includes Broadside)	Dry	V1:(Passenger car) / V2:(Motorcycle)	Clear
Walmart East Driveway at the Internal Driveway and the Home Depot Driveway							
23-826-AC	12/10/2023	Property damage only (none injured)	Daylight	Angle (Front-to-Side) Right Angle (Includes Broadside)	Wet	V1:(Passenger car) / V2:(Passenger car)	Cloudy

TRIP GENERATION DATA



Institute of Transportation Engineers (ITE)
Trip Generation, 12th Edition
Land Use Code (LUC) 813 - Free-Standing Discount Superstore

Average Vehicle Trips Ends vs: 1,000 Square Feet Gross Leasable Area
Independent Variable (X): 7.332

AVERAGE WEEKDAY DAILY

$T = 50.52 * X$
 $T = 50.52 * 7.332$
 $T = 370.41$
 $T = 370$ vehicle trips
with 50% (185 vpd) entering and 50% (185 vpd) exiting.

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

$T = 1.88 * (X)$
 $T = 1.88 * 7.332$
 $T = 13.78$
 $T = 14$ vehicle trips
with 56% (8 vph) entering and 44% (6 vph) exiting.

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

$T = 4.32 * X$
 $T = 4.32 * 7.332$
 $T = 31.67$
 $T = 32$ vehicle trips
with 49% (16 vph) entering and 51% (16 vph) exiting.

SATURDAY DAILY

$T = 63.82 * X$
 $T = 63.82 * 7.332$
 $T = 467.93$
 $T = 468$ vehicle trips
with 50% (234 vph) entering and 50% (234 vph) exiting.

SATURDAY MIDDAY PEAK HOUR OF GENERATOR

$T = 5.61 * X$
 $T = 5.61 * 7.332$
 $T = 41.13$
 $T = 42$ vehicle trips
with 50% (21 vph) entering and 50% (21 vph) exiting.

Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual*, 12th Edition

Land Use Code	813								
Land Use	Free-Standing Discount Superstore								
Setting	General Urban/Suburban								
Time Period	Weekday PM Peak Period								
# Data Sites	19								
Average Pass-By Rate	29%								
	Pass-By Characteristics for Individual Sites								
						Non-Pass-By Trips			
GFA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Primary (%)	Diverted (%)	Total (%)	Adj Street Peak Hour Volume	Source
102	Ohio	1996	100	37	—	—	63	737	20
102	Ohio	1996	137	44	—	—	56	1714	20
130	Ohio	1996	204	43	—	—	57	1066	20
146	Ohio	1996	210	35	—	—	65	3346	20
167	Ohio	1996	172	32	—	—	68	1165	20
167	Ohio	1996	205	26	—	—	74	1771	20
173	Ohio	1996	158	17	—	—	83	1622	20
185	Illinois	2007	182	13	—	—	87	3957	28
199	Florida	2010	341	29	—	—	71	1360	9
204	Colorado	2007	180	14	—	—	86	3524	28
205	Kentucky	2007	196	32	—	—	68	7048	28
213	Iowa	2007	197	36	—	—	64	8411	28
213	Texas	2007	621	29	—	—	71	12523	28
216	Texas	2007	404	26	—	—	74	10832	28
217	Wisconsin	2007	490	25	—	—	75	8835	28
218	Ohio	1996	185	29	—	—	71	1764	20
220	Pennsylvania	2007	119	34	—	—	66	5809	28
222	California	2007	686	34	—	—	66	6910	28
226	Virginia	2007	286	24	—	—	76	13026	28

7.332

	ITE LUC 813 (A)	Pass-By Trips (B)	New Trips (C)=(A)-(B)
Weekday	370	106	264
Morning			
Entering	8	2	6
Exiting	6	2	4
Total	14	4	10
Evening			
Entering	16	4	12
Exiting	16	4	12
Total	32	8	24
Saturday	468	98	370
Midday			
Entering	21	4	17
Exiting	21	4	17
Total	42	8	34

Institute of Transportation Engineers (ITE)
Trip Generation, 12th Edition
Land Use Code (LUC) 945 - Gasoline/Service Station

Average Vehicle Trips Ends vs: Vehicle Fueling Positions
 Independent Variable (X): 16

AVERAGE WEEKDAY DAILY

T = 211.05 * (X)
 T = 211.05 * 16
 T = 3376.80
 T = 3,376 vehicle trips
 with 50% (1,688 vpd) entering and 50% (1,688 vpd) exiting.

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

T = 13.65 * (X)
 T = 13.65 * 16
 T = 218.40
 T = 218 vehicle trips
 with 50% (109 vph) entering and 50% (109 vph) exiting.

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

T = 15.85 * (X)
 T = 15.85 * 16
 T = 253.60
 T = 254 vehicle trips
 with 50% (127 vph) entering and 50% (127 vph) exiting.

SATURDAY DAILY

$$\frac{\text{ITE LUC 945 Weekday Daily Trip Rate}}{\text{ITE LUC 945 Weekday Evening Trip Rate}} = \frac{\text{ITE LUC 945 Saturday Daily Trip Rate}}{\text{ITE LUC 945 Saturday Midday Trip Rate}}$$

$$\frac{211.05}{15.85} = \frac{(Y)}{14.39} \quad Y = 191.61$$

T = Y * 16.000
 T = 3065.75
 T = 3,066 vehicle trips
 with 50% (1,533 vph) entering and 50% (1,533 vph) exiting.

SATURDAY MIDDAY PEAK HOUR

T = 14.39* (X)
 T = 14.39 * 16
 T = 230.24
 T = 230 vehicle trips
 with 50% (115 vph) entering and 50% (115 vph) exiting.

Vehicle Pass-By Rates by Land Use

Source: ITE Trip Generation Manual, 12th Edition

Land Use Code	945									
Land Use	Convenience Store/Gas Station									
Setting	General Urban/Suburban									
Time Period	Weekday AM Peak Period									
# Data Sites	16 Sites with between 2 and 8 VFP					28 Sites with between 9 and 20 VFP				
Average Pass-By Rate	60% for Sites with between 2 and 8 VFP					76% for Sites with between 9 and 20 VFP				
Pass-By Characteristics for Individual Sites										
GFA (000)	VFP	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
						Primary (%)	Diverted (%)	Total (%)		
2	8	Maryland	1992	46	87	13	0	13	2235	25
2.1	6	Maryland	1992	26	58	23	19	42	2080	25
2.1	6	Maryland	1992	26	58	23	19	42	2080	25
2.2	8	Maryland	1992	31	47	34	19	53	1785	25
2.2	< 8	Indiana	1993	79	56	6	38	44	635	2
2.2	8	Maryland	1992	35	78	9	13	22	7080	25
2.3	6	Maryland	1992	37	32	41	27	68	2080	25
2.3	< 8	Kentucky	1993	58	64	5	31	36	1255	2
2.3	6	Maryland	1992	37	32	41	27	68	2080	25
2.4	< 8	Kentucky	1993	—	48	17	35	52	1210	2
2.6	< 8	Kentucky	1993	—	72	15	13	28	940	2
2.8	< 8	Kentucky	1993	—	54	11	35	46	1240	2
3	< 8	Indiana	1993	62	74	10	16	26	790	2
3.6	< 8	Kentucky	1993	49	67	4	29	33	1985	2
3.7	< 8	Kentucky	1993	49	66	16	18	34	990	2
4.694	12	Maryland	2000	—	72	—	—	28	2440	30
4.694	12	Maryland	2000	—	78	—	—	22	1561	30
4.694	12	Maryland	2000	—	79	—	—	21	2764	30
4.848	12	Virginia	2000	—	55	—	—	45	1398	30
5.06	12	Pennsylvania	2000	—	84	—	—	16	3219	30
5.242	12	Virginia	2000	—	74	—	—	26	1160	30
5.242	12	Virginia	2000	—	71	—	—	29	548	30
5.488	12	Delaware	2000	—	80	—	—	20	—	30
5.5	12	Pennsylvania	2000	—	85	—	—	15	2975	30
4.2	< 8	Kentucky	1993	47	62	19	19	38	1705	2
4.694	16	Maryland	2000	—	90	—	—	10	2278	30
4.694	16	Delaware	2000	—	74	—	—	26	2185	30
4.694	16	Delaware	2000	—	58	—	—	42	962	30
4.694	16	Delaware	2000	—	84	—	—	16	2956	30
4.694	16	New Jersey	2000	—	79	—	—	21	1859	30
4.694	20	Delaware	2000	—	84	—	—	16	3864	30
4.848	16	Virginia	2000	—	68	—	—	32	2106	30
4.848	16	Virginia	2000	—	85	—	—	15	2676	30
4.848	16	Virginia	2000	—	75	—	—	25	3244	30
4.848	16	Virginia	2000	—	71	—	—	29	1663	30
4.993	16	Pennsylvania	2000	—	75	—	—	25	1991	30
5.094	16	New Jersey	2000	—	86	—	—	14	1260	30
5.5	16	Pennsylvania	2000	—	82	—	—	18	1570	30
5.543	16	Pennsylvania	2000	—	84	—	—	16	1933	30
5.565	16	Pennsylvania	2000	—	77	—	—	23	2262	30
5.565	16	Pennsylvania	2000	—	68	—	—	32	2854	30
5.565	16	New Jersey	2000	—	58	—	—	42	1253	30
5.565	16	New Jersey	2000	—	79	—	—	21	1928	30
5.565	16	New Jersey	2000	---	84	---	---	16	1953	30

Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual*, 12th Edition

Land Use Code	945									
Land Use	Convenience Store/Gas Station									
Setting	General Urban/Suburban									
Time Period	Weekday PM Peak Period									
# Data Sites	12 Sites with between 2 and 8 VFP					28 Sites with between 9 and 20 VFP				
Average Pass-By Rate	56% for Sites with between 2 and 8 VFP					75% for Sites with between 9 and 20 VFP				
Pass-By Characteristics for Individual Sites										
GFA (000)	VFP	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
						Primary (%)	Diverted (%)	Total (%)		
2.1	8	Maryland	1992	31	52	13	35	48	1785	25
2.1	6	Maryland	1992	30	53	20	27	47	1060	25
2.2	< 8	Indiana	1993	115	48	16	36	52	820	2
2.3	< 8	Kentucky	1993	67	57	16	27	43	1954	2
2.3	6	Maryland	1992	55	40	11	49	60	2760	25
2.4	< 8	Kentucky	1993	—	58	13	29	42	2655	2
2.6	< 8	Kentucky	1993	68	67	15	18	33	950	2
2.8	< 8	Kentucky	1993	—	62	11	27	38	2875	2
3	< 8	Indiana	1993	80	65	15	20	35	1165	2
3.6	< 8	Kentucky	1993	60	56	17	27	44	2505	2
3.7	< 8	Kentucky	1993	70	61	16	23	39	2175	2
4.2	< 8	Kentucky	1993	61	58	26	16	42	2300	2
4.694	12	Maryland	2000	—	78	—	—	22	3549	30
4.694	12	Maryland	2000	—	67	—	—	33	2272	30
4.694	12	Maryland	2000	—	66	—	—	34	3514	30
4.848	12	Virginia	2000	—	71	—	—	29	2350	30
5.06	12	Pennsylvania	2000	—	91	—	—	9	4181	30
5.242	12	Virginia	2000	—	70	—	—	30	2445	30
5.242	12	Virginia	2000	—	56	—	—	44	950	30
5.488	12	Delaware	2000	—	73	—	—	27	—	30
5.5	12	Pennsylvania	2000	—	84	—	—	16	4025	30
4.694	16	Maryland	2000	—	89	—	—	11	2755	30
4.694	16	Delaware	2000	—	73	—	—	27	1858	30
4.694	16	Delaware	2000	—	59	—	—	41	1344	30
4.694	16	Delaware	2000	—	72	—	—	28	3434	30
4.694	16	New Jersey	2000	—	81	—	—	19	1734	30
4.694	20	Delaware	2000	—	76	—	—	24	1616	30
4.848	16	Virginia	2000	—	67	—	—	33	2.954	30
4.848	16	Virginia	2000	—	78	—	—	22	3086	30
4.848	16	Virginia	2000	—	83	—	—	17	4143	30
4.848	16	Virginia	2000	—	73	—	—	27	2534	30
4.993	16	Pennsylvania	2000	—	72	—	—	28	2917	30
5.094	16	New Jersey	2000	—	86	—	—	14	1730	30
5.5	16	Pennsylvania	2000	—	90	—	—	10	2616	30
5.543	16	Pennsylvania	2000	—	87	—	—	13	2363	30
5.565	16	Pennsylvania	2000	—	81	—	—	19	2770	30
5.565	16	Pennsylvania	2000	—	76	—	—	24	3362	30
5.565	16	New Jersey	2000	—	61	—	—	39	1713	30
5.565	16	New Jersey	2000	—	86	—	—	14	1721	30
5.565	16	New Jersey	2000	---	81	---	---	19	2227	30

