

Proposed Commercial Development
Cranston, Rhode Island

Trolley Barn Plaza

July 2021
Revised November 2021
Revised April 2022

TRAFFIC IMPACT STUDY

Trolley Barn Plaza
Cranston, Rhode Island

TRAFFIC IMPACT STUDY

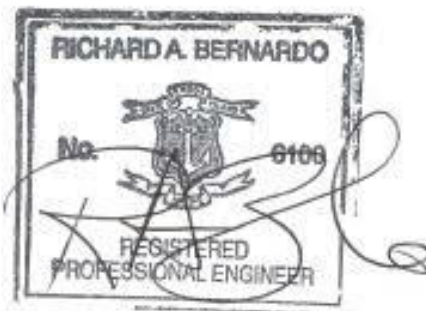
Prepared by: BETA GROUP, INC.

Prepared for: Mr. Neil Ellis
Trolley Barn Associates, LLC
c/o First Hartford Realty Corp.
P.O. Box 1270
Manchester, Connecticut 06045

July 2021

Revised November 2021

Revised April 2022





July 30, 2021
Revised November 10, 2021
Revised April 8, 2022

Mr. Neil Ellis
Trolley Barn Associates, LLC
c/o First Hartford Realty Corp.
P.O. Box 1270
Manchester, CT 06045

Re: Proposed Commercial Development
Trolley Barn Plaza
777 Cranston Street, Cranston, Rhode Island

Dear Mr. Ellis:

BETA Group, Inc., has completed a report update to our revised November 2021 Traffic Impact Study in order to address changes made to the site redevelopment proposal that includes several commercial uses in the City of Cranston, Rhode Island. The proposed redevelopment project reviewed for this study is located on the northerly side of Cranston Street opposite of Garfield Avenue. The parcel is defined by Assessor's Plat 7, Lot 1, which contains approximately 6.91 acres of vacant, grassed land.

Based upon information provided by your office, and a review of the current site plan prepared by *DiPrete Engineering*, it is our understanding that the existing vacant lot known as the site of the former Trolley Barn building will be redeveloped to include an automobile parts sales facility, a convenience market/gas station, a fast-food restaurant with a drive-through, and an automated car wash which replaces the bank that was previously an option for this site and is no longer being considered. The main site access is proposed at the signalized intersection of Cranston Street with Garfield Avenue that will be modified to create a four-way junction. Secondary access to the site is proposed at a new turn restricted driveway on Cranston Street east of the main access.

The study included herein, was conducted to determine the adequacy of the existing servicing roadways to accommodate anticipated traffic to be generated by the commercial redevelopment project. An analysis of potential impacts to the roadway capacity and safety has been completed and is discussed in the following report.

Very truly yours,
BETA Group, Inc.

A handwritten signature in black ink, appearing to read "Paul J. Bannon".

Paul J. Bannon
Associate

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TABLE OF CONTENTS

1.0 Introduction	1
2.0 Project Area.....	3
3.0 Existing Conditions.....	3
3.1 Roadways.....	3
3.2 Intersections.....	6
3.3 Traffic Flow Data	9
4.0 Safety Analysis.....	10
5.0 Impact Analysis.....	13
5.1 Trip Generation	13
5.2 Future Traffic Volumes	17
5.3 Operational Analysis.....	19
6.0 Conclusions and Recommendations.....	26

APPENDICES

Appendix A: Traffic Volume Data
Appendix B: Traffic Crash Data
Appendix C: Trip Generation
Appendix D: Operational Analysis
Appendix E: Off-Site Improvement Plan

LIST OF TABLES

TABLE 1 – Crash Data Summary	12
TABLE 2 – Trip Generation Estimate.....	16
TABLE 3 – Highway Capacity Manual Criteria	20
TABLE 4 – Level of Service Summary (Existing Conditions)	21
TABLE 5 – Level of Service Summary (Future No-Build Conditions).....	22
TABLE 6 – Level of Service Summary (Future Build Conditions – Preferred Alternative).....	24

LIST OF FIGURES

FIGURE 1 – Project Vicinity Map	2
FIGURE 2 – Project Location Map.....	4
FIGURE 3 – Existing Traffic Volumes.....	11
FIGURE 4 – Site Layout and Access Plan	15
FIGURE 5 – Future Traffic Volumes	18

1.0 INTRODUCTION

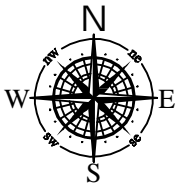
The objective of the following study is to assess the potential traffic impacts associated with a proposed commercial redevelopment project in the City of Cranston, Rhode Island. The subject property is situated on a parcel of land on the northerly side of Cranston Street immediately west of the Route 10 and Amtrak rail corridor. Refer to the Figure 1, Project Vicinity Map, on the following page for the project location within the city.

The development proposal consists of the construction of four separate buildings containing a 5,500 square foot convenience market/gasoline station with 16 vehicle fueling positions, a 2,000 square foot building to accommodate a fast-food restaurant with a drive-through window, a 4,200 square foot building for a single automated car wash, and a 35,000 square foot building to accommodate an automobile parts retail store. Parking for the automobile parts store (78), automated car wash (16), convenience store/gasoline station (28), and restaurant (20) will be provided adjacent to each building yielding a total of 142 parking spaces. Main access/egress will be provided at the signalized intersection of Cranston Street with Garfield Avenue that will be modified to create a four-way junction. It should be noted that the traffic signal was designed and installed to include the proposed site access driveway at this location. In addition, secondary access to the plaza will be provided at a new driveway approximately 200 feet east of the main access that will be restricted to a right turn in/out only driveway.

The study summarized herein focused on both traffic flow efficiency and safety along Cranston Street in the immediate vicinity of the subject property, and at the proposed driveways. The impacts associated with the site related traffic have been defined and evaluated in accordance with standard traffic engineering guidelines and procedures.

The traffic engineering study completed for this project included the following:

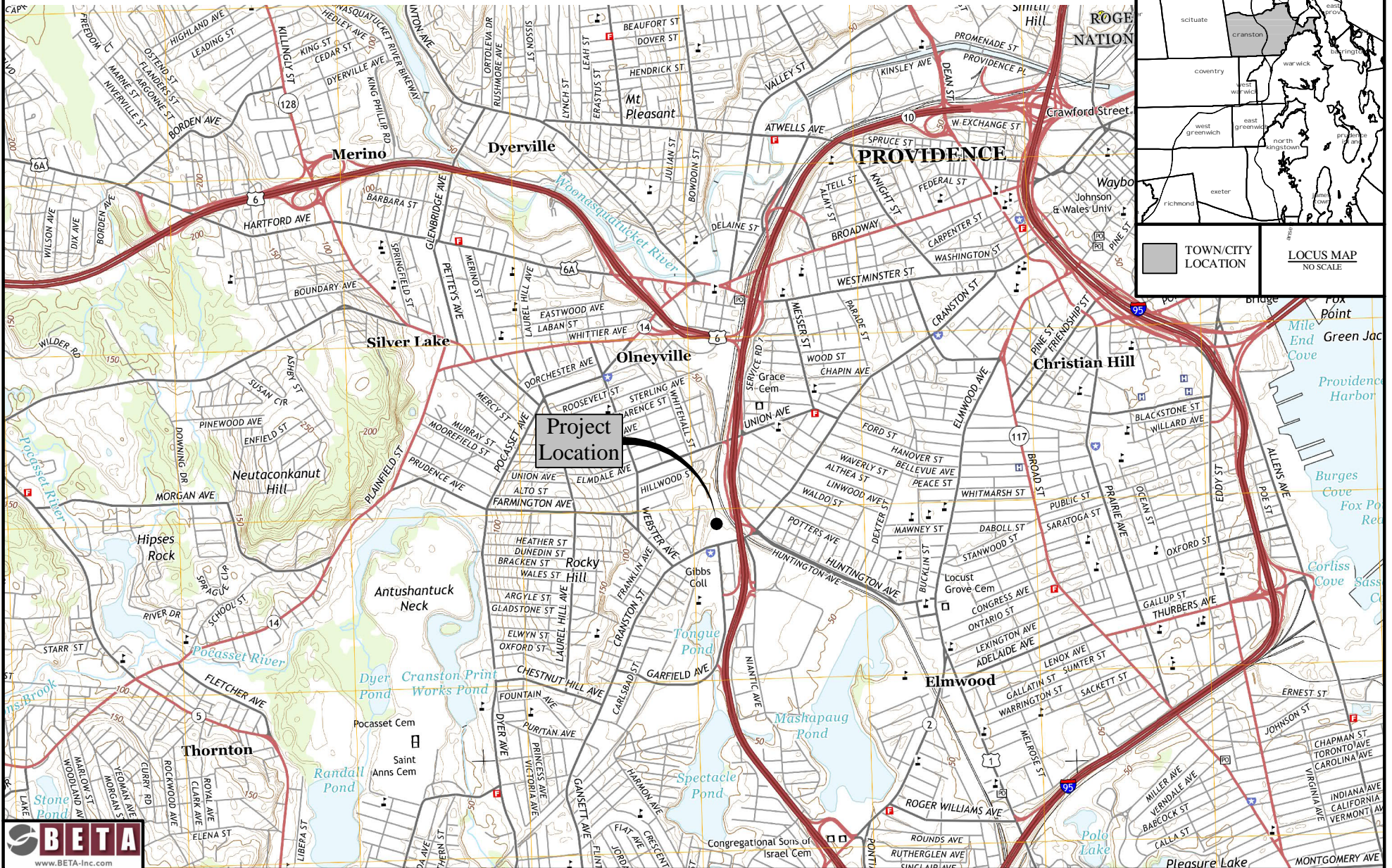
- A traffic counting program to define the existing traffic patterns and operational characteristics along the servicing roadways including Cranston Street and Garfield Avenue and review of historical counts from a previous study completed in the vicinity of the project area. The data collection included manual turning movement counts (TMCs) at the Cranston Street intersections with Webster Avenue, Garfield Avenue, Niantic Avenue, and Huntington Avenue.
- An inventory of the physical roadway characteristics of Cranston Street and Garfield Avenue in the project area to determine the adequacy of the existing roadway geometric features in reference to safety and operations.
- An analysis of crash records obtained from the Cranston and Providence Police Departments to determine if there are any safety concerns relative to the frequency, severity, or pattern of crashes in the project area.



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Figure 1 - Project Vicinity Map



- An estimate of future traffic volumes for the proposed commercial development was calculated using data from the “Trip Generation” Manual, an informational report published by the Institute of Transportation Engineers (ITE).
- Evaluation and analysis of the traffic safety and operational issues for existing and future traffic conditions.
- Development of recommendations where necessary, that would be required to maintain safe and efficient traffic flow in the project area.

2.0 PROJECT AREA

As noted in the previous section, the subject property is situated on the northerly side of Cranston Street between Niantic Avenue and Lincoln Avenue. The site had previously contained the former Trolley Barn Building that had been vacant for some time, and which was razed over 15 years ago. Figure 2 on the following page depicts the general project area, and the boundary lines of the subject property.

Land use in the immediate area can be described as a mixture of commercial and high-density residential properties along Cranston Street and high-density residential properties off of intersecting side streets. Immediately abutting the property to the north and west are an industrial business, *ABC Supply Co.*, and residential properties, respectively. To the east is the Amtrak railroad and the Route 10 highway corridors. Along the southerly side of Cranston Street opposite the site, are residential properties and the Cranston Police Station.

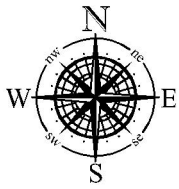
Cranston Street will serve as the primary access route to the redeveloped property. Based upon the operating characteristics along the servicing roadways, and the estimated volume and type of traffic associated with the commercial development, a study impact area was defined for the project. The limits of our analysis included Cranston Street between Webster Avenue to the west and Huntington Avenue to the east with focus on the Cranston Street intersections with Webster Avenue, Garfield Avenue, Niantic Avenue, Huntington Avenue, and the site driveways.