	Internal Used	ITE 945 Pass-By
Weekday	0.35	0.75
Morning		
Entering		
Exiting		
Total	0.25	0.76
Evening		
Entering		
Exiting		
Total	0.4	0.75
Saturday	0.45	0.64
Midday		
Entering		
Exiting		
Total	0.4	0.64

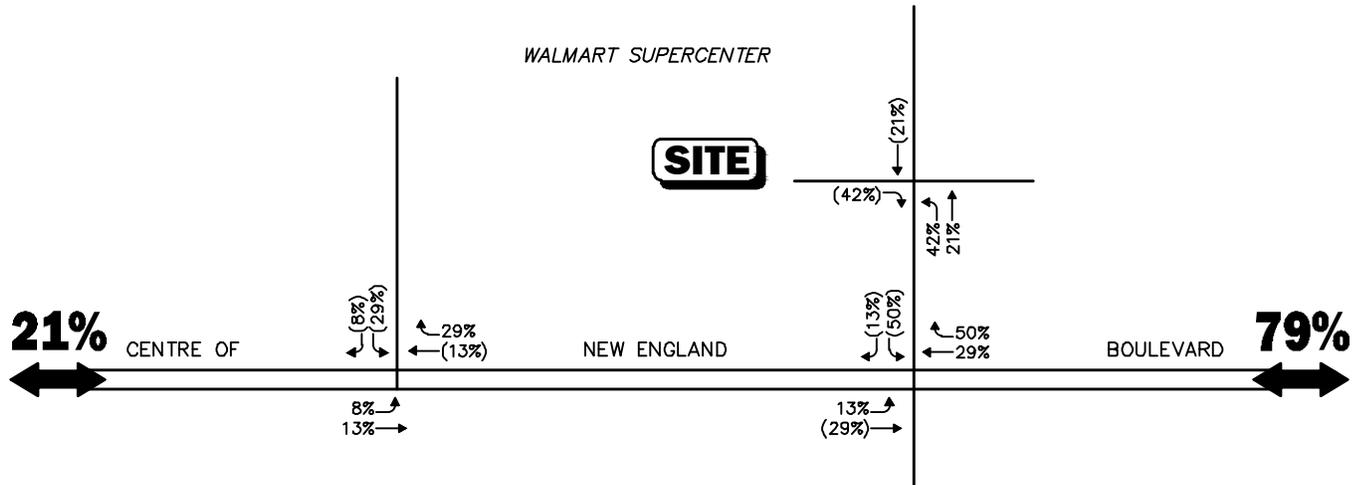
	ITE LUC 945 (A)	Internal Trips (B)	External Trips (C)=(A)-(B)	Pass-By Trips (D)	New Trips (E)=(C)-(D)
Weekday	3,376	1182	2,194	1646	548
Morning					
Entering	109	27	82	62	20
Exiting	109	27	82	62	20
Total	218	54	164	124	40
Evening					
Entering	127	51	76	57	19
Exiting	127	51	76	57	19
Total	254	102	152	114	38
Saturday	3066	1380	1,686	1078	608
Midday					
Entering	115	46	69	44	25
Exiting	115	46	69	44	25
Total	230	92	138	88	50

TRIP DISTRIBUTION MAP

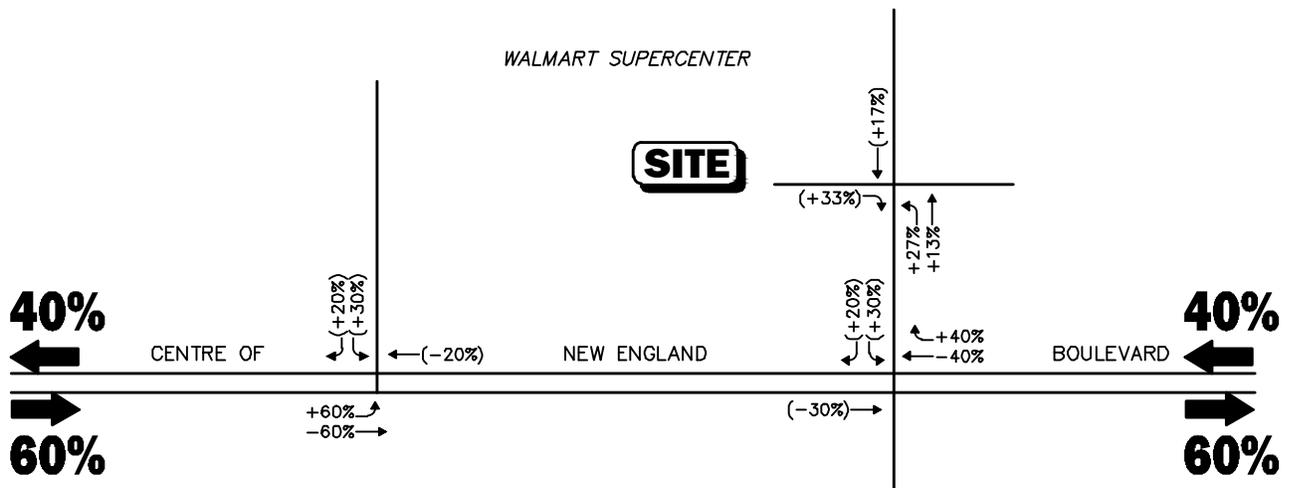


NEW TRIPS

Legend:
 XX Entering Trips
 (XX) Exiting Trips



PASS-BY TRIPS



Not To Scale

Figure A-1

Trip Distribution Map



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CAPACITY ANALYSIS

2025 Existing Weekday Morning Peak Hour
2025 Existing Weekday Evening Peak Hour
2025 Existing Saturday Midday Peak Hour
2030 No-Build Weekday Morning Peak Hour
2030 No-Build Weekday Evening Peak Hour
2030 No-Build Saturday Midday Peak Hour
2030 Build Weekday Morning Peak Hour
2030 Build Weekday Evening Peak Hour
2030 Build Saturday Midday Peak Hour



2025 Existing Weekday Morning Peak Hour



2025 Existing - Average-Month Weekday Morning Peak Hour

1: Private Driveway/Walmart East Driveway & Centre of New England Boulevard 08/20/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	145	0	7	102	91	0	0	21	71	1	2
Future Volume (vph)	1	145	0	7	102	91	0	0	21	71	1	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	11	12	12	11	11	11	12	13	13
Storage Length (ft)	180		0	225		0	0		70	65		0
Storage Lanes	1		0	1		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.929				0.850		0.887	
Fl _t Protected	0.950			0.950						0.950		
Satd. Flow (prot)	1805	3355	0	1745	3303	0	0	1837	1561	1787	1741	0
Fl _t Permitted	0.950			0.950						0.950		
Satd. Flow (perm)	1805	3355	0	1745	3303	0	0	1837	1561	1787	1741	0
Link Speed (mph)		25			25			30			25	
Link Distance (ft)		990			589			329			232	
Travel Time (s)		27.0			16.1			7.5			6.3	
Peak Hour Factor	0.82	0.82	0.82	0.76	0.76	0.76	0.88	0.88	0.88	0.80	0.80	0.80
Heavy Vehicles (%)	0%	4%	0%	0%	2%	1%	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	1	177	0	9	134	120	0	0	24	89	1	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1	177	0	9	254	0	0	0	24	89	4	0
Enter Blocked Intersection	No	No	No	No	No	No						
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.04	1.04	1.04	1.00	1.00	1.04	1.04	1.04	1.00	0.96	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

2025 Existing - Average-Month Weekday Morning Peak Hour

1: Private Driveway/Walmart East Driveway & Centre of New England Boulevard 08/20/2025

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↕↗		↵	↕↗			↕↗	↕↗	↵	↗	
Traffic Vol, veh/h	1	145	0	7	102	91	0	0	21	71	1	2
Future Vol, veh/h	1	145	0	7	102	91	0	0	21	71	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	180	-	-	225	-	-	-	-	70	65	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	76	76	76	88	88	88	80	80	80
Heavy Vehicles, %	0	4	0	0	2	1	0	0	0	1	0	0
Mvmt Flow	1	177	0	9	134	120	0	0	24	89	1	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	254	0	0	177	0	0	265	452	88	303	392	127
Stage 1	-	-	-	-	-	-	179	179	-	213	213	-
Stage 2	-	-	-	-	-	-	86	272	-	91	179	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.52	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.52	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.52	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.51	4	3.3
Pot Cap-1 Maneuver	1323	-	-	1411	-	-	671	506	959	629	547	906
Stage 1	-	-	-	-	-	-	811	755	-	773	730	-
Stage 2	-	-	-	-	-	-	918	688	-	909	755	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1323	-	-	1411	-	-	663	503	959	608	543	906
Mov Cap-2 Maneuver	-	-	-	-	-	-	663	503	-	608	543	-
Stage 1	-	-	-	-	-	-	810	754	-	768	726	-
Stage 2	-	-	-	-	-	-	908	684	-	886	754	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.05			0.26			8.85			11.84		
HCM LOS							A			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	959	1323	-	-	1411	-	-	608	741
HCM Lane V/C Ratio	-	0.025	0.001	-	-	0.007	-	-	0.146	0.005
HCM Ctrl Dly (s/v)		0	8.9	7.7	-	7.6	-	-	11.9	9.9
HCM Lane LOS		A	A	A	-	A	-	-	B	A
HCM 95th %tile Q(veh)		-	0.1	0	-	0	-	-	0.5	0

2025 Existing - Average-Month Weekday Morning Peak Hour
 2: Centre of New England Boulevard & Walmart West Driveway

08/20/2025



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↶	↶↶	↶↶		↶	↷
Traffic Volume (vph)	1	91	36	68	55	1
Future Volume (vph)	1	91	36	68	55	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	11
Storage Length (ft)	185			0	120	0
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.902			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1745	3490	3194	0	1745	1561
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1745	3490	3194	0	1745	1561
Link Speed (mph)		25	25		25	
Link Distance (ft)		513	990		427	
Travel Time (s)		14.0	27.0		11.6	
Peak Hour Factor	0.88	0.88	0.94	0.94	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	3%	0%	0%
Adj. Flow (vph)	1	103	38	72	63	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	103	110	0	63	1
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		11	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.00	1.00	1.04	1.04
Turning Speed (mph)	15			9	15	9
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2025 Existing - Average-Month Weekday Morning Peak Hour
 2: Centre of New England Boulevard & Walmart West Driveway

08/20/2025

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	91	36	68	55	1
Future Vol, veh/h	1	91	36	68	55	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	185	-	-	-	120	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	94	94	88	88
Heavy Vehicles, %	0	0	0	3	0	0
Mvmt Flow	1	103	38	72	63	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	111	0	-	0	128
Stage 1	-	-	-	-	74
Stage 2	-	-	-	-	54
Critical Hdwy	4.1	-	-	-	6.8
Critical Hdwy Stg 1	-	-	-	-	5.8
Critical Hdwy Stg 2	-	-	-	-	5.8
Follow-up Hdwy	2.2	-	-	-	3.5
Pot Cap-1 Maneuver	1492	-	-	-	858
Stage 1	-	-	-	-	946
Stage 2	-	-	-	-	968
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1492	-	-	-	858
Mov Cap-2 Maneuver	-	-	-	-	858
Stage 1	-	-	-	-	945
Stage 2	-	-	-	-	968

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.08	0	9.51
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1492	-	-	-	858	1006
HCM Lane V/C Ratio	0.001	-	-	-	0.073	0.001
HCM Ctrl Dly (s/v)	7.4	-	-	-	9.5	8.6
HCM Lane LOS	A	-	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0

LANE SUMMARY

Site: 101 [1 - 2025 Existing - Average-Month Weekday Morning Peak Hour (Site Folder: General)]

Intersection 3
 Site Category: (None)
 Stop (Two-Way)

Lane Use and Performance													
	DEMAND FLOWS		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
	[Total veh/h	HV %						[Veh	Dist] ft				
South: Centre of New England Boulevard													
Lane 1	77	0.0	1810	0.042	100	0.0	LOS A	0.0	0.0	Short	30	0.0	NA
Lane 2	67	2.9	1832	0.037	100	0.0	LOS A	0.0	0.0	Full	1600	0.0	0.0
Approach	144	1.3		0.042		0.0	NA	0.0	0.0				
East: Home Depot Driveway													
Lane 1	32	7.5	821	0.039	100	9.6	LOS A	0.2	4.2	Full	1600	0.0	0.0
Approach	32	7.5		0.039		9.6	LOS A	0.2	4.2				
North: Centre of New England Boulevard													
Lane 1	40	0.0	891	0.045	100	9.2	LOS A	0.2	4.2	Full	1600	0.0	0.0
Approach	40	0.0		0.045		9.2	LOS A	0.2	4.2				
West: Internal Driveway													
Lane 1	100	0.0	1007	0.099	100	9.0	LOS A	0.4	10.8	Full	1600	0.0	0.0
Approach	100	0.0		0.099		9.0	LOS A	0.4	10.8				
Intersection	316	1.4		0.099		5.0	NA	0.4	10.8				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane. LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection). Minor Road Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6). NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes. Delay Model: HCM Delay Formula (Geometric Delay is not included). Queue Model: HCM Queue Formula. Gap-Acceptance Capacity: Traditional M1. HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Approach Lane Flows (veh/h)											
South: Centre of New England Boulevard											
Mov.	L2	T1	R2	Total	%HV						
From S						Cap.	Deg.	Lane	Prob.	Ov.	Ov.
To Exit:	W	N	E			veh/h	Satn v/c	Util. %	SL %	%	Lane No.
Lane 1	77	-	-	77	0.0	1810	0.042	100	0.0	2	
Lane 2	-	64	3	67	2.9	1832	0.037	100	NA	NA	
Approach	77	64	3	144	1.3		0.042				
East: Home Depot Driveway											
Mov.	L2	T1	R2	Total	%HV						
From E						Cap.	Deg.	Lane	Prob.	Ov.	Ov.
To Exit:	S	W	N			veh/h	Satn v/c	Util. %	SL %	%	Lane No.
Lane 1	11	6	15	32	7.5	821	0.039	100	NA	NA	

Approach	11	6	15	32	7.5		0.039			
North: Centre of New England Boulevard										
Mov.	L2	T1	Total	%HV			Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
From N To Exit:	E	S				Cap. veh/h				
Lane 1	9	31	40	0.0		891	0.045	100	NA	NA
Approach	9	31	40	0.0			0.045			
West: Internal Driveway										
Mov.	T1	R2	Total	%HV			Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
From W To Exit:	E	S				Cap. veh/h				
Lane 1	15	85	100	0.0		1007	0.099	100	NA	NA
Approach	15	85	100	0.0			0.099			
Total %HV Deg.Satn (v/c)										
Intersection	316	1.4		0.099						

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis												
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	
South Exit: Centre of New England Boulevard												
Merge Type: Not Applied												
Full Length Lane	1											
East Exit: Home Depot Driveway												
Merge Type: Not Applied												
Full Length Lane	1											
North Exit: Centre of New England Boulevard												
Merge Type: Not Applied												
Full Length Lane	1											
West Exit: Internal Driveway												
Merge Type: Not Applied												
Full Length Lane	1											

2025 Existing Weekday Evening Peak Hour



2025 Existing - Average-Month Weekday Evening Peak Hour

1: Private Driveway/Walmart East Driveway & Centre of New England Boulevard 09/08/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	195	1	26	202	194	1	0	13	241	0	2
Future Volume (vph)	1	195	1	26	202	194	1	0	13	241	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	11	12	12	11	11	11	12	13	13
Storage Length (ft)	180		0	225		0	0		70	65		0
Storage Lanes	1		0	1		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.926				0.850		0.850	
Flt Protected	0.950			0.950				0.950		0.950		
Satd. Flow (prot)	1805	3452	0	1745	3326	0	0	1745	1561	1805	1669	0
Flt Permitted	0.950			0.950				0.950		0.950		
Satd. Flow (perm)	1805	3452	0	1745	3326	0	0	1745	1561	1805	1669	0
Link Speed (mph)		25			25			30				25
Link Distance (ft)		990			589			329				232
Travel Time (s)		27.0			16.1			7.5				6.3
Peak Hour Factor	0.76	0.76	0.76	0.93	0.93	0.93	0.70	0.70	0.70	0.82	0.82	0.82
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	1	257	1	28	217	209	1	0	19	294	0	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1	258	0	28	426	0	0	1	19	294	2	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.04	1.04	1.04	1.00	1.00	1.04	1.04	1.04	1.00	0.96	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

2025 Existing - Average-Month Weekday Evening Peak Hour

1: Private Driveway/Walmart East Driveway & Centre of New England Boulevard 09/08/2025

Intersection												
Int Delay, s/veh	8.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕			↕	↖	↖	↕	↕
Traffic Vol, veh/h	1	195	1	26	202	194	1	0	13	241	0	2
Future Vol, veh/h	1	195	1	26	202	194	1	0	13	241	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	180	-	-	225	-	-	-	-	70	65	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	93	93	93	70	70	70	82	82	82
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	1	257	1	28	217	209	1	0	19	294	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	426	0	0	258	0	0	424	742	129	508	638	213
Stage 1	-	-	-	-	-	-	260	260	-	377	377	-
Stage 2	-	-	-	-	-	-	165	482	-	131	261	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1144	-	-	1319	-	-	519	346	903	452	397	798
Stage 1	-	-	-	-	-	-	728	697	-	622	619	-
Stage 2	-	-	-	-	-	-	827	557	-	865	696	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1144	-	-	1319	-	-	505	339	903	433	388	798
Mov Cap-2 Maneuver	-	-	-	-	-	-	505	339	-	433	388	-
Stage 1	-	-	-	-	-	-	727	696	-	608	606	-
Stage 2	-	-	-	-	-	-	807	545	-	846	695	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.04			0.48			9.29			29		
HCM LOS							A			D		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	505	903	1144	-	-	1319	-	-	433	798
HCM Lane V/C Ratio	0.003	0.021	0.001	-	-	0.021	-	-	0.679	0.003
HCM Ctrl Dly (s/v)	12.1	9.1	8.1	-	-	7.8	-	-	29.2	9.5
HCM Lane LOS	B	A	A	-	-	A	-	-	D	A
HCM 95th %tile Q(veh)	0	0.1	0	-	-	0.1	-	-	4.9	0

2025 Existing - Average-Month Weekday Evening Peak Hour
 2: Centre of New England Boulevard & Walmart West Driveway

09/08/2025



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↶	↷↷	↷↷		↶	↶
Traffic Volume (vph)	5	53	84	121	144	5
Future Volume (vph)	5	53	84	121	144	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	11
Storage Length (ft)	185			0	120	0
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.912			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1745	3421	3279	0	1745	1561
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1745	3421	3279	0	1745	1561
Link Speed (mph)		25	25		25	
Link Distance (ft)		513	990		427	
Travel Time (s)		14.0	27.0		11.6	
Peak Hour Factor	0.85	0.85	0.86	0.86	0.75	0.75
Heavy Vehicles (%)	0%	2%	1%	0%	0%	0%
Adj. Flow (vph)	6	62	98	141	192	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	62	239	0	192	7
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		11	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.00	1.00	1.04	1.04
Turning Speed (mph)	15			9	15	9
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2025 Existing - Average-Month Weekday Evening Peak Hour
 2: Centre of New England Boulevard & Walmart West Driveway

09/08/2025

Intersection						
Int Delay, s/veh	4.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑		↘	↗
Traffic Vol, veh/h	5	53	84	121	144	5
Future Vol, veh/h	5	53	84	121	144	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	185	-	-	-	120	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	86	86	75	75
Heavy Vehicles, %	0	2	1	0	0	0
Mvmt Flow	6	62	98	141	192	7

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	238	0	-	0	211 119
Stage 1	-	-	-	-	168 -
Stage 2	-	-	-	-	43 -
Critical Hdwy	4.1	-	-	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1340	-	-	-	764 916
Stage 1	-	-	-	-	850 -
Stage 2	-	-	-	-	980 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1340	-	-	-	760 916
Mov Cap-2 Maneuver	-	-	-	-	760 -
Stage 1	-	-	-	-	847 -
Stage 2	-	-	-	-	980 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.66	0	11.25
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1340	-	-	-	760	916
HCM Lane V/C Ratio	0.004	-	-	-	0.252	0.007
HCM Ctrl Dly (s/v)	7.7	-	-	-	11.3	9
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	1	0

LANE SUMMARY

Site: 101 [2 - 2025 Existing - Average-Month Weekday Evening Peak Hour (Site Folder: General)]

Intersection 3
 Site Category: (None)
 Stop (Two-Way)

Lane Use and Performance													
	DEMAND FLOWS		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
	[Total veh/h	HV %						[Veh	Dist] ft				
South: Centre of New England Boulevard													
Lane 1	113	0.0	1810	0.062	100	0.0	LOS A	0.0	0.0	Short	30	0.0	NA
Lane 2	95	0.0	1892	0.050	100	0.0	LOS A	0.0	0.0	Full	1600	0.0	0.0
Approach	207	0.0		0.062		0.0	NA	0.0	0.0				
East: Home Depot Driveway													
Lane 1	100	0.0	797	0.125	100	10.2	LOS B	0.5	13.1	Full	1600	0.0	0.0
Approach	100	0.0		0.125		10.2	LOS B	0.5	13.1				
North: Centre of New England Boulevard													
Lane 1	104	0.0	819	0.127	100	10.0	LOS B	0.5	12.3	Full	1600	0.0	0.0
Approach	104	0.0		0.127		10.0	LOS B	0.5	12.3				
West: Internal Driveway													
Lane 1	215	0.9	947	0.227	100	9.9	LOS A	1.1	28.4	Full	1600	0.0	0.0
Approach	215	0.9		0.227		9.9	LOS A	1.1	28.4				
Intersection	627	0.3		0.227		6.7	NA	1.1	28.4				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane. LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection). Minor Road Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6). NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes. Delay Model: HCM Delay Formula (Geometric Delay is not included). Queue Model: HCM Queue Formula. Gap-Acceptance Capacity: Traditional M1. HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Approach Lane Flows (veh/h)											
South: Centre of New England Boulevard											
Mov.	L2	T1	R2	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.	
From S To Exit:	W	N	E								
Lane 1	113	-	-	113	0.0	1810	0.062	100	0.0	2	
Lane 2	-	93	2	95	0.0	1892	0.050	100	NA	NA	
Approach	113	93	2	207	0.0		0.062				
East: Home Depot Driveway											
Mov.	L2	T1	R2	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.	
From E To Exit:	S	W	N								
Lane 1	10	33	57	100	0.0	797	0.125	100	NA	NA	

Approach	10	33	57	100	0.0		0.125			
North: Centre of New England Boulevard										
Mov.	L2	T1	Total	%HV			Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
From N To Exit:	E	S				Cap. veh/h				
Lane 1	14	90	104	0.0		819	0.127	100	NA	NA
Approach	14	90	104	0.0			0.127			
West: Internal Driveway										
Mov.	T1	R2	Total	%HV			Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
From W To Exit:	E	S				Cap. veh/h				
Lane 1	17	198	215	0.9		947	0.227	100	NA	NA
Approach	17	198	215	0.9			0.227			
	Total	%HV	Deg. Satn	(v/c)						
Intersection	627	0.3		0.227						

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis												
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	
South Exit: Centre of New England Boulevard												
Merge Type: Not Applied												
Full Length Lane	1											
East Exit: Home Depot Driveway												
Merge Type: Not Applied												
Full Length Lane	1											
North Exit: Centre of New England Boulevard												
Merge Type: Not Applied												
Full Length Lane	1											
West Exit: Internal Driveway												
Merge Type: Not Applied												
Full Length Lane	1											

2025 Existing Saturday Midday Peak Hour



2025 Existing - Average-Month Saturday Midday Peak Hour

1: Private Driveway/Walmart East Driveway & Centre of New England Boulevard 09/08/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	270	3	21	225	293	2	1	9	314	2	3
Future Volume (vph)	2	270	3	21	225	293	2	1	9	314	2	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	11	12	12	11	11	11	12	13	13
Storage Length (ft)	180		0	225		0	0		70	65		0
Storage Lanes	1		0	1		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.915				0.850		0.900	
Flt Protected	0.950			0.950				0.968		0.950		
Satd. Flow (prot)	1805	3415	0	1745	3256	0	0	1778	1561	1787	1767	0
Flt Permitted	0.950			0.950				0.968		0.950		
Satd. Flow (perm)	1805	3415	0	1745	3256	0	0	1778	1561	1787	1767	0
Link Speed (mph)		25			25			30			25	
Link Distance (ft)		990			589			329			232	
Travel Time (s)		27.0			16.1			7.5			6.3	
Peak Hour Factor	0.93	0.93	0.93	0.90	0.90	0.90	0.50	0.50	0.50	0.85	0.85	0.85
Heavy Vehicles (%)	0%	2%	0%	0%	2%	1%	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	2	290	3	23	250	326	4	2	18	369	2	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	2	293	0	23	576	0	0	6	18	369	6	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.04	1.04	1.04	1.00	1.00	1.04	1.04	1.04	1.00	0.96	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