3.0 EXISTING CONDITIONS

3.1 ROADWAYS

Cranston Street

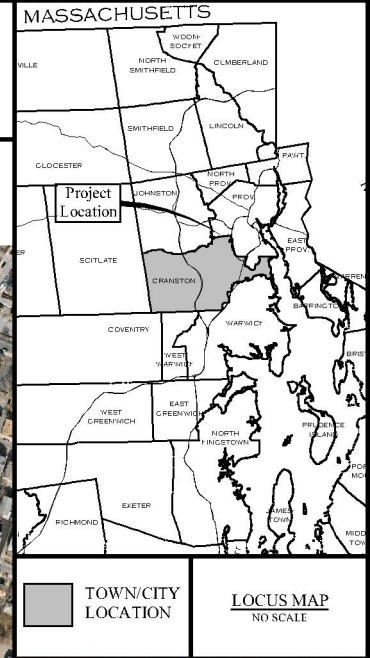
Cranston Street is a primary north/south urban minor arterial through Cranston, extending from its southerly terminus at Haven Avenue to its northerly terminus in downtown Providence at its junction with Westminster Street, just west of the Route 95 corridor through the city. In the project area the roadway runs generally east/west, and for analysis purposes will be referenced as such in this study. It provides immediate local access to abutting properties but also links to higher order facilities including the Route 10 interchange to the east. In the project area, Cranston Street is approximately 56 feet wide consisting



Proposed Commercial Development

CRANSTON, RHODE ISLAND

Figure 2 - Project Area Map



of two 11-foot travel lanes and 1-foot shoulder in the eastbound direction, and three 11-foot lanes in the westbound direction including a separate left turn lane to Garfield Avenue.

Granite curbing with cement concrete sidewalks is provided on both sides of the road. Cobra-head light fixtures on utility pole are located along the corridor for nighttime illumination. The speed limit is posted at 25 mph in the vicinity of the site. In addition, the Rhode Island Public Transit Authority (RIPTA) provides both inbound and outbound bus service along this section of Cranston Street designated as Bus Route 30 with a bus stop located along the property frontage including a bus shelter along the southerly side of Cranston Street west of Garfield Avenue. The adjacent photograph depicts the typical characteristics of Cranston Street looking east with the subject property on the left.



Garfield Avenue

Garfield Avenue is classified as an urban collector road extending from Carolina Street in the south to Cranston Street in the north. It provides immediate local access to abutting properties but also links to higher order facilities including Route 10 to the east. The roadway was constructed in the late 1990's as part of the *Brewery Parkade* shopping center development linking these two roadways through the former Narragansett Brewery property.

In the project area, Garfield Avenue is approximately 50 feet wide consisting of two 12-foot travel lanes and 1-foot shoulder in each direction. Granite curbing is provided along both sides of the road, and off-set concrete sidewalks are provided on both sides of the road with the exception of a short section on the easterly side between W. Harry Street and the Stop & Shop driveway. The adjacent photograph depicts these features of Garfield Avenue looking north to Cranston Street in the vicinity of the Cranston Police Department facility.



The pavement condition can be classified as being in fair condition with visible joint cracking. Lighting is provided on ornamental light poles for night-time visibility along the roadway. The speed is posted at 25 mph in the project area. In addition, RIPTA Bus Route 31 runs along Garfield Avenue to Cranston Street and then northerly to the Kennedy Plaza downtown bus station.

Niantic Avenue

Niantic Avenue is classified as a minor arterial that runs generally north/south and parallels Route 10 to the east, extending from Reservoir Avenue (Route 2) to the south and Cranston Street to the north. The roadway is variable in width, but generally a two-lane road along its length. It provides direct access to a mixture of land uses including residential properties, a recreational park, and the industrial park. The city boundaries of Providence and Cranston run along the roadway.



Granite curbing and a combination of bituminous and cement concrete sidewalks are provided for its entire length on the easterly side of the road, while sidewalks are sporadic on the westerly side. The pavement can be classified as being in fair condition with visible alligator cracking and minor rutting. The speed limit is posted at 25 mph to the immediate south of the project area. On-street parking is prohibited on the easterly side with the applicable signed restrictions. In addition, cobra head lighting along the westerly side of the road is provided sporadically on utility poles for night-time visibility along the roadway. The above photograph depicts Niantic Avenue looking north to Cranston Street.

3.2 INTERSECTIONS

Cranston Street at Webster Avenue

Webster Avenue intersects Cranston Street to form a 3-Way, signalized "T" type intersection. The Cranston Street eastbound approach to the intersection provides a separate left turn lane and a through travel lane. The Cranston Street westbound approach provides a through travel lane and a separate right turn lane. The Webster Avenue southbound approach provides a single shared lane.

The traffic signal system appears to be in good operating condition. The layout of the equipment consists of mast arm mounted vehicle signal heads with in-road loop detection. The vehicle signal heads for both the Cranston eastbound and westbound approaches were recently upgraded to include new signal heads with backplates and reflective borders. A combination of mast arm pole and pedestal pole mounted pedestrian signal heads with pedestrian push buttons including decorative (brick pattern and color) crosswalks with curb ramps are provided on all legs of the intersection. It was also determined that some

of the pushbuttons appear to be ADA compliant as the city recently added new pedestrian signal heads with pushbuttons for the east leg crosswalk. In addition, the curb ramps were determined to not be ADA compliant. The adjacent aerial depicts the typical characteristics of the intersection

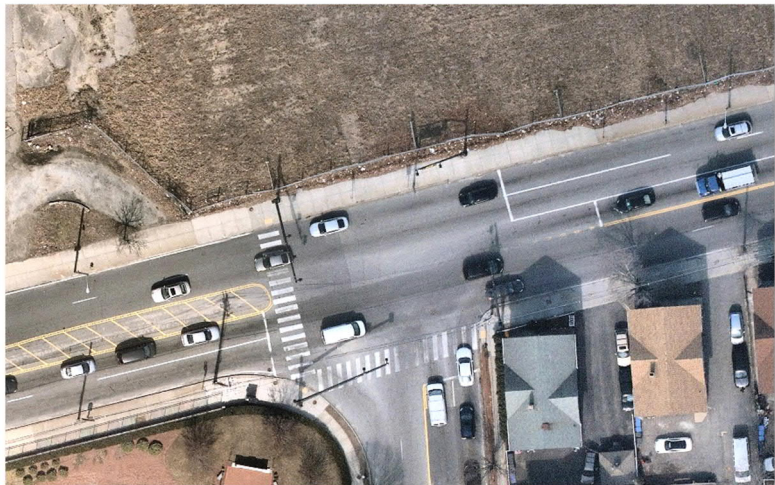


The intersection was determined to operate in a fully actuated mode consisting of two phases. Cranston Street eastbound and westbound movements are serviced under a single permitted phase. Webster Avenue is serviced under the second phase.

Cranston Street at Garfield Avenue

Garfield Avenue intersects Cranston Street to form a 3-Way, signalized "T" type intersection. The Cranston Street eastbound approach to the intersection provides a through lane and a shared through/right turn lane. The Cranston Street westbound approach provides a separate left turn lane and two through lanes. The Garfield Avenue northbound approach provides separate left and right turn lanes.

The traffic signal system appears to be in good operating condition. The layout of the equipment consists of ornamental mast arm mounted vehicle signal heads with in-road vehicle loop detection. It is important to note that an ornamental mast arm with inactive signal heads is provided for the subject site on the southwest corner of the intersection to accommodate future access to this property.



In addition, bracket mounted pedestrian signal heads on the mast arm poles with pedestrian push buttons including marked crosswalks with curb ramps are provided on all legs of the intersection with the exception of the eastern leg of the intersection. It was also determined that the pushbuttons and curb ramps are ADA compliant. The adjacent aerial depicts the typical characteristics of the intersection.

The intersection was determined to operate in a fully actuated mode consisting of three phases and is coordinated with the adjacent traffic signals to the east. Cranston Street movements are serviced in two phases including an advanced protected/permitted westbound left, followed by through/right concurrent movements. Garfield Avenue is serviced under the third phase. Pedestrians are serviced concurrently in Phase 2 and 3 with the appropriate vehicle phase.

Cranston Street at Niantic Avenue

Niantic Avenue intersects Cranston Street to form a 3-Way, signalized "T" type intersection. The Cranston Street eastbound approach to the intersection provides a through travel lane and a separate right turn lane. The Cranston Street westbound approach provides a shared left turn/through lane and a through travel lane. The Niantic Avenue northbound approach provides a single shared lane.

The traffic signal system appears to be in good operating condition. The layout of the equipment consists of ornamental mast arm mounted vehicle signal heads with vehicle video detection. A combination of mast arm pole and pedestal pole mounted pedestrian signal heads with pedestrian push buttons including marked crosswalks with curb ramps are provided on all legs of the intersection with the exception of the westbound approach. It was also determined that the pushbuttons and curb ramps are not ADA compliant. The adjacent aerial depicts the typical characteristics of the intersection including the Route 10 overpass.



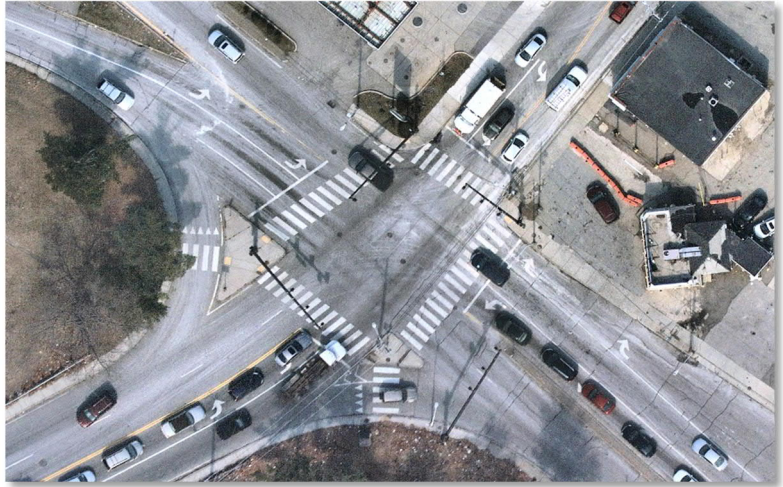
The intersection was determined to operate in a fully actuated mode consisting of two phases and is coordinated with the adjacent signals to the east and west. Cranston Street eastbound and westbound movements are serviced under a single permitted phase and Niantic Avenue is serviced under the second phase each with concurrent pedestrian phasing.

Cranston Street at Huntington Avenue/Route 10 NB On-Ramp

Huntington Avenue and the Route 10 northbound on-ramp intersect Cranston Street to form a 4-Way, signalized intersection. The Cranston Street eastbound approach provides a separate left turn lane and a shared thru/right turn lane with a channelized right turn. The Cranston Street westbound approach provides a separate left turn lane and a shared thru/right turn lane. The Huntington Avenue northbound approach provides a separate left turn lane, a thru lane to Route 10 NB on-ramp, and a separate right turn lane. The Huntington Avenue southbound approach provides a separate left turn lane, a thru lane, and a shared thru/right turn lane with a channelized right turn. Marked crosswalks with curb ramps, which most

appear to not be ADA compliant, are provided across all approaches to the intersection including at both channelized right turns. The adjacent aerial depicts the typical characteristics of the intersection.

The traffic signal system appears to be in good operating condition. The layout of the equipment consists of ornamental mast arm mounted vehicle signal heads with in-road loop detection. A combination of mast arm pole and pedestal pole mounted pedestrian signal heads with pedestrian push buttons including marked crosswalks with curb ramps are provided on all legs of the intersection.



It was also determined that the pushbuttons and most of the curb ramps are not ADA compliant.

The intersection was determined to operate in a fully actuated mode consisting of four phases and is coordinated with the adjacent signals to the west. Cranston Street eastbound and westbound movements are serviced in two phases including an advanced protected eastbound and westbound left turns, followed by eastbound and westbound concurrent movements. The last two phases services Huntington Avenue including an advanced protected northbound and southbound left turns, followed by northbound and southbound concurrent movements.

3.3 TRAFFIC FLOW DATA

Existing traffic flow characteristics for this area were developed from a traffic counting program conducted by BETA and review of historical data available from previous studies completed in the immediate area. The data collection originally included Manual Turning Movement Counts (TMC) at the signalized intersections of Cranston Street with Garfield Avenue and with Niantic Avenue during the weekday morning and afternoon peak periods between 7 to 9 AM and 4 to 6 PM, respectively, in June 2021. The project limits were expanded to include manual TMC's at the Cranston Street intersections with Webster Avenue and Huntington Avenue in October 2021. In addition to the weekday morning and afternoon peak periods, TMCs were collected during a Saturday midday peak hour between 11 AM and 1 PM in October 2021 at all of the study intersections. Record turning movement counts at the Cranston Street study intersections with Garfield Avenue, Niantic Avenue, and Huntington Avenue were also obtained from a previous study completed in the project area in August 2015 and were reviewed for consistency with the updated data.

It is important to note that although COVID-19-related restrictions have been lifted in Rhode Island since the end of May 2021, the traffic data specifically collected as part of this study was compared to record data to ensure volumes are fully representative of typical traffic conditions experienced along Cranston Street. As such, the June 2021 and October 2021 TMC data was reviewed against the August 2015 TMC

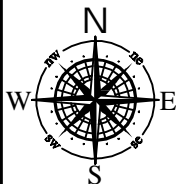
data during the morning and afternoon peak periods to determine the variation in traffic volumes along Cranston Street. Based on a comparison of the TMC data at the Cranston Street study intersections with Garfield Avenue, Niantic Avenue, and Huntington Avenue the traffic volume data collected in June 2021 and in October 2021 as part of this study generally had higher overall existing traffic volumes at the study intersections. Therefore, for this study the traffic data collected in June 2021 and October 2021 has been utilized as a basis of analysis. Reviewing RIDOT seasonal adjustment factors for urban arterials, October 2021 represents a higher-than-average period and June 2021 represents a lower-than-average period, though comparing the October 2021 and June 2021 traffic volumes along the Cranston Street study corridor, the June 2021 traffic volumes were slightly higher compared to the traffic volumes collected in October 2021, and therefore, to be conservative, traffic volumes adjustments were made to the base volumes to reflect the higher June 2021 traffic data obtained for this project.

The turning movement count data collected for this project, which was adjusted for a balanced network traffic volumes along the Cranston Street study corridor, found that Cranston Street along the property frontage services approximately 1,755 vehicles during the weekday morning peak hour between 7:30 and 8:30 AM with approximately 935 vehicles eastbound and 820 vehicles westbound. During this same period, Garfield Avenue services approximately 925 vehicles with 425 vehicles northbound and 500 vehicles southbound. During the weekday afternoon peak hour between 4:30 and 5:30 PM, Cranston Street was found to service 2,180 vehicles with approximately 935 vehicles eastbound and 1,245 vehicles westbound. During this same period, Garfield Avenue services approximately 1,115 vehicles with 355 vehicles northbound and 540 vehicles southbound. Reviewing the weekend period, on a Saturday midday the peak hour was determined to be between 12:00 and 1:00 PM, where Cranston Street was found to service 2,000 vehicles with approximately 955 vehicles eastbound and 1,045 vehicles westbound. During this same period, Garfield Avenue services approximately 1,070 vehicles with 530 vehicles northbound and 540 vehicles southbound. Figure 3 on the following page depicts the daily peak hour turning movement volumes at the study intersections. Complete count information can be found in the Appendix.

4.0 SAFETY ANALYSIS

To determine if there are any limiting factors affecting safety relating to access to the proposed commercial project, the physical characteristics of Cranston Street were investigated. These limiting factors would potentially include horizontal or vertical alignment changes or roadside obstructions that limit sight distances for vehicles traveling along the road or entering the road from a side street or driveway location. In this instance, the sight distance standard is necessary to permit turning vehicles to safely enter and exit the site driveways.

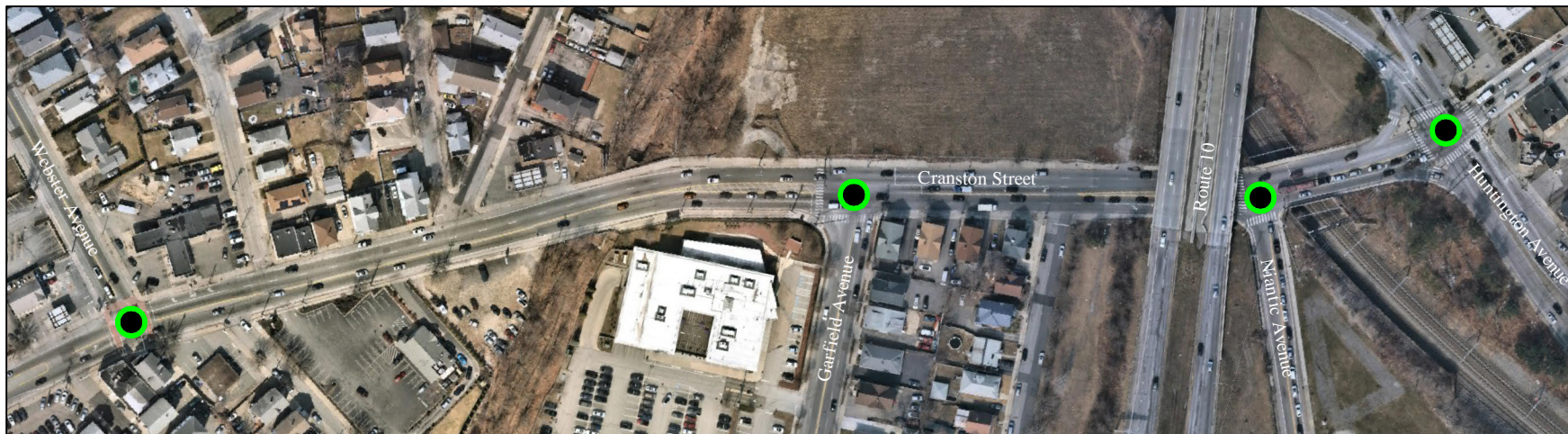
The vertical and horizontal alignment of Cranston Street in the project area can be described as relatively level and straight, respectively along the subject property frontage, with a gradual horizontal curve east and west of the site. Based upon the existing roadway geometry as described, the available sight distance at the proposed right in/out site driveway location on Cranston Street was determined to be greater than 350 feet through the signalized junction with Niantic Avenue to the east. These values are greater than AASHTO's recommended minimum sight distance of 155 feet based on the posted speed limit of 25 mph and are sufficient for speeds in excess of 40 mph.



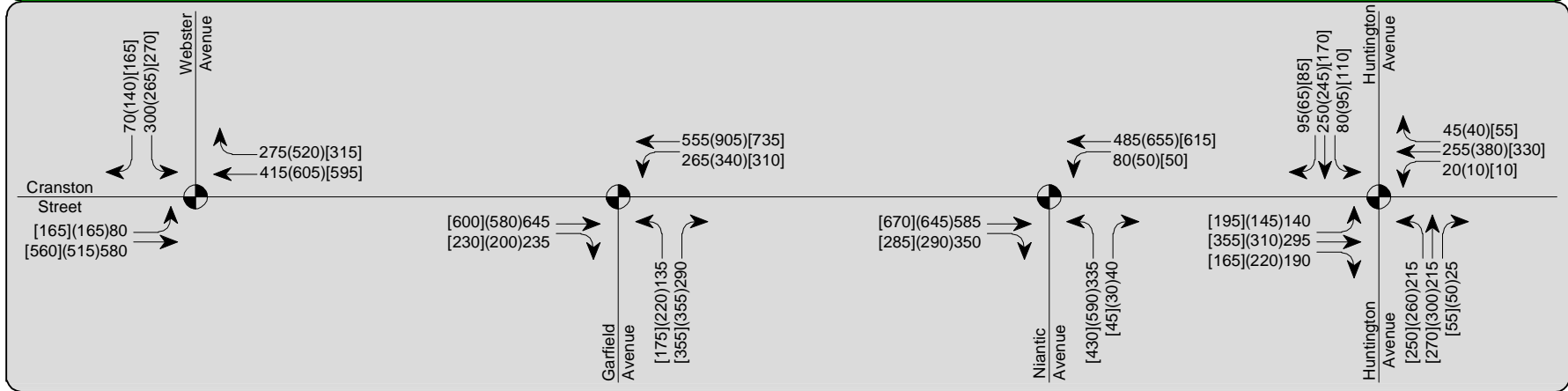
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CRANSTON, RHODE ISLAND

Figure 3 - Existing Traffic Volumes



CRANSTON STREET AT WEBSTER AVENUE, GARFIELD AVENUE, NIANTIC AVENUE, HUNTINGTON AVENUE



LEGEND:

- TURN LANE
- XXX WEEKDAY AM PEAK VOLUMES (7:30 AM TO 8:30 AM)
- (XXX) WEEKDAY PM PEAK VOLUMES (4:30 PM TO 5:30 PM)
- [XXX] SATURDAY MD PEAK VOLUMES (12:00 PM TO 1:00 PM)
- STUDY INTERSECTION
- ⦿ TRAFFIC SIGNAL

It should be noted that speeds are highly variable due to the signal-controlled Garfield Avenue and Niantic Avenue junctions, where vehicles are turning onto Cranston Street at a low speed or slowing to the stop line at both traffic signals.

As a result of the preliminary evaluation of the existing roadway geometry and physical features, it does not appear that any significant physical roadway safety deficiencies exist within the defined study area. Also, as part of our analysis, a review of crash statistics was completed. Data was reviewed from the Cities of Cranston and Providence Police Departments for the latest three-year period available from January 2018 to December 2020 to determine if any location in the project area experienced a high frequency or pattern of crashes. It is important to note that although the site is within the City of Cranston, the border with the City of Providence is just east of the subject site that runs along Niantic Avenue. A summary of the crash data is depicted in Table 1 below, indicating the type and severity of the crashes that occurred within the study period.

TABLE 1 – Crash Data Summary

	INTERSECTIONS		CORRIDORS
	Cranston Street at Garfield Avenue	Cranston Street at Niantic Avenue	Cranston Street Lincoln Avenue to Niantic Avenue
<i>Collision Type</i>			
Rear-End	23	15	0
Angle	2	7	0
Sideswipe, Same Direction	4	7	2
Collision w/ Object	1	0	0
Other	0	1	1
Unknown	1	0	0
<i>Crash Severity</i>			
Property	28	26	3
Injury	3	4	0
TOTAL CRASHES	31	30	3

As can be seen in the table, a total of 64 crashes (avg. 21 per year) occurred in the project area over the three-year study period, with seven involving injuries. Summarizing the data, thirty-one of the crashes with three involving injuries occurred at the signalized intersection of Cranston Street with Garfield Avenue; thirty of the crashes with four involving injuries occurred at the signalized intersection of Cranston Street and Niantic Avenue; and three of the crashes with no reported injuries occurred along the segment of Cranston Street between Lincoln Avenue and Niantic Avenue.

All of the rear-end crashes occurred at both signalized study intersections, which is typical of signalized junctions due to the numerous starting and stopping movements required for the signal change intervals. The angle crashes at both signalized study intersections can be attributed to a few factors, including

running a red light, not yielding the right of way, and roadway conditions. The sideswipe collisions at the signalized intersection of Cranston Street with Garfield Avenue are attributed to vehicles attempting to drive around turning vehicles. In addition, the majority of the sideswipe collisions at the signalized intersection of Cranston Street with Niantic Avenue involved an eastbound vehicle going straight through the intersection on the right turn only lane and colliding with an eastbound through vehicle on the adjacent lane. Note that Cranston Street eastbound approach provides two travel lanes where the outside (right) lane transitions to a right turn only lane at the intersection with Niantic Avenue and the through lane at this intersection becomes a left turn only lane at the downstream intersection with the Route 10 NB On-Ramp/Huntington Avenue. Due to the travel lane configuration and the close proximity of the signalized intersections of Cranston Street with Garfield Avenue, Niantic Avenue, and with the Route 10 NB On-Ramp/Huntington Avenue to each other, vehicles, especially motorist not familiar with this area, get caught in the unintended travel lane resulting in prohibited maneuver or lane shifting through the junctions.

Based upon the historical crash data obtained from the local police, and a review of existing roadway geometry and operations, several roadway or traffic related safety enhancements could be investigated to improve safety within the project area. The city could review the following safety enhancements at the intersection of Cranston Street with Garfield Avenue:

1. The clearance intervals to determine if they require adjustment in an effort to reduce the number of rear-end collisions.
2. Addition of reflectorized yellow strips around the edge of the existing signal head backplates to enhance traffic signal visibility.
3. Addition of supplemental lane control signs along the Cranston Street eastbound travel lanes between Garfield Avenue and Niantic Avenue to emphasize the changing lane control when travelling east into Providence.

5.0 IMPACT ANALYSIS

5.1 TRIP GENERATION

To determine the traffic impact of a proposed development, estimates of anticipated traffic to be generated by a particular land use must be calculated. As previously discussed, the redevelopment proposal, *Trolley Barn Plaza*, consists of the construction of four separate buildings with three fronting Cranston Street; a 4,200 square foot building for a single automated carwash, a 5,500 square foot building for a convenience store/gas station with 16 vehicle fueling positions; a 2,000 square foot building for a fast-food restaurant with drive-through; and a 35,000 square foot building for a large automobile parts sales store situated at the rear of the property. The larger retail auto parts store will allow the business to stock a much more diverse supply of vehicle parts that are not regularly kept in the smaller stores that stock the most commonly needed items for customers. This will allow quick distribution of items purchased by customers at other local stores, instead of having the purchased item shipped from out of state warehouse facilities that may take several days for delivery.