2025 Existing - Average-Month Saturday Midday Peak Hour

1: Private Driveway/Walmart East Driveway & Centre of New England Boulevard 09/08/2025

Intersection												
Int Delay, s/veh	25.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕			↕	↖	↖	↕	↕
Traffic Vol, veh/h	2	270	3	21	225	293	2	1	9	314	2	3
Future Vol, veh/h	2	270	3	21	225	293	2	1	9	314	2	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	180	-	-	225	-	-	-	-	70	65	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	90	90	90	50	50	50	85	85	85
Heavy Vehicles, %	0	2	0	0	2	1	0	0	0	1	0	0
Mvmt Flow	2	290	3	23	250	326	4	2	18	369	2	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	576	0	0	294	0	0	469	918	147	610	757	288
Stage 1	-	-	-	-	-	-	296	296	-	459	459	-
Stage 2	-	-	-	-	-	-	173	622	-	150	298	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.52	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.52	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.52	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.51	4	3.3
Pot Cap-1 Maneuver	1008	-	-	1280	-	-	482	273	880	381	339	715
Stage 1	-	-	-	-	-	-	693	672	-	554	570	-
Stage 2	-	-	-	-	-	-	818	482	-	840	671	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1008	-	-	1280	-	-	467	268	880	~ 363	332	715
Mov Cap-2 Maneuver	-	-	-	-	-	-	467	268	-	~ 363	332	-
Stage 1	-	-	-	-	-	-	692	670	-	544	559	-
Stage 2	-	-	-	-	-	-	796	473	-	818	669	-

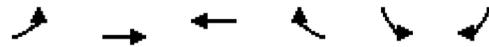
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.06			0.31			10.58			85.64		
HCM LOS							B			F		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	374	880	1008	-	-	1280	-	-	363	489
HCM Lane V/C Ratio	0.016	0.02	0.002	-	-	0.018	-	-	1.019	0.012
HCM Ctrl Dly (s/v)	14.8	9.2	8.6	-	-	7.9	-	-	86.8	12.4
HCM Lane LOS	B	A	A	-	-	A	-	-	F	B
HCM 95th %tile Q(veh)	0	0.1	0	-	-	0.1	-	-	12.2	0

Notes	
~: Volume exceeds capacity	\$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

2025 Existing - Average-Month Saturday Midday Peak Hour
 2: Centre of New England Boulevard & Walmart West Driveway

09/08/2025



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	9	113	74	156	162	3
Future Volume (vph)	9	113	74	156	162	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	11
Storage Length (ft)	185			0	120	0
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.898			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1745	3323	3179	0	1728	1561
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1745	3323	3179	0	1728	1561
Link Speed (mph)		25	25		25	
Link Distance (ft)		513	990		427	
Travel Time (s)		14.0	27.0		11.6	
Peak Hour Factor	0.83	0.83	0.86	0.86	0.92	0.92
Heavy Vehicles (%)	0%	5%	4%	1%	1%	0%
Adj. Flow (vph)	11	136	86	181	176	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	11	136	267	0	176	3
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		11	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.00	1.00	1.04	1.04
Turning Speed (mph)	15			9	15	9
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2025 Existing - Average-Month Saturday Midday Peak Hour
 2: Centre of New England Boulevard & Walmart West Driveway

09/08/2025

Intersection						
Int Delay, s/veh	3.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑		↘	↗
Traffic Vol, veh/h	9	113	74	156	162	3
Future Vol, veh/h	9	113	74	156	162	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	185	-	-	-	120	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	86	86	92	92
Heavy Vehicles, %	0	5	4	1	1	0
Mvmt Flow	11	136	86	181	176	3

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	267	0	-	0	267 134
Stage 1	-	-	-	-	177 -
Stage 2	-	-	-	-	90 -
Critical Hdwy	4.1	-	-	-	6.82 6.9
Critical Hdwy Stg 1	-	-	-	-	5.82 -
Critical Hdwy Stg 2	-	-	-	-	5.82 -
Follow-up Hdwy	2.2	-	-	-	3.51 3.3
Pot Cap-1 Maneuver	1308	-	-	-	703 897
Stage 1	-	-	-	-	839 -
Stage 2	-	-	-	-	926 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1308	-	-	-	697 897
Mov Cap-2 Maneuver	-	-	-	-	697 -
Stage 1	-	-	-	-	832 -
Stage 2	-	-	-	-	926 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.57	0	11.85
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1308	-	-	-	697	897
HCM Lane V/C Ratio	0.008	-	-	-	0.253	0.004
HCM Ctrl Dly (s/v)	7.8	-	-	-	11.9	9
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	1	0

LANE SUMMARY

Site: 101 [3 - 2025 Existing - Average-Month Saturday Midday Peak Hour (Site Folder: General)]

Intersection 3
 Site Category: (None)
 Stop (Two-Way)

Lane Use and Performance													
	DEMAND FLOWS		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
	[Total veh/h	HV %						[Veh	Dist] ft				
South: Centre of New England Boulevard													
Lane 1	191	1.0	1792	0.106	100	0.0	LOS A	0.0	0.0	Short	30	0.0	NA
Lane 2	153	0.0	1892	0.081	100	0.0	LOS A	0.0	0.0	Full	1600	0.0	0.0
Approach	344	0.6		0.106		0.0	NA	0.0	0.0				
East: Home Depot Driveway													
Lane 1	92	0.0	739	0.124	100	10.6	LOS B	0.5	12.9	Full	1600	0.0	0.0
Approach	92	0.0		0.124		10.6	LOS B	0.5	12.9				
North: Centre of New England Boulevard													
Lane 1	96	0.9	736	0.130	100	10.6	LOS B	0.5	12.5	Full	1600	0.0	0.0
Approach	96	0.9		0.130		10.6	LOS B	0.5	12.5				
West: Internal Driveway													
Lane 1	310	0.9	937	0.330	100	10.7	LOS B	1.8	46.2	Full	1600	0.0	0.0
Approach	310	0.9		0.330		10.7	LOS B	1.8	46.2				
Intersection	841	0.7		0.330		6.3	NA	1.8	46.2				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane. LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection). Minor Road Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6). NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes. Delay Model: HCM Delay Formula (Geometric Delay is not included). Queue Model: HCM Queue Formula. Gap-Acceptance Capacity: Traditional M1. HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Approach Lane Flows (veh/h)											
South: Centre of New England Boulevard											
Mov.	L2	T1	R2	Total	%HV		Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.	
From S						Cap. veh/h					
To Exit:	W	N	E								
Lane 1	191	-	-	191	1.0	1792	0.106	100	0.0	2	
Lane 2	-	150	3	153	0.0	1892	0.081	100	NA	NA	
Approach	191	150	3	344	0.6		0.106				
East: Home Depot Driveway											
Mov.	L2	T1	R2	Total	%HV		Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.	
From E						Cap. veh/h					
To Exit:	S	W	N								
Lane 1	8	18	65	92	0.0	739	0.124	100	NA	NA	

Approach	8	18	65	92	0.0		0.124				
North: Centre of New England Boulevard											
Mov.	L2	T1	Total	%HV			Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.	
From N To Exit:	E	S				Cap. veh/h					
Lane 1	14	81	96	0.9		736	0.130	100	NA	NA	
Approach	14	81	96	0.9			0.130				
West: Internal Driveway											
Mov.	L2	T1	R2	Total	%HV		Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.	
From W To Exit:	N	E	S			Cap. veh/h					
Lane 1	1	25	283	310	0.9	937	0.330	100	NA	NA	
Approach	1	25	283	310	0.9		0.330				
Total %HV Deg.Satn (v/c)											
Intersection	841	0.7		0.330							

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis												
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	
South Exit: Centre of New England Boulevard												
Merge Type: Not Applied												
Full Length Lane	1											
East Exit: Home Depot Driveway												
Merge Type: Not Applied												
Full Length Lane	1											
North Exit: Centre of New England Boulevard												
Merge Type: Not Applied												
Full Length Lane	1											
West Exit: Internal Driveway												
Merge Type: Not Applied												
Full Length Lane	1											

2030 No-Build Weekday Morning Peak Hour



2030 No-Build - Average-Month Weekday Morning Peak Hour

1: Private Driveway/Walmart East Driveway & Centre of New England Boulevard 09/09/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	177	1	6	91	73	4	0	17	57	1	16
Future Volume (vph)	19	177	1	6	91	73	4	0	17	57	1	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	11	12	12	11	11	11	12	13	13
Storage Length (ft)	180		0	225		0	0		70	65		0
Storage Lanes	1		0	1		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.933				0.850		0.857	
Flt Protected	0.950			0.950				0.950		0.950		
Satd. Flow (prot)	1805	3353	0	1745	3317	0	0	1745	1561	1787	1683	0
Flt Permitted	0.950			0.950				0.950		0.950		
Satd. Flow (perm)	1805	3353	0	1745	3317	0	0	1745	1561	1787	1683	0
Link Speed (mph)		25			25			30				25
Link Distance (ft)		990			589			329				232
Travel Time (s)		27.0			16.1			7.5				6.3
Peak Hour Factor	0.82	0.82	0.82	0.76	0.76	0.76	0.88	0.88	0.88	0.80	0.80	0.80
Heavy Vehicles (%)	0%	4%	0%	0%	2%	1%	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	23	216	1	8	120	96	5	0	19	71	1	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	23	217	0	8	216	0	0	5	19	71	21	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.04	1.04	1.04	1.00	1.00	1.04	1.04	1.04	1.00	0.96	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

2030 No-Build - Average-Month Weekday Morning Peak Hour
 1: Private Driveway/Walmart East Driveway & Centre of New England Boulevard 09/09/2025

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↕↗		↵	↕↗			↕↗	↕↗	↵	↗	
Traffic Vol, veh/h	19	177	1	6	91	73	4	0	17	57	1	16
Future Vol, veh/h	19	177	1	6	91	73	4	0	17	57	1	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	180	-	-	225	-	-	-	-	70	65	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	76	76	76	88	88	88	80	80	80
Heavy Vehicles, %	0	4	0	0	2	1	0	0	0	1	0	0
Mvmt Flow	23	216	1	8	120	96	5	0	19	71	1	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	216	0	0	217	0	0	339	494	109	338	447	108
Stage 1	-	-	-	-	-	-	263	263	-	184	184	-
Stage 2	-	-	-	-	-	-	76	232	-	154	263	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.52	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.52	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.52	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.51	4	3.3
Pot Cap-1 Maneuver	1366	-	-	1365	-	-	596	479	931	594	510	932
Stage 1	-	-	-	-	-	-	725	695	-	803	752	-
Stage 2	-	-	-	-	-	-	930	717	-	835	694	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1366	-	-	1365	-	-	568	468	931	569	498	932
Mov Cap-2 Maneuver	-	-	-	-	-	-	568	468	-	569	498	-
Stage 1	-	-	-	-	-	-	713	683	-	799	747	-
Stage 2	-	-	-	-	-	-	903	712	-	804	682	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.74			0.27			9.41			11.53		
HCM LOS							A			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	568	931	1366	-	-	1365	-	-	569	886
HCM Lane V/C Ratio	0.008	0.021	0.017	-	-	0.006	-	-	0.125	0.024
HCM Ctrl Dly (s/v)	11.4	8.9	7.7	-	-	7.7	-	-	12.2	9.2
HCM Lane LOS		B	A	A	-	A	-	-	B	A
HCM 95th %tile Q(veh)		0	0.1	0.1	-	0	-	-	0.4	0.1

2030 No-Build - Average-Month Weekday Morning Peak Hour
 2: Centre of New England Boulevard & Walmart West Driveway

09/09/2025



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	15	153	57	54	44	12
Future Volume (vph)	15	153	57	54	44	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	11
Storage Length (ft)	185			0	120	0
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Flt			0.928			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1745	3490	3302	0	1745	1561
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1745	3490	3302	0	1745	1561
Link Speed (mph)		25	25		25	
Link Distance (ft)		513	990		427	
Travel Time (s)		14.0	27.0		11.6	
Peak Hour Factor	0.88	0.88	0.94	0.94	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	3%	0%	0%
Adj. Flow (vph)	17	174	61	57	50	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	17	174	118	0	50	14
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		11	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.00	1.00	1.04	1.04
Turning Speed (mph)	15			9	15	9
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2030 No-Build - Average-Month Weekday Morning Peak Hour
 2: Centre of New England Boulevard & Walmart West Driveway

09/09/2025

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑		↘	↗
Traffic Vol, veh/h	15	153	57	54	44	12
Future Vol, veh/h	15	153	57	54	44	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	185	-	-	-	120	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	94	94	88	88
Heavy Vehicles, %	0	0	0	3	0	0
Mvmt Flow	17	174	61	57	50	14