Main access/egress will be provided at the signalized intersection of Cranston Street with Garfield Avenue that will be modified to create a four-way junction. In addition, secondary access will be provided from a right turn in/out only driveway approximately 200 feet east of the main access. Figure 4 on the following page depicts the site layout and access plan provided by *DiPrete Engineering*.

For this development, estimated traffic volumes for the commercial project were based on operational data obtained from the automobile parts store business component of the proposed land development project, and the use of trip generation factors. These factors are taken from the "Trip Generation" manual, latest edition (11th), an informational report published by the Institute of Transportation Engineers (ITE), a national professional organization for traffic and transportation engineers. The data provided in the ITE report are based on extensive traffic studies for various types of land uses (residential, commercial, industrial, etc.). This data has been found to be very reliable and provides a sound basis for estimating future trips to new development projects. For the proposed commercial project, Land Use Code 843 Automobile Parts Sales, Land Use Code 934 Fast-Food Restaurant with Drive-Through Window, Land Use Code 945 Convenience Store/Gas Station, and Land Use Code 948 Automated Car Wash were reviewed for applicability in developing an estimate of site related vehicles trips.

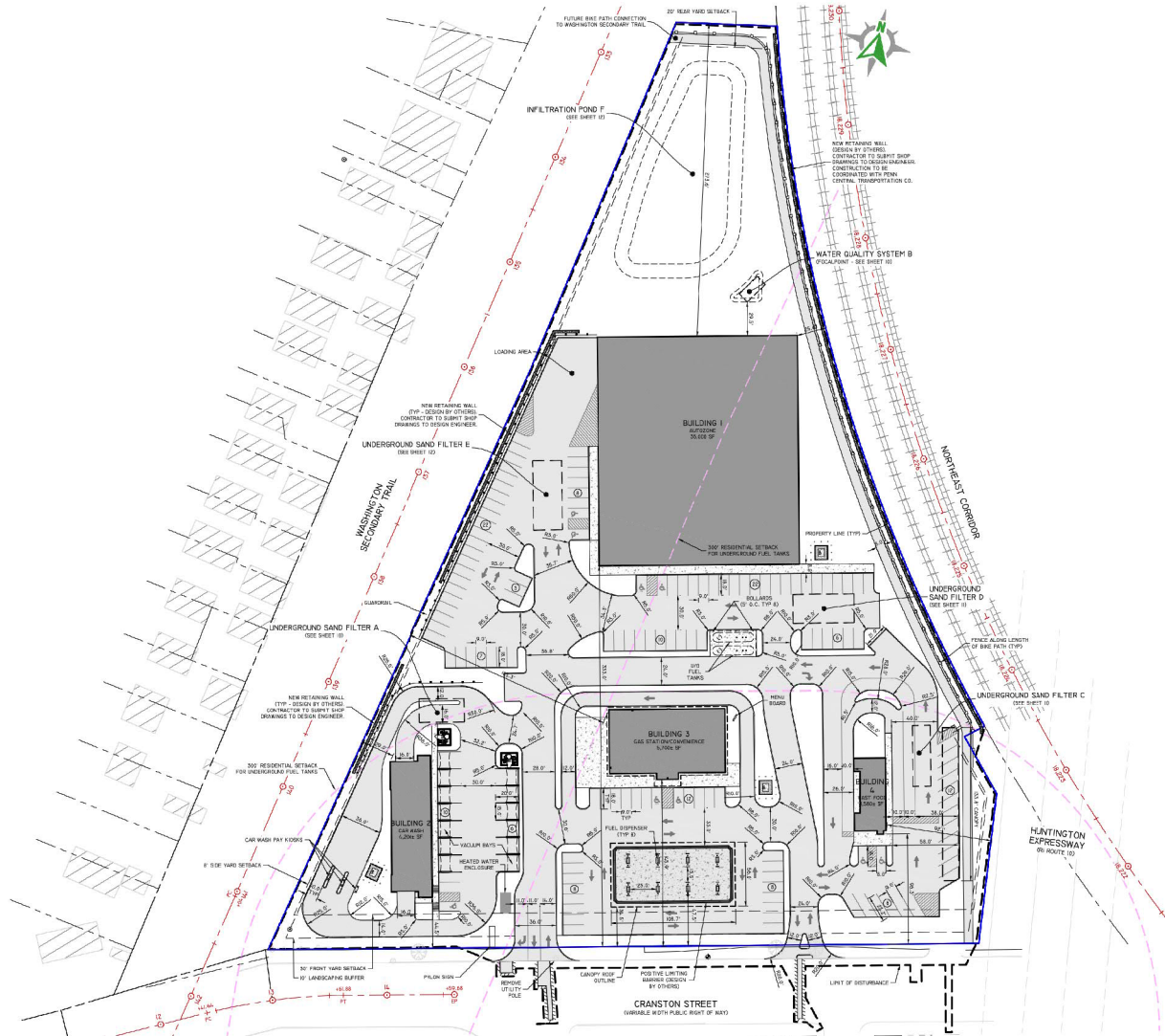
In addition to using the ITE data, estimated traffic volumes for the automobile parts supply element was based on operational data provided by the owner. As noted, the proposed automobile parts facility consists of the retail sales business for individual customers to come in and purchase automobile parts typical of their smaller stores but will also provide additional storage of automobile parts (not typically stocked in smaller stores) for order and delivery to the area local stores and regular customers such as vehicle service garages that commonly order parts. Based upon the operational data provided by the owner, the automobile parts supply component may have approximately ten delivery vans on site that will exit and enter the business multiple times per day for delivery of sold automobile parts to other stores and local automobile service customers. Delivery of sold items will vary over the course of the day, though the majority is anticipated to be more than one hour to multiple sites combined into a single trip.

The appropriate worksheets from the manual are included in the Appendix, along with the trip estimate calculations. Table 2 on Page 16 summarizes the estimated trip volumes calculated for this project for the weekday morning and afternoon, Saturday midday peak traffic conditions. It is important to note that the compatibility of uses, where a single site trip is generated for the multiple uses being proposed, is referred to as "internal-capture" where a driver would potentially visit two or more of the proposed uses within a development. Consequently, these internal trips capture would allow reduction of the total trips generated by a multiple use development.

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Figure 4 - Site Layout



Site Plan provided by DiPrete Engineering

TABLE 2 – Trip Generation Estimate

		Description	Enter	Exit	Total
<i><u>Weekday AM Peak Hour</u></i>					
ITE Land Use Code 843		Automobile Parts Sales	11	10	21
Independent Study		Automobile Parts Supply	0	10	10
ITE Land Use Code 934		Fast-Food Restaurant with Drive-Through Window	46	43	89
ITE Land Use Code 945		Convenience Store/Gas Station	128	127	255
ITE Land Use Code 948		Automated Car Wash	-	-	-
		Total	185	190	375
<i><u>Weekday PM Peak Hour</u></i>					
ITE Land Use Code 843		Automobile Parts Sales	19	20	39
Independent Study		Automobile Parts Supply	10	0	10
ITE Land Use Code 934		Fast-Food Restaurant with Drive-Through Window	34	33	67
ITE Land Use Code 945		Convenience Store/Gas Station	132	132	264
ITE Land Use Code 948		Automated Car Wash	30	30	60
		Total	225	215	440
<i><u>Saturday MD Peak Hour</u></i>					
ITE Land Use Code 843		Automobile Parts Sales	47	46	93
Independent Study		Automobile Parts Supply	5	5	10
ITE Land Use Code 934		Fast-Food Restaurant with Drive-Through Window	55	55	110
ITE Land Use Code 945		Convenience Store/Gas Station	120	120	240
ITE Land Use Code 948		Automated Car Wash	63	64	127
		Total	290	290	580

In addition, to the internal capture potential, it is estimated that between 40% and 60% of trips generated by the proposed convenience store/gasoline station and fast-food restaurant will not be new to the servicing roadways. The ITE manual provides information on what is referred to as “pass-by” trips, or those trips associated with the site that are already on the servicing roadways and turn into and out of a business and continue to their destination. Therefore, these pass-by vehicles would not be “added” to the adjacent servicing roadway but would be diverted vehicles in to and out of the new development. However, to be conservative, no reduction for pass-by or internal-capture trips were considered in our analysis.

5.2 FUTURE TRAFFIC VOLUMES

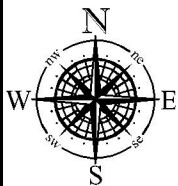
In order to properly assess the impacts of a development, future traffic conditions of area roadways should be estimated for the period when the development is constructed and fully occupied. Typically, the expansion of base traffic is calculated when a project is to be constructed over an extended period (+3 to 5 years). In all instances, area growth that may affect capacity results should be considered. The traffic growth estimate was based on comparison of current traffic volumes to historical traffic volumes in the project area, which has seen a minor increase, and review of historical population trend in the City of Cranston and the adjacent City of Providence which has seen little to no growth in the past 10 years.

For this project, a conservative annual growth rate of 1.0 percent was utilized. This rate was applied to the existing volumes to establish a future 2024 No-Build traffic condition on the servicing roadways. The proposed commercial project was then added to the No-Build condition to establish the future 2024 Build traffic condition. Figure 5 on the following page depicts the estimated future build traffic volumes at the study intersections. Site distribution figures are also provided in the Appendix for reference.

In addition, the City of Cranston was contacted to determine if there are potential future developments in the vicinity of the area that may impact future traffic volumes along the servicing roadways. In coordination with the city, it was determined that no new developments affecting traffic in this highly developed area are currently under review or planned. The base one percent growth rate utilized in the study represents a conservative increase to base traffic.

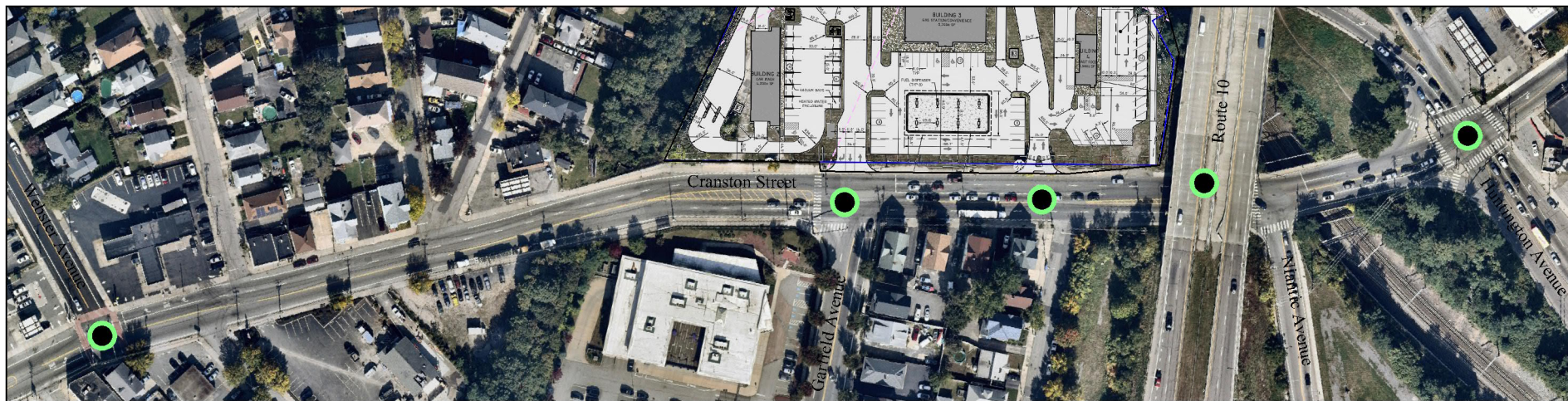
In developing the intersection volumes to be analyzed under build conditions, a directional distribution of the site traffic was estimated. The distribution was based on current traffic patterns along Cranston Street determined from the count data. For the automobile parts store and car wash components of the proposed development, it is estimated that 40% of the site traffic will arrive from and depart to the east, 40% will arrive from and depart to the west, and 20% will arrive from and depart to the south during the weekday morning and afternoon peak hours. For the convenience store/gasoline station and fast-food restaurant with drive-through window components of the proposed development; during the weekday morning peak hour, it is estimated that 40% of the site traffic will arrive from the east with 25% departing to the west and 15% departing to south, 40% will arrive from the west with 30% departing to the east and 10% departing to the south, and 20% will arrive from the south with 15% departing to the east and 5% departing to the west. During the weekday afternoon peak hour, it is estimated that 50% of the site traffic will arrive from the east with 35% departing to the west and 15% departing to south, 30% will arrive from the west with 20% departing to the east and 10% departing to the south, and 20% will arrive from the south with 10% departing to the east and 10% departing to the west.