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	118	0	-	0	210 59
Stage 1	-	-	-	-	89 -
Stage 2	-	-	-	-	121 -
Critical Hdwy	4.1	-	-	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1483	-	-	-	764 1001
Stage 1	-	-	-	-	930 -
Stage 2	-	-	-	-	897 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1483	-	-	-	756 1001
Mov Cap-2 Maneuver	-	-	-	-	756 -
Stage 1	-	-	-	-	919 -
Stage 2	-	-	-	-	897 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.67	0	9.79
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1483	-	-	-	756	1001
HCM Lane V/C Ratio	0.011	-	-	-	0.066	0.014
HCM Ctrl Dly (s/v)	7.5	-	-	-	10.1	8.6
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0

LANE SUMMARY

Site: 101 [4 - 2030 No-Build - Average-Month Weekday Morning Peak Hour (Site Folder: General)]

Intersection 3
 Site Category: (None)
 Stop (Two-Way)

Lane Use and Performance													
	DEMAND FLOWS		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
	[Total veh/h	HV %						[Veh	Dist] ft				
South: Centre of New England Boulevard													
Lane 1	77	0.0	1810	0.042	100	0.0	LOS A	0.0	0.0	Short	30	0.0	NA
Lane 2	67	2.9	1832	0.037	100	0.0	LOS A	0.0	0.0	Full	1600	0.0	0.0
Approach	144	1.3		0.042		0.0	NA	0.0	0.0				
East: Home Depot Driveway													
Lane 1	32	7.5	821	0.039	100	9.6	LOS A	0.2	4.2	Full	1600	0.0	0.0
Approach	32	7.5		0.039		9.6	LOS A	0.2	4.2				
North: Centre of New England Boulevard													
Lane 1	40	0.0	891	0.045	100	9.2	LOS A	0.2	4.2	Full	1600	0.0	0.0
Approach	40	0.0		0.045		9.2	LOS A	0.2	4.2				
West: Internal Driveway													
Lane 1	100	0.0	1007	0.099	100	9.0	LOS A	0.4	10.8	Full	1600	0.0	0.0
Approach	100	0.0		0.099		9.0	LOS A	0.4	10.8				
Intersection	316	1.4		0.099		5.0	NA	0.4	10.8				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane. LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection). Minor Road Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6). NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes. Delay Model: HCM Delay Formula (Geometric Delay is not included). Queue Model: HCM Queue Formula. Gap-Acceptance Capacity: Traditional M1. HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Approach Lane Flows (veh/h)											
South: Centre of New England Boulevard											
Mov.	L2	T1	R2	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.	
From S To Exit:	W	N	E								
Lane 1	77	-	-	77	0.0	1810	0.042	100	0.0	2	
Lane 2	-	64	3	67	2.9	1832	0.037	100	NA	NA	
Approach	77	64	3	144	1.3		0.042				
East: Home Depot Driveway											
Mov.	L2	T1	R2	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.	
From E To Exit:	S	W	N								
Lane 1	11	6	15	32	7.5	821	0.039	100	NA	NA	

Approach	11	6	15	32	7.5		0.039			
North: Centre of New England Boulevard										
Mov.	L2	T1	Total	%HV			Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
From N To Exit:	E	S				Cap. veh/h				
Lane 1	9	31	40	0.0		891	0.045	100	NA	NA
Approach	9	31	40	0.0			0.045			
West: Internal Driveway										
Mov.	T1	R2	Total	%HV			Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
From W To Exit:	E	S				Cap. veh/h				
Lane 1	15	85	100	0.0		1007	0.099	100	NA	NA
Approach	15	85	100	0.0			0.099			
	Total	%HV	Deg. Satn	(v/c)						
Intersection	316	1.4		0.099						

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis												
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	
South Exit: Centre of New England Boulevard												
Merge Type: Not Applied												
Full Length Lane	1											
East Exit: Home Depot Driveway												
Merge Type: Not Applied												
Full Length Lane	1											
North Exit: Centre of New England Boulevard												
Merge Type: Not Applied												
Full Length Lane	1											
West Exit: Internal Driveway												
Merge Type: Not Applied												
Full Length Lane	1											

2030 No-Build Weekday Evening Peak Hour



2030 No-Build - Average-Month Weekday Evening Peak Hour

1: Private Driveway/Walmart East Driveway & Centre of New England Boulevard 09/09/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	264	6	21	186	155	4	0	10	193	0	50
Future Volume (vph)	40	264	6	21	186	155	4	0	10	193	0	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	11	12	12	11	11	11	12	13	13
Storage Length (ft)	180		0	225		0	0		70	65		0
Storage Lanes	1		0	1		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.932				0.850		0.850	
Flt Protected	0.950			0.950				0.950		0.950		
Satd. Flow (prot)	1805	3446	0	1745	3346	0	0	1745	1561	1805	1669	0
Flt Permitted	0.950			0.950				0.950		0.950		
Satd. Flow (perm)	1805	3446	0	1745	3346	0	0	1745	1561	1805	1669	0
Link Speed (mph)		25			25			30				25
Link Distance (ft)		990			589			329				232
Travel Time (s)		27.0			16.1			7.5				6.3
Peak Hour Factor	0.76	0.76	0.76	0.93	0.93	0.93	0.70	0.70	0.70	0.82	0.82	0.82
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	53	347	8	23	200	167	6	0	14	235	0	61
Shared Lane Traffic (%)												
Lane Group Flow (vph)	53	355	0	23	367	0	0	6	14	235	61	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.04	1.04	1.04	1.00	1.00	1.04	1.04	1.04	1.00	0.96	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

2030 No-Build - Average-Month Weekday Evening Peak Hour
 1: Private Driveway/Walmart East Driveway & Centre of New England Boulevard 09/09/2025

Intersection												
Int Delay, s/veh	8.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕↗		↖	↕↗			↖	↕↗	↖	↕↗	
Traffic Vol, veh/h	40	264	6	21	186	155	4	0	10	193	0	50
Future Vol, veh/h	40	264	6	21	186	155	4	0	10	193	0	50
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	180	-	-	225	-	-	-	-	70	65	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	93	93	93	70	70	70	82	82	82
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	53	347	8	23	200	167	6	0	14	235	0	61

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	367	0	0	355	0	0	602	868	178	607	789	183
Stage 1	-	-	-	-	-	-	457	457	-	328	328	-
Stage 2	-	-	-	-	-	-	145	412	-	279	461	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1203	-	-	1215	-	-	388	292	841	384	325	834
Stage 1	-	-	-	-	-	-	559	571	-	664	650	-
Stage 2	-	-	-	-	-	-	849	598	-	710	569	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1203	-	-	1215	-	-	337	274	841	354	305	834
Mov Cap-2 Maneuver	-	-	-	-	-	-	337	274	-	354	305	-
Stage 1	-	-	-	-	-	-	534	546	-	652	638	-
Stage 2	-	-	-	-	-	-	772	587	-	667	544	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	1.05			0.47			11.21			28.28		
HCM LOS							B			D		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	337	841	1203	-	-	1215	-	-	354	834
HCM Lane V/C Ratio	0.017	0.017	0.044	-	-	0.019	-	-	0.664	0.073
HCM Ctrl Dly (s/v)	15.9	9.4	8.1	-	-	8	-	-	33.1	9.7
HCM Lane LOS	C	A	A	-	-	A	-	-	D	A
HCM 95th %tile Q(veh)	0.1	0.1	0.1	-	-	0.1	-	-	4.5	0.2

2030 No-Build - Average-Month Weekday Evening Peak Hour
 2: Centre of New England Boulevard & Walmart West Driveway

09/09/2025



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	29	195	143	97	115	34
Future Volume (vph)	29	195	143	97	115	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	11
Storage Length (ft)	185			0	120	0
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Fr _t			0.939			0.850
Fl _t Protected	0.950				0.950	
Satd. Flow (prot)	1745	3421	3370	0	1745	1561
Fl _t Permitted	0.950				0.950	
Satd. Flow (perm)	1745	3421	3370	0	1745	1561
Link Speed (mph)		25	25		25	
Link Distance (ft)		513	990		427	
Travel Time (s)		14.0	27.0		11.6	
Peak Hour Factor	0.85	0.85	0.86	0.86	0.75	0.75
Heavy Vehicles (%)	0%	2%	1%	0%	0%	0%
Adj. Flow (vph)	34	229	166	113	153	45
Shared Lane Traffic (%)						
Lane Group Flow (vph)	34	229	279	0	153	45
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		11	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.00	1.00	1.04	1.04
Turning Speed (mph)	15			9	15	9
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2030 No-Build - Average-Month Weekday Evening Peak Hour
 2: Centre of New England Boulevard & Walmart West Driveway

09/09/2025

Intersection						
Int Delay, s/veh	3.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑		↘	↗
Traffic Vol, veh/h	29	195	143	97	115	34
Future Vol, veh/h	29	195	143	97	115	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	185	-	-	-	120	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	86	86	75	75
Heavy Vehicles, %	0	2	1	0	0	0
Mvmt Flow	34	229	166	113	153	45

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	279	0	-	0	406 140
Stage 1	-	-	-	-	223 -
Stage 2	-	-	-	-	183 -
Critical Hdwy	4.1	-	-	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1295	-	-	-	579 889
Stage 1	-	-	-	-	799 -
Stage 2	-	-	-	-	836 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1295	-	-	-	563 889
Mov Cap-2 Maneuver	-	-	-	-	563 -
Stage 1	-	-	-	-	778 -
Stage 2	-	-	-	-	836 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.02	0	12.74
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1295	-	-	-	563	889
HCM Lane V/C Ratio	0.026	-	-	-	0.272	0.051
HCM Ctrl Dly (s/v)	7.9	-	-	-	13.8	9.3
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	1.1	0.2

LANE SUMMARY

Site: 101 [5 - 2030 No-Build - Average-Month Weekday Evening Peak Hour (Site Folder: General)]

Intersection 3
 Site Category: (None)
 Stop (Two-Way)

Lane Use and Performance													
	DEMAND FLOWS		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% BACK OF QUEUE		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[Total veh/h	HV %						[Veh	Dist] ft				
South: Centre of New England Boulevard													
Lane 1	113	0.0	1810	0.062	100	0.0	LOS A	0.0	0.0	Short	30	0.0	NA
Lane 2	95	0.0	1892	0.050	100	0.0	LOS A	0.0	0.0	Full	1600	0.0	0.0
Approach	207	0.0		0.062		0.0	NA	0.0	0.0				
East: Home Depot Driveway													
Lane 1	100	0.0	797	0.125	100	10.2	LOS B	0.5	13.1	Full	1600	0.0	0.0
Approach	100	0.0		0.125		10.2	LOS B	0.5	13.1				
North: Centre of New England Boulevard													
Lane 1	104	0.0	819	0.127	100	10.0	LOS B	0.5	12.3	Full	1600	0.0	0.0
Approach	104	0.0		0.127		10.0	LOS B	0.5	12.3				
West: Internal Driveway													
Lane 1	215	0.9	947	0.227	100	9.9	LOS A	1.1	28.4	Full	1600	0.0	0.0
Approach	215	0.9		0.227		9.9	LOS A	1.1	28.4				
Intersection	627	0.3		0.227		6.7	NA	1.1	28.4				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane. LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection). Minor Road Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6). NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes. Delay Model: HCM Delay Formula (Geometric Delay is not included). Queue Model: HCM Queue Formula. Gap-Acceptance Capacity: Traditional M1. HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Approach Lane Flows (veh/h)											
South: Centre of New England Boulevard											
Mov.	L2	T1	R2	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.	
From S To Exit:	W	N	E								
Lane 1	113	-	-	113	0.0	1810	0.062	100	0.0	2	
Lane 2	-	93	2	95	0.0	1892	0.050	100	NA	NA	
Approach	113	93	2	207	0.0		0.062				
East: Home Depot Driveway											
Mov.	L2	T1	R2	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.	
From E To Exit:	S	W	N								
Lane 1	10	33	57	100	0.0	797	0.125	100	NA	NA	

Approach	10	33	57	100	0.0		0.125			
North: Centre of New England Boulevard										
Mov.	L2	T1	Total	%HV		Cap.	Deg.	Lane	Prob.	Ov.
From N						veh/h	Satn	Util.	SL	Lane
To Exit:	E	S					v/c	%	%	No.
Lane 1	14	90	104	0.0		819	0.127	100	NA	NA
Approach	14	90	104	0.0			0.127			
West: Internal Driveway										
Mov.	T1	R2	Total	%HV		Cap.	Deg.	Lane	Prob.	Ov.
From W						veh/h	Satn	Util.	SL	Lane
To Exit:	E	S					v/c	%	%	No.
Lane 1	17	198	215	0.9		947	0.227	100	NA	NA
Approach	17	198	215	0.9			0.227			
Total %HV Deg.Satn (v/c)										
Intersection	627	0.3		0.227						

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis												
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	
South Exit: Centre of New England Boulevard												
Merge Type: Not Applied												
Full Length Lane	1											
East Exit: Home Depot Driveway												
Merge Type: Not Applied												
Full Length Lane	1											
North Exit: Centre of New England Boulevard												
Merge Type: Not Applied												
Full Length Lane	1											
West Exit: Internal Driveway												
Merge Type: Not Applied												
Full Length Lane	1											

2030 No-Build Saturday Midday Peak Hour



2030 No-Build - Average-Month Saturday Midday Peak Hour

1: Private Driveway/Walmart East Driveway & Centre of New England Boulevard 09/09/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	61	384	7	17	180	234	4	1	7	251	2	66
Future Volume (vph)	61	384	7	17	180	234	4	1	7	251	2	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	11	12	12	11	11	11	12	13	13
Storage Length (ft)	180		0	225		0	0		70	65		0
Storage Lanes	1		0	1		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.915				0.850		0.854	
Flt Protected	0.950			0.950				0.962		0.950		
Satd. Flow (prot)	1805	3412	0	1745	3256	0	0	1767	1561	1787	1677	0
Flt Permitted	0.950			0.950				0.962		0.950		
Satd. Flow (perm)	1805	3412	0	1745	3256	0	0	1767	1561	1787	1677	0
Link Speed (mph)		25			25			30			25	
Link Distance (ft)		990			589			329			232	
Travel Time (s)		27.0			16.1			7.5			6.3	
Peak Hour Factor	0.93	0.93	0.93	0.90	0.90	0.90	0.50	0.50	0.50	0.85	0.85	0.85
Heavy Vehicles (%)	0%	2%	0%	0%	2%	1%	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	66	413	8	19	200	260	8	2	14	295	2	78
Shared Lane Traffic (%)												
Lane Group Flow (vph)	66	421	0	19	460	0	0	10	14	295	80	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.04	1.04	1.04	1.00	1.00	1.04	1.04	1.04	1.00	0.96	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2030 No-Build - Average-Month Saturday Midday Peak Hour

1: Private Driveway/Walmart East Driveway & Centre of New England Boulevard 09/09/2025

Intersection												
Int Delay, s/veh	21.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕			↕	↖	↖	↕	↕
Traffic Vol, veh/h	61	384	7	17	180	234	4	1	7	251	2	66
Future Vol, veh/h	61	384	7	17	180	234	4	1	7	251	2	66
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	180	-	-	225	-	-	-	-	70	65	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	90	90	90	50	50	50	85	85	85
Heavy Vehicles, %	0	2	0	0	2	1	0	0	0	1	0	0
Mvmt Flow	66	413	8	19	200	260	8	2	14	295	2	78

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	460	0	0	420	0	0	687	1046	210	706	919	230
Stage 1	-	-	-	-	-	-	548	548	-	368	368	-
Stage 2	-	-	-	-	-	-	139	498	-	339	552	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.52	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.52	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.52	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.51	4	3.3
Pot Cap-1 Maneuver	1112	-	-	1150	-	-	337	230	802	324	273	779
Stage 1	-	-	-	-	-	-	493	520	-	627	625	-
Stage 2	-	-	-	-	-	-	856	548	-	652	518	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1112	-	-	1150	-	-	278	213	802	~ 292	253	779
Mov Cap-2 Maneuver	-	-	-	-	-	-	278	213	-	~ 292	253	-
Stage 1	-	-	-	-	-	-	464	490	-	617	615	-
Stage 2	-	-	-	-	-	-	755	539	-	601	488	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.14	0.32	13.61	76.42
HCM LOS			B	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	262	802	1112	-	-	1150	-	-	292	734
HCM Lane V/C Ratio	0.038	0.017	0.059	-	-	0.016	-	-	1.01	0.109
HCM Ctrl Dly (s/v)	19.3	9.6	8.4	-	-	8.2	-	-	94.3	10.5
HCM Lane LOS	C	A	A	-	-	A	-	-	F	B
HCM 95th %tile Q(veh)	0.1	0.1	0.2	-	-	0.1	-	-	10.7	0.4

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s
 +: Computation Not Defined *: All major volume in platoon

2030 No-Build - Average-Month Saturday Midday Peak Hour
 2: Centre of New England Boulevard & Walmart West Driveway

09/09/2025



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↶	↷↷	↷↷		↶	↶
Traffic Volume (vph)	40	322	125	125	130	35
Future Volume (vph)	40	322	125	125	130	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	11
Storage Length (ft)	185			0	120	0
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.925			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1745	3323	3258	0	1728	1561
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1745	3323	3258	0	1728	1561
Link Speed (mph)		25	25		25	
Link Distance (ft)		513	990		427	
Travel Time (s)		14.0	27.0		11.6	
Peak Hour Factor	0.83	0.83	0.86	0.86	0.92	0.92
Heavy Vehicles (%)	0%	5%	4%	1%	1%	0%
Adj. Flow (vph)	48	388	145	145	141	38
Shared Lane Traffic (%)						
Lane Group Flow (vph)	48	388	290	0	141	38
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		11	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.00	1.00	1.04	1.04
Turning Speed (mph)	15			9	15	9
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2030 No-Build - Average-Month Saturday Midday Peak Hour
 2: Centre of New England Boulevard & Walmart West Driveway

09/09/2025

Intersection						
Int Delay, s/veh	3.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑		↘	↗
Traffic Vol, veh/h	40	322	125	125	130	35
Future Vol, veh/h	40	322	125	125	130	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	185	-	-	-	120	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	86	86	92	92
Heavy Vehicles, %	0	5	4	1	1	0
Mvmt Flow	48	388	145	145	141	38

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	291	0	-	0	508
Stage 1	-	-	-	-	218
Stage 2	-	-	-	-	290
Critical Hdwy	4.1	-	-	-	6.82
Critical Hdwy Stg 1	-	-	-	-	5.82
Critical Hdwy Stg 2	-	-	-	-	5.82
Follow-up Hdwy	2.2	-	-	-	3.51
Pot Cap-1 Maneuver	1283	-	-	-	497
Stage 1	-	-	-	-	800
Stage 2	-	-	-	-	736
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1283	-	-	-	478
Mov Cap-2 Maneuver	-	-	-	-	478
Stage 1	-	-	-	-	770
Stage 2	-	-	-	-	736

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.87	0	14.31
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1283	-	-	-	478	882
HCM Lane V/C Ratio	0.038	-	-	-	0.296	0.043
HCM Ctrl Dly (s/v)	7.9	-	-	-	15.7	9.3
HCM Lane LOS	A	-	-	-	C	A
HCM 95th %tile Q(veh)	0.1	-	-	-	1.2	0.1

LANE SUMMARY

Site: 101 [6 - 2030 No-Build - Average-Month Saturday Midday Peak Hour (Site Folder: General)]

Intersection 3
 Site Category: (None)
 Stop (Two-Way)

Lane Use and Performance													
	DEMAND FLOWS		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
	[Total veh/h	HV %						[Veh	Dist] ft				
South: Centre of New England Boulevard													
Lane 1	191	1.0	1792	0.106	100	0.0	LOS A	0.0	0.0	Short	30	0.0	NA
Lane 2	153	0.0	1892	0.081	100	0.0	LOS A	0.0	0.0	Full	1600	0.0	0.0
Approach	344	0.6		0.106		0.0	NA	0.0	0.0				
East: Home Depot Driveway													
Lane 1	92	0.0	739	0.124	100	10.6	LOS B	0.5	12.9	Full	1600	0.0	0.0
Approach	92	0.0		0.124		10.6	LOS B	0.5	12.9				
North: Centre of New England Boulevard													
Lane 1	96	0.9	736	0.130	100	10.6	LOS B	0.5	12.5	Full	1600	0.0	0.0
Approach	96	0.9		0.130		10.6	LOS B	0.5	12.5				
West: Internal Driveway													
Lane 1	310	0.9	937	0.330	100	10.7	LOS B	1.8	46.2	Full	1600	0.0	0.0
Approach	310	0.9		0.330		10.7	LOS B	1.8	46.2				
Intersection	841	0.7		0.330		6.3	NA	1.8	46.2				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane. LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection). Minor Road Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6). NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes. Delay Model: HCM Delay Formula (Geometric Delay is not included). Queue Model: HCM Queue Formula. Gap-Acceptance Capacity: Traditional M1. HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Approach Lane Flows (veh/h)											
South: Centre of New England Boulevard											
Mov.	L2	T1	R2	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.	
From S To Exit:	W	N	E								
Lane 1	191	-	-	191	1.0	1792	0.106	100	0.0	2	
Lane 2	-	150	3	153	0.0	1892	0.081	100	NA	NA	
Approach	191	150	3	344	0.6		0.106				
East: Home Depot Driveway											
Mov.	L2	T1	R2	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.	
From E To Exit:	S	W	N								
Lane 1	8	18	65	92	0.0	739	0.124	100	NA	NA	

Approach	8	18	65	92	0.0		0.124				
North: Centre of New England Boulevard											
Mov.	L2	T1	Total	%HV			Deg. Satn	Lane Util.	Prob. SL Ov.	Ov. Lane No.	
From N To Exit:	E	S				Cap. veh/h	v/c	%	%		
Lane 1	14	81	96	0.9		736	0.130	100	NA	NA	
Approach	14	81	96	0.9			0.130				
West: Internal Driveway											
Mov.	L2	T1	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL Ov.	Ov. Lane No.	
From W To Exit:	N	E	S			Cap. veh/h	v/c	%	%		
Lane 1	1	25	283	310	0.9	937	0.330	100	NA	NA	
Approach	1	25	283	310	0.9		0.330				
Total %HV Deg.Satn (v/c)											
Intersection	841	0.7		0.330							

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis												
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	
South Exit: Centre of New England Boulevard												
Merge Type: Not Applied												
Full Length Lane	1											
East Exit: Home Depot Driveway												
Merge Type: Not Applied												
Full Length Lane	1											
North Exit: Centre of New England Boulevard												
Merge Type: Not Applied												
Full Length Lane	1											
West Exit: Internal Driveway												
Merge Type: Not Applied												
Full Length Lane	1											

2030 Build Weekday Morning Peak Hour



2030 Build - Average-Month Weekday Morning Peak Hour

1: Private Driveway/Walmart East Driveway & Centre of New England Boulevard 09/09/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	166	1	6	73	112	4	0	17	87	1	34
Future Volume (vph)	23	166	1	6	73	112	4	0	17	87	1	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	11	12	12	11	11	11	12	13	13
Storage Length (ft)	180		0	225		0	0		70	65		0
Storage Lanes	1		0	1		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.909				0.850		0.853	
Flt Protected	0.950			0.950				0.950		0.950		
Satd. Flow (prot)	1805	3353	0	1745	3236	0	0	1745	1561	1787	1675	0
Flt Permitted	0.950			0.950				0.950		0.950		
Satd. Flow (perm)	1805	3353	0	1745	3236	0	0	1745	1561	1787	1675	0
Link Speed (mph)		25			25			30			25	
Link Distance (ft)		990			589			329			232	
Travel Time (s)		27.0			16.1			7.5			6.3	
Peak Hour Factor	0.82	0.82	0.82	0.76	0.76	0.76	0.88	0.88	0.88	0.80	0.80	0.80
Heavy Vehicles (%)	0%	4%	0%	0%	2%	1%	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	28	202	1	8	96	147	5	0	19	109	1	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	203	0	8	243	0	0	5	19	109	44	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.04	1.04	1.04	1.00	1.00	1.04	1.04	1.04	1.00	0.96	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2030 Build - Average-Month Weekday Morning Peak Hour
 1: Private Driveway/Walmart East Driveway & Centre of New England Boulevard 09/09/2025

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↕↗		↵	↕↗			↕↗	↕↗	↵	↗	
Traffic Vol, veh/h	23	166	1	6	73	112	4	0	17	87	1	34
Future Vol, veh/h	23	166	1	6	73	112	4	0	17	87	1	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	180	-	-	225	-	-	-	-	70	65	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	76	76	76	88	88	88	80	80	80
Heavy Vehicles, %	0	4	0	0	2	1	0	0	0	1	0	0
Mvmt Flow	28	202	1	8	96	147	5	0	19	109	1	43