For the automobile parts store and car wash components of the proposed development, it is estimated that 45% of the site traffic will arrive from and depart to the east, 35% will arrive from and depart to the west, and 20% will arrive from and depart to the south during the Saturday midday peak hour. For the convenience store/gasoline station and fast-food restaurant with drive-through window components of the proposed development it is estimated that 45% of the site traffic will arrive from the east with 30% departing to the west and 15% departing to south, 35% will arrive from the west with 25% departing to

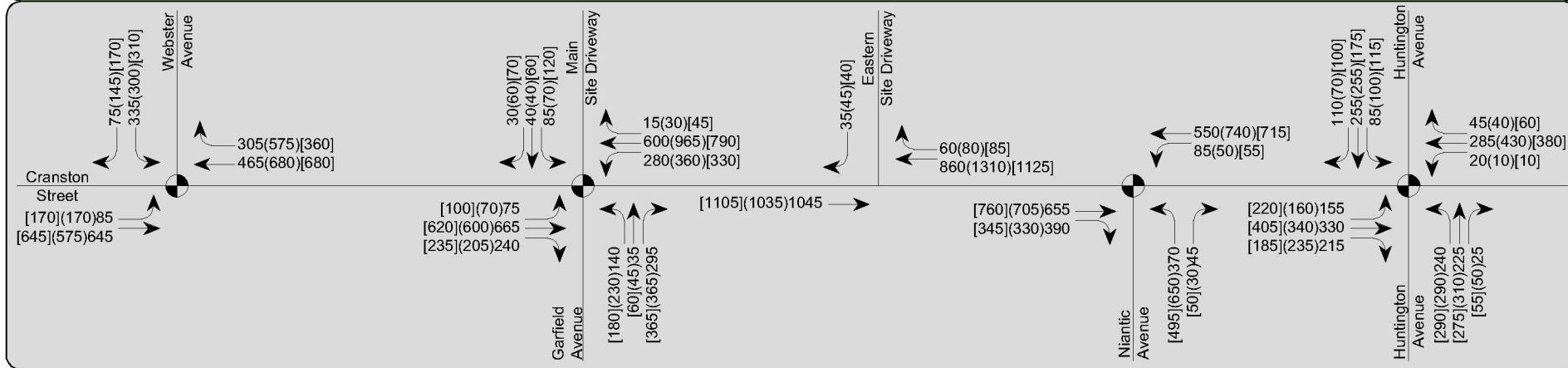


Proposed Commercial Development CRANSTON, RHODE ISLAND

Figure 5 - Future Traffic Volumes



CRANSTON STREET AT WEBSTER AVENUE, GAFFIELD AVENUE, SITE DRIVEWAYS, NIANTIC AVENUE, HUNTINGTON AVENUE



LEGEND:

- TURN LANE
- XXX WEEKDAY AM PEAK VOLUMES (7:30 AM TO 8:30 AM)
- (XXX) WEEKDAY PM PEAK VOLUMES (4:30 PM TO 5:30 PM)
- [XXX] SATURDAY MD PEAK VOLUMES (12:00 PM TO 1:00 PM)
- STUDY INTERSECTION
- ⊙ TRAFFIC SIGNAL

the east and 10% departing to the south, and 20% will arrive from the south with 15% departing to the east and 5% departing to the west during the Saturday midday peak hour.

5.3 OPERATIONAL ANALYSIS

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

The Cranston Street intersections with Webster Avenue, Garfield Avenue, Niantic Avenue, and with Huntington Avenue were studied for the existing and future weekday morning and afternoon, and Saturday midday peak hours. A field review of the existing traffic operations found that generally under existing traffic conditions, through traffic movements along the project area roadways operate in an efficient manner during the weekday AM and PM, and Saturday MD peak periods. Only during the weekday PM and Saturday peak periods at two intersections on Cranston Street (Niantic Avenue and Huntington Avenue), extended delays and brief congestions can occur for the critical movements. This congestion is typically a result of intersection blocking due to the short distance between intersections in Providence, and vehicles not clearing the intersection on the assigned phase. When this does occur, it takes several efficient cycles to revert to average approach queues. This could potentially be mitigated through proper signing and striping relative to instructing vehicles to stay out of the intersection (do not block the box) with potential fines. Field reviews of Garfield Avenue including its signalized intersections with Cranston Street and the Route 10 Southbound Off-Ramp found that the junctions operate efficiently during the daily peak traffic conditions.

To document these operations and delays observed in the field, a capacity analysis for the signalized study intersections was completed. The Highway Capacity Manual methodology provides the most accurate means of evaluating traffic capacity and delays for roadways and intersections. The results of this procedure are expressed in terms of Level of Service (LOS). Level of Service is a qualitative measure of traffic flow efficiency based on anticipated vehicle delays. For example, LOS "A" represents the best condition with little or no delay, while LOS "F" indicates that the roadway/intersection is at full capacity resulting in extended vehicle delays and potential queuing. Table 3 outlines the Level of Service delay criteria presented in the Highway Capacity Manual for signalized and unsignalized intersections.

TABLE 3 – Highway Capacity Manual Criteria

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

The capacity analysis worksheets are included in the Appendix and Tables 4 through 6 summarize the results of the analyses using HCM delay output results utilizing the Synchro software program. Table 4 depicts the current conditions at the study intersections. As can be seen in the table, the Cranston Street signalized intersections with Webster Avenue, Garfield Avenue, and Niantic Avenue operate overall at Level of Service (LOS) C or better during the weekday AM and PM, and Saturday MD peak hours with critical movements experiencing LOS D or better. The signalized intersection of Cranston Street with Huntington Avenue operates overall at an acceptable LOS C during the PM peak hour, though experiences greater delays overall at LOS E during the weekday AM and Saturday MD Peak hours. All critical movements at this intersection experiences LOS D or better with the exception of the Huntington Avenue northbound left turn movement where it experiences LOS F during the weekday AM and Saturday MD peak hours and LOS E during the weekday PM peak hour, and the Huntington Avenue southbound left turn movement at LOS E.

Table 5 represents the future design period taking into consideration base traffic growth as noted earlier along the servicing roadways. The subject development is not included in this “No-Build” analysis scenario. As can be seen, the signalized intersection of Cranston Street with Garfield Avenue continues to operate overall at a good LOS B or better during the morning and afternoon peak traffic conditions. Similar to existing conditions, the signalized intersections of Cranston Street with Webster Avenue, Garfield Avenue, and Niantic Avenue will continue to operate overall at Level of Service (LOS) C or better during the weekday AM and PM, and Saturday MD peak hours with critical movements experiencing LOS D or better. In addition, the signalized intersection of Cranston Street with Huntington Avenue will continue to operate at an acceptable manner at LOS D during the weekday PM peak hour and will continue to operate with greater delays overall at LOS E during the weekday AM and Saturday MD peak hours. All critical movements at this intersection will continue to operate at LOS D or better with the exception of the Huntington northbound and southbound left turn movements where it will operate with greater delays similar to existing conditions.

TABLE 4 – Level of Service Summary (Existing Conditions)

Location / Movement	2021 EXISTING CONDITIONS								
	AM Peak Hour			PM Peak Hour			Sat. MD Peak Hour		
	LOS	Delay	95 th % Queue Length (veh.)	LOS	Delay	95 th % Queue Length (veh.)	LOS	Delay	95 th % Queue Length (veh.)
<i>Cranston Street at Webster Avenue</i>									
Cranston Street EB Left	A	7.6	2	B	15.6	5	C	22.1	6
Cranston Street EB Thru	B	12.9	12	A	9.5	8	B	11.4	9
Cranston Street WB Thru	A	9.2	8	B	11.2	10	B	12.3	10
Cranston Street WB Right	A	7.3	2	A	7.7	2	A	7.7	2
Webster Avenue SB	B	13.8	8	B	16.9	11	B	17.6	13
OVERALL	B	11.1	-	B	11.3	-	B	13.3	-
<i>Cranston Street at Garfield Avenue</i>									
Cranston Street EB	B	19.1	10	C	20.8	9	C	22.6	9
Cranston Street WB Left	D	39.1	11	D	37.0	11	D	35.1	13
Cranston Street WB Thru	A	4.6	4	A	5.4	7	A	5.8	6
Garfield Avenue NB Left	D	40.1	5	D	38.3	7	D	40.4	6
Garfield Avenue NB Right	D	35.1	3	C	28.4	3	C	33.7	3
OVERALL	C	21.3	-	C	20.1	-	C	22.0	-
<i>Cranston Street at Niantic Avenue</i>									
Cranston Street EB Thru	B	11.3	18	C	21.0	15	B	15.3	20
Cranston Street EB Right	B	19.4	6	C	22.7	1	C	22.2	5
Cranston Street WB	B	11.7	6	C	29.6	9	B	18.5	6
Niantic Avenue NB	D	41.1	12	C	31.4	23	D	43.1	16
OVERALL	B	18.9	-	C	26.7	-	C	23.5	-
<i>Cranston Street at Huntington Avenue</i>									
Cranston Street EB Left	C	33.0	4	C	33.3	7	C	33.2	5
Cranston Street EB Thru/Right	B	17.4	10	B	19.0	5	B	13.7	19
Cranston Street WB Left	D	45.2	2	D	43.6	1	D	51.1	1
Cranston Street WB Thru/Right	C	23.8	10	D	40.6	15	C	32.9	19
Huntington Avenue NB Left	F	261.9	13	E	66.3	11	F	366.3	15
Huntington Avenue NB Thru	C	34.5	8	C	29.8	10	D	40.5	9
Huntington Avenue NB Right	C	28.8	1	C	22.6	1	C	28.7	1
Huntington Avenue SB Left	D	51.9	4	D	37.0	4	E	57.8	6
Huntington Avenue SB Thru/Right	C	33.4	5	C	29.0	4	C	30.6	3
OVERALL	E	55.5	-	C	34.0	-	E	70.7	-

(S) – Signalized

(U) – Unsignalized

TABLE 5 – Level of Service Summary (Future No-Build Conditions)

Location / Movement	FUTURE 2024 NO-BUILD CONDITIONS								
	AM Peak Hour			PM Peak Hour			Sat. MD Peak Hour		
	LOS	Delay	95 th % Queue Length (veh.)	LOS	Delay	95 th % Queue Length (veh.)	LOS	Delay	95 th % Queue Length (veh.)
<i>Cranston Street at Webster Avenue</i>									
Cranston Street EB Left	A	7.9	2	C	20.6	6	C	31.3	7
Cranston Street EB Thru	B	13.6	12	A	9.9	8	B	11.9	10
Cranston Street WB Thru	A	9.6	8	B	11.9	11	B	13.1	11
Cranston Street WB Right	A	7.5	2	A	7.9	2	A	7.9	2
Webster Avenue SB	B	14.6	8	B	18.0	12	B	18.8	13
OVERALL	B	11.6	-	B	12.3	-	B	14.6	-
<i>Cranston Street at Garfield Avenue</i>									
Cranston Street EB	B	19.9	10	C	21.6	10	C	23.3	9
Cranston Street WB Left	D	38.2	12	D	38.1	11	C	34.4	14
Cranston Street WB Thru	A	4.6	5	A	5.6	7	A	5.6	6
Garfield Avenue NB Left	D	40.4	6	D	38.8	8	D	40.7	6
Garfield Avenue NB Right	D	35.0	3	C	28.2	3	C	33.6	3
OVERALL	C	21.5	-	C	20.6	-	C	22.1	-
<i>Cranston Street at Niantic Avenue</i>									
Cranston Street EB Thru	B	11.8	18	C	20.8	16	B	16.9	20
Cranston Street EB Right	C	20.0	6	C	21.4	1	C	26.4	5
Cranston Street WB	B	12.8	6	C	29.4	5	B	19.0	7
Niantic Avenue NB	D	42.2	12	D	36.7	24	D	43.4	17
OVERALL	B	19.8	-	C	27.9	-	C	24.9	-
<i>Cranston Street at Huntington Avenue</i>									
Cranston Street EB Left	C	33.6	4	C	34.5	7	D	35.7	5
Cranston Street EB Thru/Right	B	17.3	17	C	20.2	5	B	13.3	19
Cranston Street WB Left	D	45.2	2	D	43.6	1	D	51.1	1
Cranston Street WB Thru/Right	C	24.8	11	D	45.2	15	D	35.2	19
Huntington Avenue NB Left	F	275.0	13	E	70.4	11	F	396.4	15
Huntington Avenue NB Thru	C	34.7	8	C	30.5	10	D	40.7	9
Huntington Avenue NB Right	C	28.4	1	C	22.6	1	C	28.6	1
Huntington Avenue SB Left	E	55.5	5	D	37.2	4	E	60.3	6
Huntington Avenue SB Thru/Right	C	33.0	5	C	28.9	4	C	30.4	3
OVERALL	E	57.0	-	D	35.9	-	E	75.4	-

Under the future build condition, the signalized intersection of Cranston Street with Garfield Avenue will be modified to include a new southbound approach from the site in addition to a separate eastbound left turn lane for the proposed commercial development. It is important to note that the city anticipated future development of the subject site and included a mast arm with signal heads for the site driveway when the traffic signal at this intersection was reconstructed back in 2012.