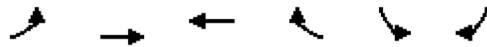
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	243	0	0	204	0	0	324	518	102	343	445	122
Stage 1	-	-	-	-	-	-	259	259	-	186	186	-
Stage 2	-	-	-	-	-	-	64	259	-	157	260	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.52	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.52	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.52	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.51	4	3.3
Pot Cap-1 Maneuver	1335	-	-	1380	-	-	611	464	940	590	511	913
Stage 1	-	-	-	-	-	-	729	697	-	801	750	-
Stage 2	-	-	-	-	-	-	945	697	-	832	697	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1335	-	-	1380	-	-	566	452	940	562	497	913
Mov Cap-2 Maneuver	-	-	-	-	-	-	566	452	-	562	497	-
Stage 1	-	-	-	-	-	-	713	682	-	797	746	-
Stage 2	-	-	-	-	-	-	894	693	-	798	682	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.94			0.24			9.39			11.88		
HCM LOS							A			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	566	940	1335	-	-	1380	-	-	562	892
HCM Lane V/C Ratio	0.008	0.021	0.021	-	-	0.006	-	-	0.193	0.049
HCM Ctrl Dly (s/v)	11.4	8.9	7.8	-	-	7.6	-	-	12.9	9.2
HCM Lane LOS	B	A	A	-	-	A	-	-	B	A
HCM 95th %tile Q(veh)	0	0.1	0.1	-	-	0	-	-	0.7	0.2

2030 Build - Average-Month Weekday Morning Peak Hour
 2: Centre of New England Boulevard & Walmart West Driveway

09/09/2025



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	54	119	49	62	71	25
Future Volume (vph)	54	119	49	62	71	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	11
Storage Length (ft)	185			0	120	0
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.916			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1745	3490	3252	0	1745	1561
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1745	3490	3252	0	1745	1561
Link Speed (mph)		25	25		25	
Link Distance (ft)		513	990		427	
Travel Time (s)		14.0	27.0		11.6	
Peak Hour Factor	0.88	0.88	0.94	0.94	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	3%	0%	0%
Adj. Flow (vph)	61	135	52	66	81	28
Shared Lane Traffic (%)						
Lane Group Flow (vph)	61	135	118	0	81	28
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		11	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.00	1.00	1.04	1.04
Turning Speed (mph)	15			9	15	9
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2030 Build - Average-Month Weekday Morning Peak Hour
 2: Centre of New England Boulevard & Walmart West Driveway

09/09/2025

Intersection						
Int Delay, s/veh	3.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↵	↑↑	↑↑		↵	↵
Traffic Vol, veh/h	54	119	49	62	71	25
Future Vol, veh/h	54	119	49	62	71	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	185	-	-	-	120	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	94	94	88	88
Heavy Vehicles, %	0	0	0	3	0	0
Mvmt Flow	61	135	52	66	81	28

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	118	0	-	0	275 59
Stage 1	-	-	-	-	85 -
Stage 2	-	-	-	-	190 -
Critical Hdwy	4.1	-	-	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1483	-	-	-	697 1001
Stage 1	-	-	-	-	934 -
Stage 2	-	-	-	-	829 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1483	-	-	-	668 1001
Mov Cap-2 Maneuver	-	-	-	-	668 -
Stage 1	-	-	-	-	896 -
Stage 2	-	-	-	-	829 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	2.35	0	10.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1483	-	-	-	668	1001
HCM Lane V/C Ratio	0.041	-	-	-	0.121	0.028
HCM Ctrl Dly (s/v)	7.5	-	-	-	11.1	8.7
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4	0.1

LANE SUMMARY

Site: 101 [7 - 2030 Build - Average-Month Weekday Morning Peak Hour (Site Folder: General)]

Intersection 3
 Site Category: (None)
 Stop (Two-Way)

Lane Use and Performance													
	DEMAND FLOWS		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
	[Total veh/h	HV %						[Veh	Dist] ft				
South: Centre of New England Boulevard													
Lane 1	142	0.0	1810	0.079	100	0.0	LOS A	0.0	0.0	Short	30	0.0	NA
Lane 2	69	2.9	1833	0.038	100	0.0	LOS A	0.0	0.0	Full	1600	0.0	0.0
Approach	211	0.9		0.079		0.0	NA	0.0	0.0				
East: Home Depot Driveway													
Lane 1	32	7.5	736	0.044	100	10.1	LOS B	0.2	4.6	Full	1600	0.0	0.0
Approach	32	7.5		0.044		10.1	LOS B	0.2	4.6				
North: Centre of New England Boulevard													
Lane 1	42	0.0	836	0.051	100	9.5	LOS A	0.2	4.7	Full	1600	0.0	0.0
Approach	42	0.0		0.051		9.5	LOS A	0.2	4.7				
West: Internal Driveway													
Lane 1	178	0.0	1014	0.176	100	9.3	LOS A	0.8	21.1	Full	1600	0.0	0.0
Approach	178	0.0		0.176		9.3	LOS A	0.8	21.1				
Intersection	464	0.9		0.176		5.1	NA	0.8	21.1				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane. LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection). Minor Road Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6). NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes. Delay Model: HCM Delay Formula (Geometric Delay is not included). Queue Model: HCM Queue Formula. Gap-Acceptance Capacity: Traditional M1. HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Approach Lane Flows (veh/h)											
South: Centre of New England Boulevard											
Mov.	L2	T1	R2	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.	
From S To Exit:	W	N	E								
Lane 1	142	-	-	142	0.0	1810	0.079	100	0.0	2	
Lane 2	-	66	3	69	2.9	1833	0.038	100	NA	NA	
Approach	142	66	3	211	0.9		0.079				
East: Home Depot Driveway											
Mov.	L2	T1	R2	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.	
From E To Exit:	S	W	N								
Lane 1	11	6	15	32	7.5	736	0.044	100	NA	NA	

Approach	11	6	15	32	7.5		0.044			
North: Centre of New England Boulevard										
Mov.	L2	T1	Total	%HV			Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
From N To Exit:	E	S				Cap. veh/h				
Lane 1	9	33	42	0.0		836	0.051	100	NA	NA
Approach	9	33	42	0.0			0.051			
West: Internal Driveway										
Mov.	T1	R2	Total	%HV			Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
From W To Exit:	E	S				Cap. veh/h				
Lane 1	15	163	178	0.0		1014	0.176	100	NA	NA
Approach	15	163	178	0.0			0.176			
Total %HV Deg.Satn (v/c)										
Intersection	464	0.9		0.176						

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis												
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	
South Exit: Centre of New England Boulevard												
Merge Type: Not Applied												
Full Length Lane	1											
East Exit: Home Depot Driveway												
Merge Type: Not Applied												
Full Length Lane	1											
North Exit: Centre of New England Boulevard												
Merge Type: Not Applied												
Full Length Lane	1											
West Exit: Internal Driveway												
Merge Type: Not Applied												
Full Length Lane	1											

2030 Build Weekday Evening Peak Hour



2030 Build - Average-Month Weekday Evening Peak Hour

1: Private Driveway/Walmart East Driveway & Centre of New England Boulevard 09/09/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	254	6	21	169	196	4	0	10	227	0	67
Future Volume (vph)	44	254	6	21	169	196	4	0	10	227	0	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	11	12	12	11	11	11	12	13	13
Storage Length (ft)	180		0	225		0	0		70	65		0
Storage Lanes	1		0	1		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996			0.919				0.850		0.850	
Flt Protected	0.950			0.950				0.950		0.950		
Satd. Flow (prot)	1805	3442	0	1745	3302	0	0	1745	1561	1805	1669	0
Flt Permitted	0.950			0.950				0.950		0.950		
Satd. Flow (perm)	1805	3442	0	1745	3302	0	0	1745	1561	1805	1669	0
Link Speed (mph)		25			25			30			25	
Link Distance (ft)		990			589			329			232	
Travel Time (s)		27.0			16.1			7.5			6.3	
Peak Hour Factor	0.76	0.76	0.76	0.93	0.93	0.93	0.70	0.70	0.70	0.82	0.82	0.82
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	58	334	8	23	182	211	6	0	14	277	0	82
Shared Lane Traffic (%)												
Lane Group Flow (vph)	58	342	0	23	393	0	0	6	14	277	82	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.04	1.04	1.04	1.00	1.00	1.04	1.04	1.04	1.00	0.96	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

2030 Build - Average-Month Weekday Evening Peak Hour
 1: Private Driveway/Walmart East Driveway & Centre of New England Boulevard 09/09/2025

Intersection												
Int Delay, s/veh	12											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↕↗		↵	↕↗			↕↗	↕↗	↵	↗	
Traffic Vol, veh/h	44	254	6	21	169	196	4	0	10	227	0	67
Future Vol, veh/h	44	254	6	21	169	196	4	0	10	227	0	67
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	180	-	-	225	-	-	-	-	70	65	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	93	93	93	70	70	70	82	82	82
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	58	334	8	23	182	211	6	0	14	277	0	82

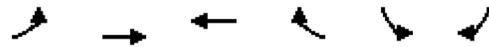
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	392	0	0	342	0	0	590	892	171	615	790	196
Stage 1	-	-	-	-	-	-	454	454	-	332	332	-
Stage 2	-	-	-	-	-	-	136	438	-	283	458	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1177	-	-	1228	-	-	395	284	849	379	325	818
Stage 1	-	-	-	-	-	-	561	573	-	661	648	-
Stage 2	-	-	-	-	-	-	859	582	-	706	570	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1177	-	-	1228	-	-	332	265	849	348	303	818
Mov Cap-2 Maneuver	-	-	-	-	-	-	332	265	-	348	303	-
Stage 1	-	-	-	-	-	-	533	545	-	648	636	-
Stage 2	-	-	-	-	-	-	759	572	-	660	542	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	1.19			0.43			11.23			37.44		
HCM LOS							B			E		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	332	849	1177	-	-	1228	-	-	348	818
HCM Lane V/C Ratio	0.017	0.017	0.049	-	-	0.018	-	-	0.795	0.1
HCM Ctrl Dly (s/v)	16	9.3	8.2	-	-	8	-	-	45.6	9.9
HCM Lane LOS	C	A	A	-	-	A	-	-	E	A
HCM 95th %tile Q(veh)	0.1	0.1	0.2	-	-	0.1	-	-	6.7	0.3

2030 Build - Average-Month Weekday Evening Peak Hour
 2: Centre of New England Boulevard & Walmart West Driveway

09/09/2025



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	68	163	135	105	141	49
Future Volume (vph)	68	163	135	105	141	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	11
Storage Length (ft)	185			0	120	0
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Flt			0.934			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1745	3421	3353	0	1745	1561
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1745	3421	3353	0	1745	1561
Link Speed (mph)		25	25		25	
Link Distance (ft)		513	990		427	
Travel Time (s)		14.0	27.0		11.6	
Peak Hour Factor	0.85	0.85	0.86	0.86	0.75	0.75
Heavy Vehicles (%)	0%	2%	1%	0%	0%	0%
Adj. Flow (vph)	80	192	157	122	188	65
Shared Lane Traffic (%)						
Lane Group Flow (vph)	80	192	279	0	188	65
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		11	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.00	1.00	1.04	1.04
Turning Speed (mph)	15			9	15	9
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2030 Build - Average-Month Weekday Evening Peak Hour
 2: Centre of New England Boulevard & Walmart West Driveway

09/09/2025

Intersection						
Int Delay, s/veh	5.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑		↘	↗
Traffic Vol, veh/h	68	163	135	105	141	49
Future Vol, veh/h	68	163	135	105	141	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	185	-	-	-	120	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	86	86	75	75
Heavy Vehicles, %	0	2	1	0	0	0
Mvmt Flow	80	192	157	122	188	65

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	279	0	-	0	474 140
Stage 1	-	-	-	-	218 -
Stage 2	-	-	-	-	256 -
Critical Hdwy	4.1	-	-	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1295	-	-	-	524 889
Stage 1	-	-	-	-	803 -
Stage 2	-	-	-	-	769 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1295	-	-	-	492 889
Mov Cap-2 Maneuver	-	-	-	-	492 -
Stage 1	-	-	-	-	754 -
Stage 2	-	-	-	-	769 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	2.34	0	14.86
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1295	-	-	-	492	889
HCM Lane V/C Ratio	0.062	-	-	-	0.382	0.073
HCM Ctrl Dly (s/v)	8	-	-	-	16.8	9.4
HCM Lane LOS	A	-	-	-	C	A
HCM 95th %tile Q(veh)	0.2	-	-	-	1.8	0.2

LANE SUMMARY

Site: 101 [8 - 2030 Build - Average-Month Weekday Evening Peak Hour (Site Folder: General)]

Intersection 3
 Site Category: (None)
 Stop (Two-Way)

Lane Use and Performance													
	DEMAND FLOWS		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% BACK OF QUEUE		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[Total veh/h	HV %						[Veh	Dist] ft				
South: Centre of New England Boulevard													
Lane 1	156	0.0	1810	0.086	100	0.0	LOS A	0.0	0.0	Short	30	0.0	NA
Lane 2	99	0.0	1893	0.052	100	0.0	LOS A	0.0	0.0	Full	1600	0.0	0.0
Approach	255	0.0		0.086		0.0	NA	0.0	0.0				
East: Home Depot Driveway													
Lane 1	100	0.0	758	0.132	100	10.5	LOS B	0.5	13.7	Full	1600	0.0	0.0
Approach	100	0.0		0.132		10.5	LOS B	0.5	13.7				
North: Centre of New England Boulevard													
Lane 1	110	0.0	782	0.140	100	10.4	LOS B	0.5	13.6	Full	1600	0.0	0.0
Approach	110	0.0		0.140		10.4	LOS B	0.5	13.6				
West: Internal Driveway													
Lane 1	269	0.9	940	0.286	100	10.4	LOS B	1.5	38.2	Full	1600	0.0	0.0
Approach	269	0.9		0.286		10.4	LOS B	1.5	38.2				
Intersection	734	0.3		0.286		6.8	NA	1.5	38.2				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane. LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection). Minor Road Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6). NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes. Delay Model: HCM Delay Formula (Geometric Delay is not included). Queue Model: HCM Queue Formula. Gap-Acceptance Capacity: Traditional M1. HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Approach Lane Flows (veh/h)											
South: Centre of New England Boulevard											
Mov.	L2	T1	R2	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL %	Ov. Lane No.	Ov. Lane No.
From S To Exit:	W	N	E								
Lane 1	156	-	-	156	0.0	1810	0.086	100	0.0	2	
Lane 2	-	97	2	99	0.0	1893	0.052	100	NA	NA	
Approach	156	97	2	255	0.0		0.086				
East: Home Depot Driveway											
Mov.	L2	T1	R2	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL %	Ov. Lane No.	Ov. Lane No.
From E To Exit:	S	W	N								
Lane 1	10	33	57	100	0.0	758	0.132	100	NA	NA	

Approach	10	33	57	100	0.0		0.132			
North: Centre of New England Boulevard										
Mov.	L2	T1	Total	%HV		Cap.	Deg.	Lane	Prob.	Ov.
From N						veh/h	Satn	Util.	SL	Lane
To Exit:	E	S					v/c	%	%	No.
Lane 1	14	96	110	0.0		782	0.140	100	NA	NA
Approach	14	96	110	0.0			0.140			
West: Internal Driveway										
Mov.	T1	R2	Total	%HV		Cap.	Deg.	Lane	Prob.	Ov.
From W						veh/h	Satn	Util.	SL	Lane
To Exit:	E	S					v/c	%	%	No.
Lane 1	17	252	269	0.9		940	0.286	100	NA	NA
Approach	17	252	269	0.9			0.286			
Total %HV Deg.Satn (v/c)										
Intersection	734	0.3		0.286						

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis												
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	
South Exit: Centre of New England Boulevard												
Merge Type: Not Applied												
Full Length Lane	1											
East Exit: Home Depot Driveway												
Merge Type: Not Applied												
Full Length Lane	1											
North Exit: Centre of New England Boulevard												
Merge Type: Not Applied												
Full Length Lane	1											
West Exit: Internal Driveway												
Merge Type: Not Applied												
Full Length Lane	1											

2030 Build Saturday Midday Peak Hour



2030 Build - Average-Month Saturday Midday Peak Hour

1: Private Driveway/Walmart East Driveway & Centre of New England Boulevard 09/09/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	66	382	7	17	172	276	4	1	7	287	2	81
Future Volume (vph)	66	382	7	17	172	276	4	1	7	287	2	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	11	12	12	11	11	11	12	13	13
Storage Length (ft)	180		0	225		0	0		70	65		0
Storage Lanes	1		0	1		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.908				0.850		0.853	
Flt Protected	0.950			0.950				0.962		0.950		
Satd. Flow (prot)	1805	3412	0	1745	3233	0	0	1767	1561	1787	1675	0
Flt Permitted	0.950			0.950				0.962		0.950		
Satd. Flow (perm)	1805	3412	0	1745	3233	0	0	1767	1561	1787	1675	0
Link Speed (mph)		25			25			30			25	
Link Distance (ft)		990			589			329			232	
Travel Time (s)		27.0			16.1			7.5			6.3	
Peak Hour Factor	0.93	0.93	0.93	0.90	0.90	0.90	0.50	0.50	0.50	0.85	0.85	0.85
Heavy Vehicles (%)	0%	2%	0%	0%	2%	1%	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	71	411	8	19	191	307	8	2	14	338	2	95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	71	419	0	19	498	0	0	10	14	338	97	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.04	1.04	1.04	1.00	1.00	1.04	1.04	1.04	1.00	0.96	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2030 Build - Average-Month Saturday Midday Peak Hour

1: Private Driveway/Walmart East Driveway & Centre of New England Boulevard 09/09/2025

Intersection												
Int Delay, s/veh	38.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↕↗		↵	↕↗			↕↗	↕↗	↵	↗	
Traffic Vol, veh/h	66	382	7	17	172	276	4	1	7	287	2	81
Future Vol, veh/h	66	382	7	17	172	276	4	1	7	287	2	81
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	180	-	-	225	-	-	-	-	70	65	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	90	90	90	50	50	50	85	85	85
Heavy Vehicles, %	0	2	0	0	2	1	0	0	0	1	0	0
Mvmt Flow	71	411	8	19	191	307	8	2	14	338	2	95

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	498	0	0	418	0	0	691	1092	209	731	942	249
Stage 1	-	-	-	-	-	-	556	556	-	382	382	-
Stage 2	-	-	-	-	-	-	135	536	-	348	560	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.52	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.52	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.52	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.51	4	3.3
Pot Cap-1 Maneuver	1077	-	-	1152	-	-	335	216	803	~ 312	265	757
Stage 1	-	-	-	-	-	-	488	516	-	615	616	-
Stage 2	-	-	-	-	-	-	861	527	-	644	514	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	1077	-	-	1152	-	-	267	199	803	~ 279	243	757
Mov Cap-2 Maneuver	-	-	-	-	-	-	267	199	-	~ 279	243	-
Stage 1	-	-	-	-	-	-	455	482	-	605	606	-
Stage 2	-	-	-	-	-	-	737	518	-	588	480	-

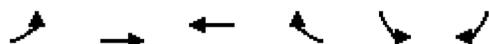
Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	1.24		0.3		13.92		127.91	
HCM LOS					B		F	

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	249	803	1077	-	-	1152	-	-	279	721
HCM Lane V/C Ratio	0.04	0.017	0.066	-	-	0.016	-	-	1.211	0.136
HCM Ctrl Dly (s/v)	20	9.6	8.6	-	-	8.2	-	-	161.8	10.8
HCM Lane LOS	C	A	A	-	-	A	-	-	F	B
HCM 95th %tile Q(veh)	0.1	0.1	0.2	-	-	0.1	-	-	15.5	0.5

Notes	
~: Volume exceeds capacity	\$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

2030 Build - Average-Month Saturday Midday Peak Hour
 2: Centre of New England Boulevard & Walmart West Driveway

09/09/2025



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	71	299	120	137	156	48
Future Volume (vph)	71	299	120	137	156	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	11
Storage Length (ft)	185			0	120	0
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Flt			0.920			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1745	3323	3243	0	1728	1561
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1745	3323	3243	0	1728	1561
Link Speed (mph)		25	25		25	
Link Distance (ft)		513	990		427	
Travel Time (s)		14.0	27.0		11.6	
Peak Hour Factor	0.83	0.83	0.86	0.86	0.92	0.92
Heavy Vehicles (%)	0%	5%	4%	1%	1%	0%
Adj. Flow (vph)	86	360	140	159	170	52
Shared Lane Traffic (%)						
Lane Group Flow (vph)	86	360	299	0	170	52
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		11	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.00	1.00	1.04	1.04
Turning Speed (mph)	15			9	15	9
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2030 Build - Average-Month Saturday Midday Peak Hour
 2: Centre of New England Boulevard & Walmart West Driveway

09/09/2025

Intersection						
Int Delay, s/veh	4.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑		↘	↗
Traffic Vol, veh/h	71	299	120	137	156	48
Future Vol, veh/h	71	299	120	137	156	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	185	-	-	-	120	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	86	86	92	92
Heavy Vehicles, %	0	5	4	1	1	0
Mvmt Flow	86	360	140	159	170	52

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	299	0	-	0	570
Stage 1	-	-	-	-	219
Stage 2	-	-	-	-	351
Critical Hdwy	4.1	-	-	-	6.82
Critical Hdwy Stg 1	-	-	-	-	5.82
Critical Hdwy Stg 2	-	-	-	-	5.82
Follow-up Hdwy	2.2	-	-	-	3.51
Pot Cap-1 Maneuver	1274	-	-	-	454
Stage 1	-	-	-	-	799
Stage 2	-	-	-	-	687
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1274	-	-	-	423
Mov Cap-2 Maneuver	-	-	-	-	423
Stage 1	-	-	-	-	746
Stage 2	-	-	-	-	687

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.54	0	16.79
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1274	-	-	-	423	877
HCM Lane V/C Ratio	0.067	-	-	-	0.401	0.06
HCM Ctrl Dly (s/v)	8	-	-	-	19.1	9.4
HCM Lane LOS	A	-	-	-	C	A
HCM 95th %tile Q(veh)	0.2	-	-	-	1.9	0.2

LANE SUMMARY

Site: 101 [9 - 2030 Build - Average-Month Saturday Midday Peak Hour (Site Folder: General)]

Intersection 3
 Site Category: (None)
 Stop (Two-Way)

Lane Use and Performance													
	DEMAND FLOWS		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
	[Total veh/h	HV %						[Veh	Dist] ft				
South: Centre of New England Boulevard													
Lane 1	240	1.0	1792	0.134	100	0.0	LOS A	0.0	0.0	Short	30	0.0	NA
Lane 2	159	0.0	1893	0.084	100	0.0	LOS A	0.0	0.0	Full	1600	0.0	0.0
Approach	399	0.6		0.134		0.0	NA	0.0	0.0				
East: Home Depot Driveway													
Lane 1	92	0.0	701	0.131	100	10.9	LOS B	0.5	13.5	Full	1600	0.0	0.0
Approach	92	0.0		0.131		10.9	LOS B	0.5	13.5				
North: Centre of New England Boulevard													
Lane 1	101	0.9	698	0.145	100	11.0	LOS B	0.6	13.9	Full	1600	0.0	0.0
Approach	101	0.9		0.145		11.0	LOS B	0.6	13.9				
West: Internal Driveway													
Lane 1	364	0.9	930	0.392	100	11.3	LOS B	2.3	59.0	Full	1600	0.0	0.0
Approach	364	0.9		0.392		11.3	LOS B	2.3	59.0				
Intersection	956	0.7		0.392		6.5	NA	2.3	59.0				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane. LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection). Minor Road Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6). NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes. Delay Model: HCM Delay Formula (Geometric Delay is not included). Queue Model: HCM Queue Formula. Gap-Acceptance Capacity: Traditional M1. HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Approach Lane Flows (veh/h)											
South: Centre of New England Boulevard											
Mov.	L2	T1	R2	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.	
From S To Exit:	W	N	E								
Lane 1	240	-	-	240	1.0	1792	0.134	100	0.0	2	
Lane 2	-	156	3	159	0.0	1893	0.084	100	NA	NA	
Approach	240	156	3	399	0.6		0.134				
East: Home Depot Driveway											
Mov.	L2	T1	R2	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.	
From E To Exit:	S	W	N								
Lane 1	8	18	65	92	0.0	701	0.131	100	NA	NA	

Approach	8	18	65	92	0.0		0.131				
North: Centre of New England Boulevard											
Mov.	L2	T1	Total	%HV			Deg. Satn	Lane Util.	Prob. SL Ov.	Ov. Lane No.	
From N To Exit:	E	S				Cap. veh/h	v/c	%	%		
Lane 1	14	87	101	0.9		698	0.145	100	NA	NA	
Approach	14	87	101	0.9			0.145				
West: Internal Driveway											
Mov.	L2	T1	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL Ov.	Ov. Lane No.	
From W To Exit:	N	E	S			Cap. veh/h	v/c	%	%		
Lane 1	1	25	338	364	0.9	930	0.392	100	NA	NA	
Approach	1	25	338	364	0.9		0.392				
Total %HV Deg.Satn (v/c)											
Intersection	956	0.7		0.392							

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis												
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	
South Exit: Centre of New England Boulevard												
Merge Type: Not Applied												
Full Length Lane	1											
East Exit: Home Depot Driveway												
Merge Type: Not Applied												
Full Length Lane	1											
North Exit: Centre of New England Boulevard												
Merge Type: Not Applied												
Full Length Lane	1											
West Exit: Internal Driveway												
Merge Type: Not Applied												
Full Length Lane	1											