As part of the future build condition analyses which takes into considerations both the base traffic growth along the servicing roadways and volumes generated by the proposed commercial development project, several alternatives at the intersection of Cranston Street with Garfield Avenue/Site Access Driveway were evaluated in reference to signal phasing and timing. As previously noted, the intersection was determined to operate in a fully actuated mode consisting of three phases and is coordinated with the adjacent signals to the east, limiting cycle length options. Cranston Street movements are serviced in two phases including an advanced protected/permitted westbound left, followed by through/right concurrent movements. Garfield Avenue is serviced under the third phase.

The first alternative evaluated included an unsignalized (permitted) Cranston Street eastbound left turn movement into the site, which would be from the proposed exclusive left turn lane, and an addition of a phase (split) for the site southbound movement, which provides a single all-purpose lane. The results of the Future Build Alternative 1 analysis found that the signalized intersection of Cranston Street with Garfield Avenue would operate overall at LOS C, LOS C, and LOS D during the weekday morning and afternoon, Saturday midday peak traffic conditions, respectively, with some critical movements experiencing greater delays.

The second alternative evaluated includes an unsignalized (permitted) Cranston Street eastbound left turn movement into the site, which will be in an exclusive left turn lane, and an advanced protected/permitted Garfield Avenue northbound left, followed by through/right Garfield Avenue northbound and site access driveway southbound concurrent movements. The results of the Future Build Alternative 2 analysis, when compared to Alternative 1, found that the signalized intersection of Cranston Street with Garfield Avenue will operate slightly better overall during the peak traffic conditions.

The third alternative evaluated includes a signalized (protected) Cranston Street eastbound left turn movement into the site from the exclusive left turn lane. This movement would run concurrent with the protected westbound left turn movement, and a new separate phase (split) for the site southbound movement would be added operating separate from Garfield Avenue. The results of the Future Build Alternative 3 analysis found that the signalized intersection of Cranston Street with Garfield Avenue will operate similarly to Alternative 1 and slightly worse when compared to Alternative 2.

The last alternative evaluated, which is the preferred option, is presented in Table 6 on the following page. Under this preferred design, the proposed Cranston Street eastbound left turn movement, which again would be serviced in an exclusive left turn lane and signalized, would operate under a protected phase running concurrent with the Cranston Street westbound left turn similar to Alternative 3. The Garfield Avenue northbound and main site access driveway southbound approach would operate under two phases with an advanced protected/permitted northbound movement from Garfield Avenue followed by concurrent northbound/southbound movements. A conceptual design of the intersection of Cranston

TABLE 6 – Level of Service Summary (Future Build Conditions – Preferred Alternative)

Location / Movement	FUTURE 2024 BUILD CONDITIONS								
	AM Peak Hour			PM Peak Hour			Sat. MD Peak Hour		
	LOS	Delay	95 th % Queue Length (veh.)	LOS	Delay	95 th % Queue Length (veh.)	LOS	Delay	95 th % Queue Length (veh.)
<i>Cranston Street at Webster Avenue¹</i>									
Cranston Street EB Left	A	8.1	2	C	31.5	7	C	28.6	7
Cranston Street EB Thru	B	15.3	14	B	10.5	10	B	12.4	13
Cranston Street WB Thru	B	10.1	9	B	12.9	12	B	13.3	15
Cranston Street WB Right	A	7.8	2	A	8.2	2	A	8.2	2
Webster Avenue SB	B	16.9	9	C	21.9	13	C	29.9	13
OVERALL	B	12.8	-	B	14.2	-	B	19.8	-
<i>Cranston Street at Garfield Avenue/Main Site Access Driveway¹</i>									
Cranston Street EB Left	D	41.3	4	D	37.5	3	D	45.8	5
Cranston Street EB Thru/Right	C	32.1	18	D	44.6	15	D	40.3	17
Cranston Street WB Left	D	45.6	10	D	42.9	11	D	41.9	11
Cranston Street WB Thru/Right	B	19.4	9	C	23.6	11	C	26.3	12
Garfield Avenue NB Left	C	27.8	5	C	30.0	8	C	30.6	7
Garfield Avenue NB Right	C	23.8	2	C	32.1	5	C	21.6	2
Site Driveway SB Left/Thru	D	42.2	5	D	42.6	4	D	46.3	7
Site Driveway SB Right	C	32.5	0	C	29.9	0	C	29.6	0
OVERALL	C	30.0	-	C	34.2	-	C	33.8	-
<i>Cranston Street at Niantic Avenue¹</i>									
Cranston Street EB Thru	B	16.1	21	B	19.8	16	C	22.3	22
Cranston Street EB Right	D	40.7	8	C	34.3	2	D	50.5	5
Cranston Street WB	B	16.7	9	C	28.3	10	C	23.1	10
Niantic Avenue NB	D	43.3	14	E	62.9	25	D	47.8	20
OVERALL	C	26.3	-	D	36.1	-	C	32.3	-
<i>Cranston Street at Huntington Avenue¹</i>									
Cranston Street EB Left	D	38.0	6	D	37.3	6	D	43.5	8
Cranston Street EB Thru/Right	C	21.6	20	B	19.1	19	B	15.7	22
Cranston Street WB Left	E	78.8	2	E	74.4	1	D	52.9	1
Cranston Street WB Thru/Right	C	29.8	11	D	50.9	17	D	46.3	19
Huntington Avenue NB Left	D	44.5	9	D	51.9	11	D	46.2	10
Huntington Avenue NB Thru	C	30.2	8	C	29.7	10	D	39.7	10
Huntington Avenue NB Right	C	25.9	0	C	22.3	0	C	28.3	0
Huntington Avenue SB Left	D	42.4	4	D	44.2	4	D	41.1	5
Huntington Ave SB Thru/Right	D	38.3	6	C	32.7	5	D	38.1	4
OVERALL	C	32.6	-	D	35.8	-	D	35.6	-

¹ Optimized Timings

Street with Garfield Avenue to accommodate the proposed site access driveway, which will include a shared left turn/through lane and a separate right turn lane, forming a four-way junction is provided in the Appendix.

The results of the preferred alternative analysis found that the Cranston Street signalized intersection with Garfield Avenue, which will be modified to form a four-way junction with the site access driveway as previously mentioned, with optimization is estimated to operate overall in an acceptable manner at LOS C during the weekday morning and afternoon, and Saturday midday peak hours with critical movements experiencing LOS D or better. The signalized intersection of Cranston Street with Webster Avenue with optimization is estimated to operate overall at a good LOS B during all three peak hours analyzed with critical movements experiencing LOS D or better.

The signalized intersection of Cranston Street with Niantic Avenue with optimization is estimated to operate overall at LOS C, LOS D, and LOS C during the weekday morning and afternoon, Saturday midday peak hours, respectively, with minor additional delays realized as a result of increase in future traffic demands. The final intersection reviewed which is also located in Providence, the signalized intersection of Cranston Street with Huntington Avenue, with optimization is estimated to operate overall at LOS C, LOS D, and LOS D during the weekday morning and afternoon, Saturday midday peak hours, respectively, with critical movements experiencing LOS E or better.

Periodic review of the Niantic Avenue and Huntington Avenue intersections due to their influence on traffic along the Cranston Street corridor should be completed in the future as traffic growth continues in the general area. These intersections are the critical locations for delays along this segment of Cranston Street and should be evaluated periodically for operational improvements when needed. Potential optimization would include adjusting background cycles for improved coordination, along with phasing and split adjustments to account for the changes in movement volumes during the daily peak hours. Consideration of eliminating the Cranston Street eastbound left in the dedicated left turn lane could also be evaluated as access to northbound Route 10 is available from Niantic Avenue to the south. This movement would be made as a right turn with overlap at Niantic Avenue. The removal of this traffic volume and resultant green time dedicated to this protected phase could potentially improve peak hour operations at this junction and between intersections with Niantic Avenue.

It should be noted that the analysis completed for this project was conservative in base traffic growth and the generation of site related trips where no reduction of internal capture (multi-use trips) and pass-by (from the existing traffic stream) trips were factored into the future condition. If, or when these traffic demands are realized along the servicing roadways in the future, appropriate timing adjustments/optimization can easily be made to improve operations as needed. The signal timing optimization would be coordinated with the local communities of Cranston and Providence and the Rhode Island Department of Transportation (RIDOT) due to the multiple ownership of the signals, if future traffic conditions are realized and warrant consideration for improvements.

Specific to the new unsignalized eastern site driveway intersection with Cranston Street, it will operate efficiently with minimal delays during the peak conditions reviewed in this study due to the estimated low volumes coupled with the turning restriction to right turn in/out only at the eastern site driveway.

6.0 CONCLUSIONS AND RECOMMENDATIONS

In summary, the study has shown that the proposed commercial project access and circulation has been designed to provide a level of traffic safety and efficiency on the servicing roadway system. The safety of the proposed site driveway intersections on Cranston Street were reviewed for geometry and sight distances. The proposed driveway intersections were determined to provide sufficient sight distances in accordance with AASHTO criteria for visibility and decision making of drivers attempting to enter/exit main street traffic from the proposed driveways.

In reference to safety, as previously noted, the following safety enhancements at the signalized intersection of Cranston Street with Garfield Avenue could be implemented as part of the modifications needed to install the site driveway at the junction:

1. Evaluate the clearance intervals to determine if they require adjustment in an effort to reduce the number of rear-end collisions.
2. Install reflectorized yellow strip around the edge of the existing signal head backplates to enhance traffic signal visibility.
3. Install lane drop pavement markings supplemented with installation of lane control signs along the Cranston Street eastbound travel lanes between Garfield Avenue and Niantic Avenue to emphasize the changing lane usage between intersections.

The results of the operational analysis determined that the estimated increase in traffic during the peak periods resulting from the proposed commercial project will have a minor impact on overall traffic operations along Cranston Street in the project area, particularly during the weekday morning, afternoon, and Saturday midday peak hours when the site would service its greatest daily volumes.

In order to accommodate the new development at the signalized intersection, it is recommended that the following modifications be implemented at the Garfield Avenue junction;

1. Restripe the median area of the eastbound approach to provide an exclusive left turn lane for vehicles turning into the site.
2. Replace the existing mast arm on the southeast quadrant in order to install a separate traffic signal head for the eastbound left turn movement.
3. Install an arrow indication for the northbound Garfield Avenue right turn lane signal head for an overlap phase running concurrent with the westbound left turn from Cranston Street. This will help reduce delays on this approach and improve intersection efficiency.

The implementation of these measures will facilitate access and egress to the site without adversely impacting Cranston Street in the immediate project area. Therefore, based upon the data collected on the servicing roadways, the analysis completed as part of this study, along with the access design proposed, the commercial development project was determined to have adequate and safe access to a public street, and will not have an adverse impact on public safety and welfare in the study area.

APPENDIX

- A. Traffic Volume Data
- B. Traffic Crash Data
- C. Trip Generation
- D. Operational Analysis
- E. Off-Site Improvement Concept Plan

APPENDIX A – Traffic Volume Data

Intersection Turning Movement Count

Cranston Street at Webster Avenue

Cranston Street at Garfield Avenue

Cranston Street at Niantic Avenue

Cranston Street at Huntington Avenue/Route 10 NB On-Ramp

A

Intersection Turning Movement Count

Cranston Street at Webster Avenue

Cranston Street at Garfield Avenue

Cranston Street at Niantic Avenue

Cranston Street at Huntington Avenue/Route 10 NB On-Ramp

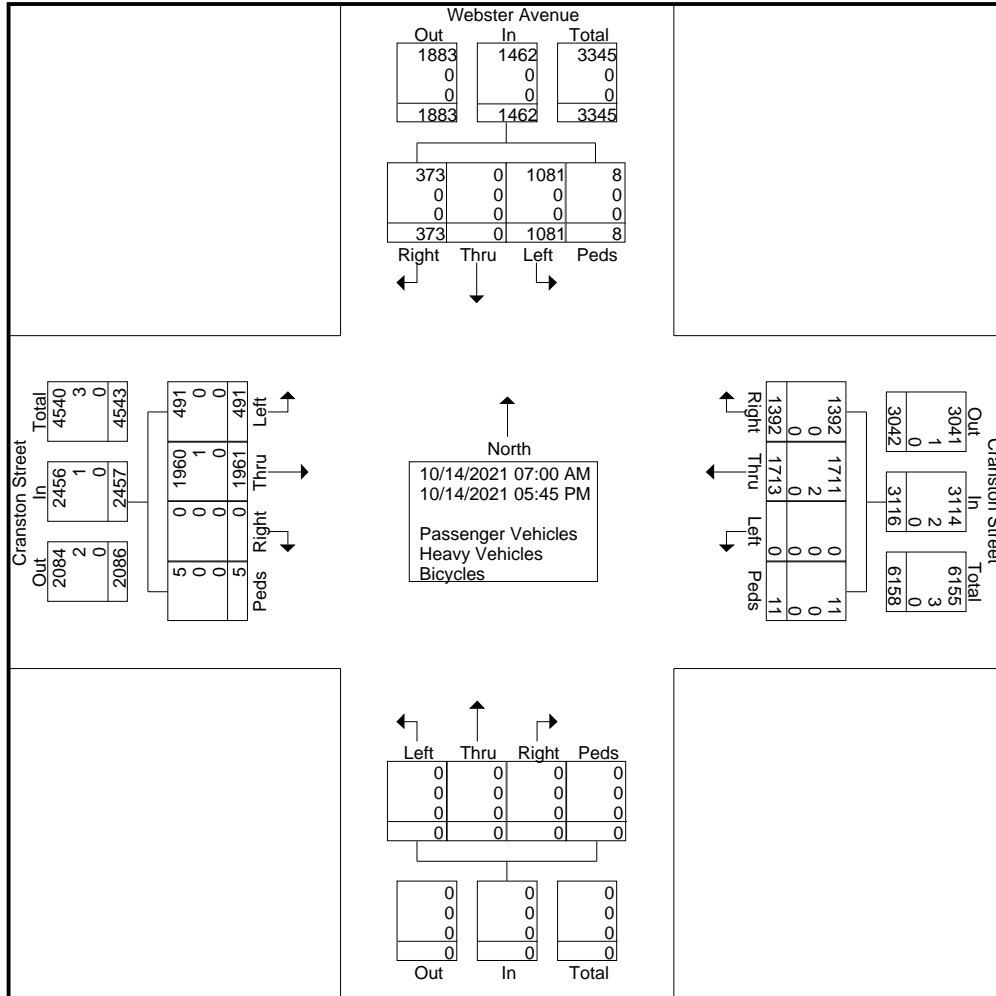
Cranston Street at Webster Avenue

BETA Group, Inc.

701 George Washington Highway
 Lincoln, Rhode Island, 02865
 P:401.333.2382

Project: Trolley Barn Plaza
 Town/City: Cranston, RI
 Location: Webster Ave / Cranston St
 Weather: Sunny, 60s

File Name : 7578_Webster_Weekday
 Site Code : 00757803
 Start Date : 10/14/2021
 Page No : 2

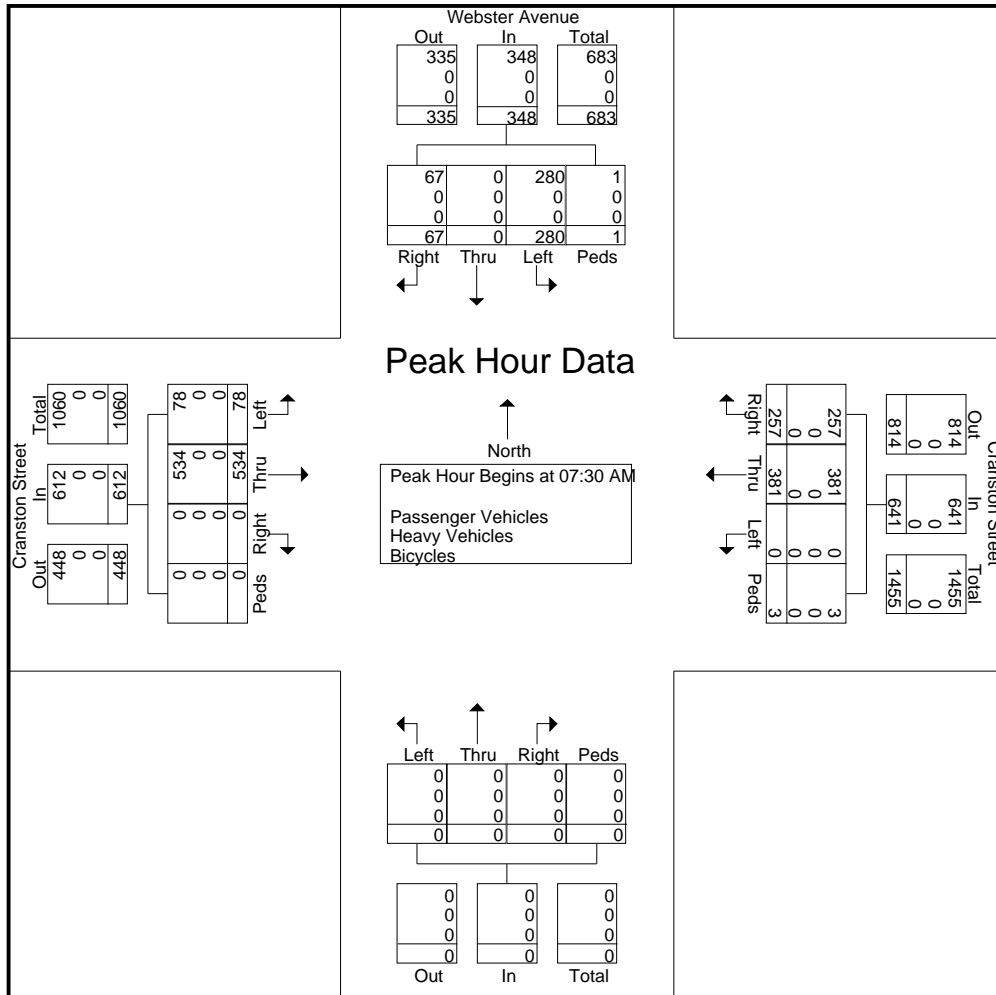


BETA Group, Inc.
 701 George Washington Highway
 Lincoln, Rhode Island, 02865
 P:401.333.2382

Project: Trolley Barn Plaza
 Town/City: Cranston, RI
 Location: Webster Ave / Cranston St
 Weather: Sunny, 60s

File Name : 7578_Webster_Weekday
 Site Code : 00757803
 Start Date : 10/14/2021
 Page No : 3

Start Time	Webster Avenue Southbound					Cranston Street Westbound					Northbound					Cranston Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	20	0	72	0	92	72	90	0	1	163	0	0	0	0	0	0	129	17	0	146	401
07:45 AM	18	0	82	0	100	60	106	0	0	166	0	0	0	0	0	0	134	24	0	158	424
08:00 AM	16	0	71	0	87	66	81	0	1	148	0	0	0	0	0	0	123	16	0	139	374
08:15 AM	13	0	55	1	69	59	104	0	1	164	0	0	0	0	0	0	148	21	0	169	402
Total Volume	67	0	280	1	348	257	381	0	3	641	0	0	0	0	0	0	534	78	0	612	1601
% App. Total	19.3	0	80.5	0.3		40.1	59.4	0	0.5		0	0	0	0		0	87.3	12.7	0		
PHF	.838	.000	.854	.250	.870	.892	.899	.000	.750	.965	.000	.000	.000	.000	.000	.000	.902	.813	.000	.905	.944
Passenger Vehicles	67	0	280	1	348	257	381	0	3	641	0	0	0	0	0	0	534	78	0	612	1601
% Passenger Vehicles	100	0	100	100	100	100	100	0	100	100	0	0	0	0	0	0	100	100	0	100	100
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

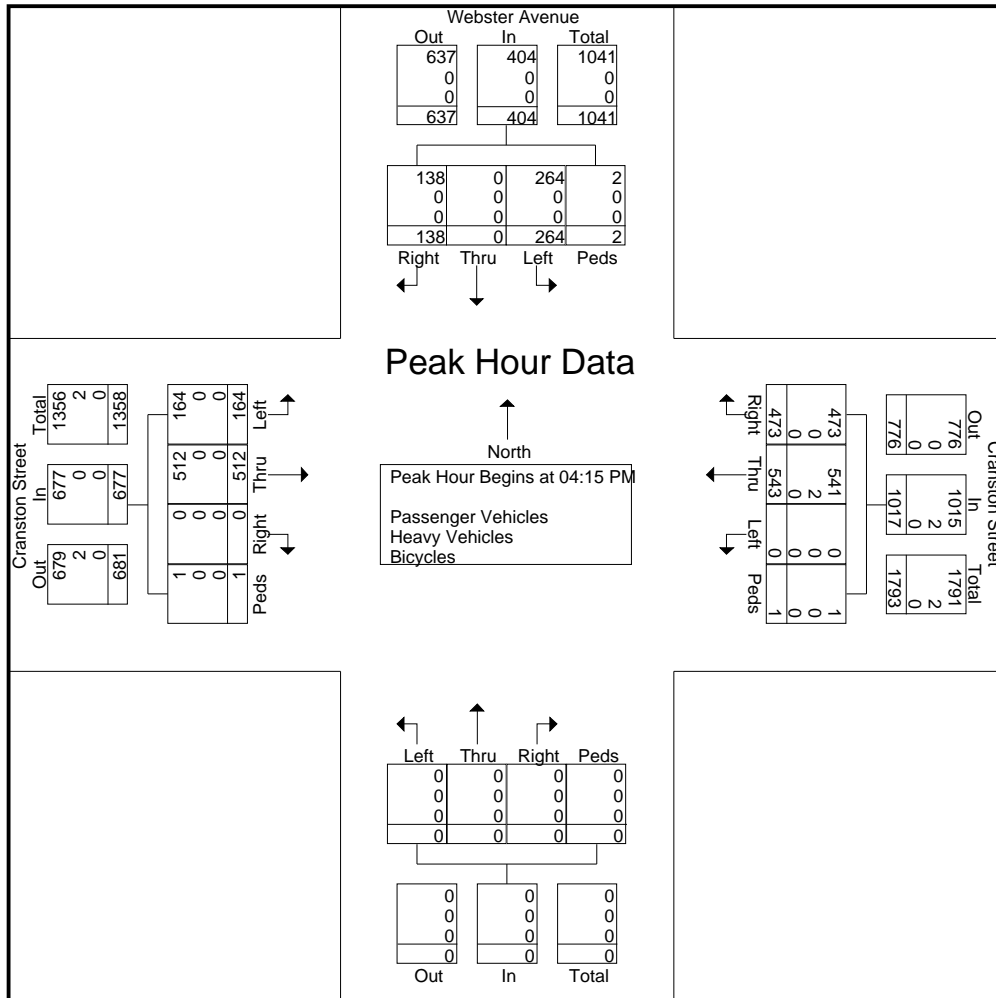


BETA Group, Inc.
 701 George Washington Highway
 Lincoln, Rhode Island, 02865
 P:401.333.2382

Project: Trolley Barn Plaza
 Town/City: Cranston, RI
 Location: Webster Ave / Cranston St
 Weather: Sunny, 60s

File Name : 7578_Webster_Weekday
 Site Code : 00757803
 Start Date : 10/14/2021
 Page No : 4

Start Time	Webster Avenue Southbound					Cranston Street Westbound					Northbound					Cranston Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	27	0	77	1	105	103	153	0	0	256	0	0	0	0	0	0	144	28	0	172	533
04:30 PM	26	0	66	0	92	129	122	0	0	251	0	0	0	0	0	0	141	53	0	194	537
04:45 PM	47	0	63	1	111	135	131	0	1	267	0	0	0	0	0	0	99	34	1	134	512
05:00 PM	38	0	58	0	96	106	137	0	0	243	0	0	0	0	0	0	128	49	0	177	516
Total Volume	138	0	264	2	404	473	543	0	1	1017	0	0	0	0	0	0	512	164	1	677	2098
% App. Total	34.2	0	65.3	0.5		46.5	53.4	0	0.1		0	0	0	0	0	0	75.6	24.2	0.1		
PHF	.734	.000	.857	.500	.910	.876	.887	.000	.250	.952	.000	.000	.000	.000	.000	.000	.889	.774	.250	.872	.977
Passenger Vehicles	138	0	264	2	404	473	541	0	1	1015	0	0	0	0	0	0	512	164	1	677	2096
% Passenger Vehicles	100	0	100	100	100	100	99.6	0	100	99.8	0	0	0	0	0	0	100	100	100	100	99.9
Heavy Vehicles	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
% Heavy Vehicles	0	0	0	0	0	0	0.4	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0.1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

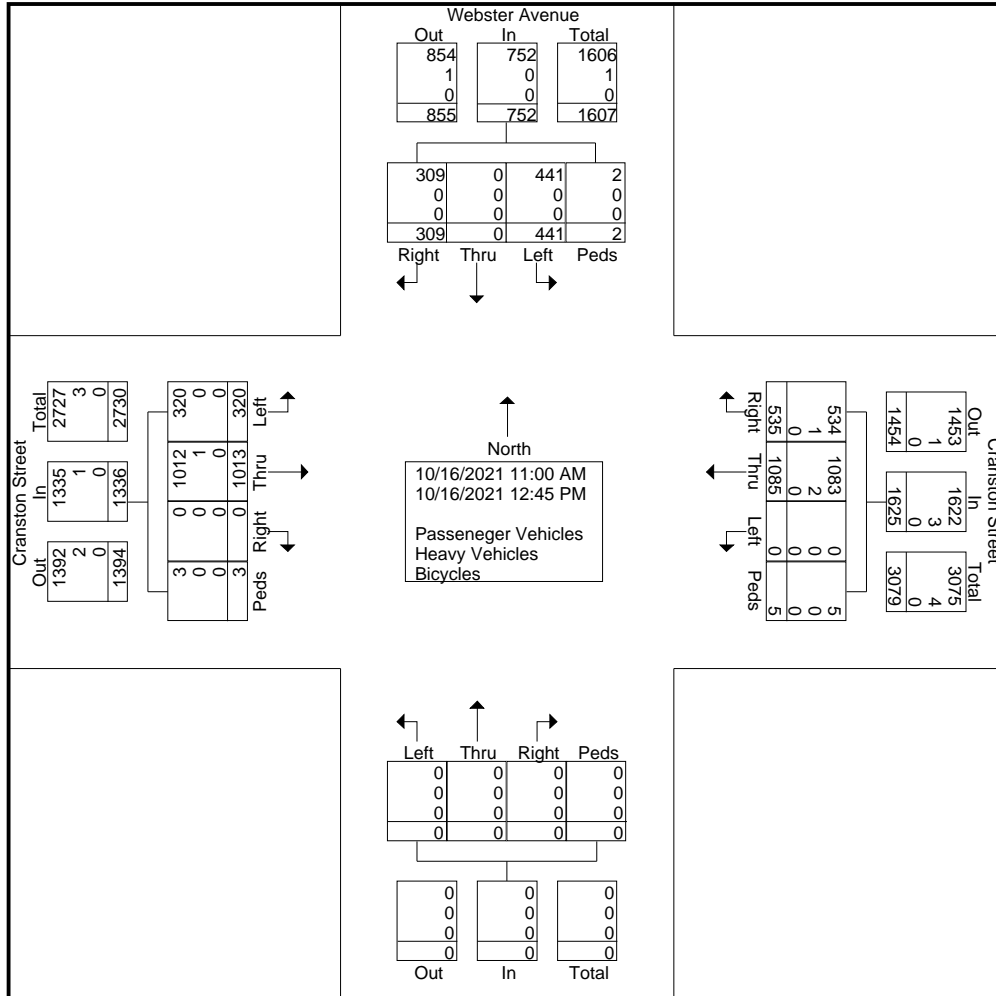


BETA Group, Inc.

701 George Washington Highway
 Lincoln, Rhode Island, 02865
 P:401.333.2382

Project: Trolley Barn Plaza
 Town/City: Cranston, RI
 Location: Webster Ave / Cranston St
 Weather: Cloudy, 70's

File Name : 7578_Webster_Weekend
 Site Code : 00757804
 Start Date : 10/16/2021
 Page No : 2



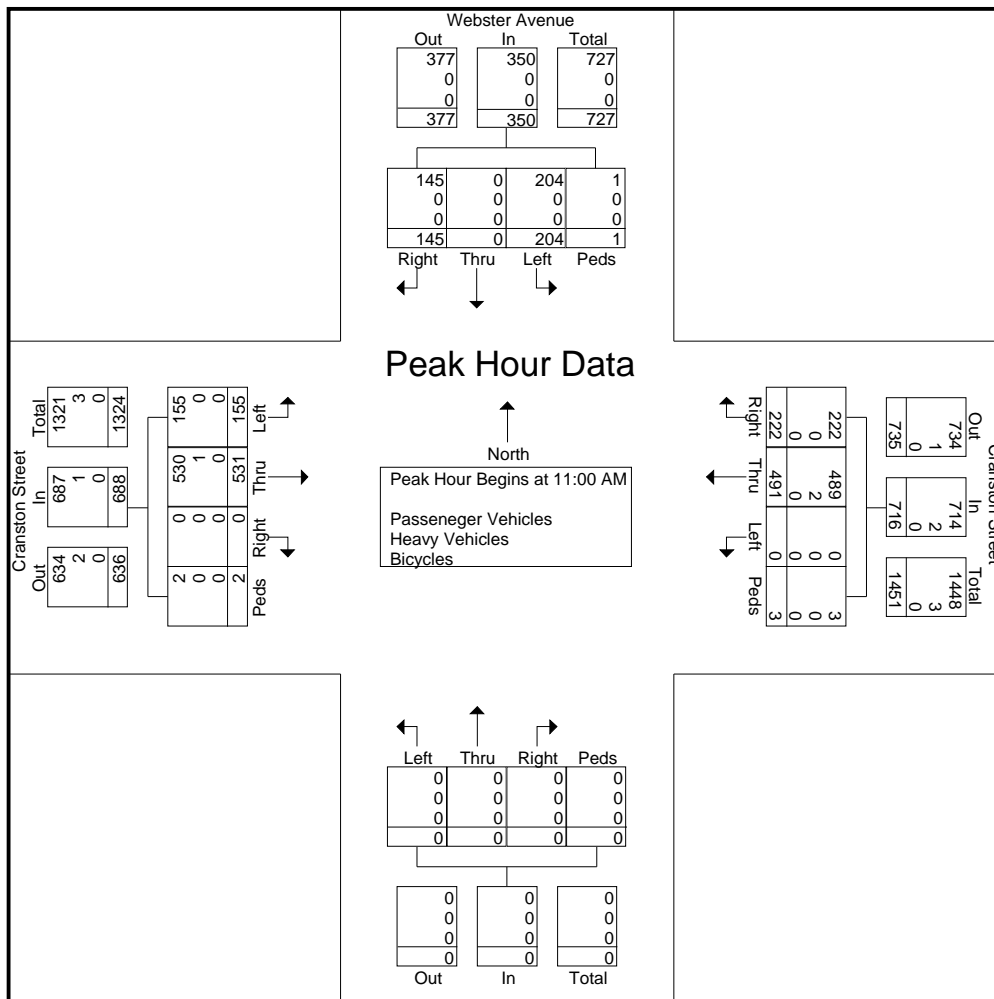
BETA Group, Inc.

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P:401.333.2382

Project: Trolley Barn Plaza
Town/City: Cranston, RI
Location: Webster Ave / Cranston St
Weather: Cloudy, 70's

File Name : 7578_Webster_Weekend
Site Code : 00757804
Start Date : 10/16/2021
Page No : 3

Start Time	Webster Avenue Southbound					Cranston Street Westbound					Northbound					Cranston Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 11:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00 AM																					
11:00 AM	41	0	46	0	87	59	130	0	0	189	0	0	0	0	0	0	127	36	0	163	439
11:15 AM	36	0	55	1	92	61	117	0	0	178	0	0	0	0	0	0	128	50	0	178	448
11:30 AM	34	0	48	0	82	43	119	0	2	164	0	0	0	0	0	0	133	31	1	165	411
11:45 AM	34	0	55	0	89	59	125	0	1	185	0	0	0	0	0	0	143	38	1	182	456
Total Volume	145	0	204	1	350	222	491	0	3	716	0	0	0	0	0	0	531	155	2	688	1754
% App. Total	41.4	0	58.3	0.3		31	68.6	0	0.4		0	0	0	0		0	77.2	22.5	0.3		
PHF	.884	.000	.927	.250	.951	.910	.944	.000	.375	.947	.000	.000	.000	.000	.000	.000	.928	.775	.500	.945	.962
Passenger Vehicles	145	0	204	1	350	222	489	0	3	714	0	0	0	0	0	0	530	155	2	687	1751
% Passenger Vehicles	100	0	100	100	100	100	99.6	0	100	99.7	0	0	0	0	0	0	99.8	100	100	99.9	99.8
Heavy Vehicles	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
% Heavy Vehicles	0	0	0	0	0	0	0.4	0	0	0.3	0	0	0	0	0	0	0.2	0	0	0.1	0.2
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Cranston Street at Garfield Avenue

Accurate Counts

978-664-2565

N/S Street : Garfield Avenue
 E/W Street : Cranston Street
 City/State : Cranston, RI
 Weather : Clear

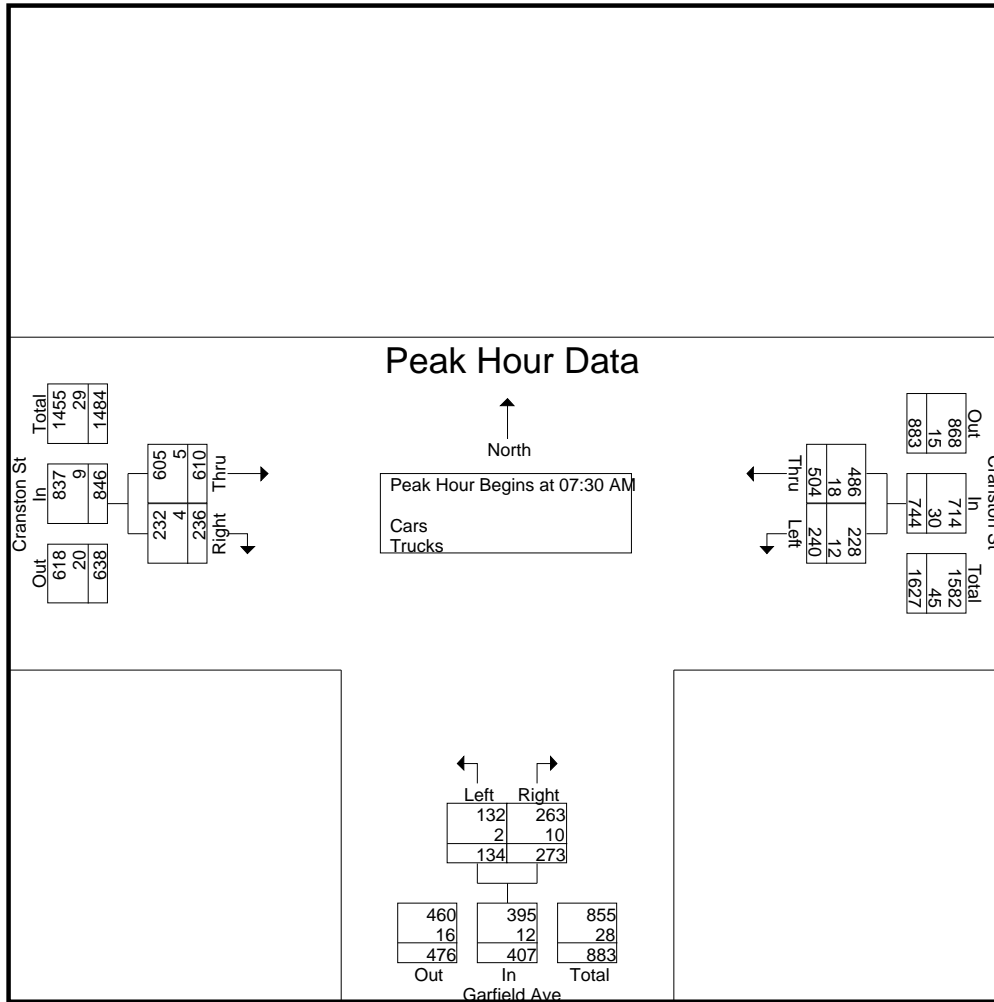
File Name : 75780001
 Site Code : 75780001
 Start Date : 6/9/2021
 Page No : 1

Groups Printed- Cars - Trucks

Start Time	Cranston St From East		Garfield Ave From South		Cranston St From West		Int. Total
	Left	Thru	Left	Right	Thru	Right	
07:00 AM	50	84	17	34	125	35	345
07:15 AM	58	75	17	48	141	62	401
07:30 AM	64	112	44	76	147	64	507
07:45 AM	66	127	44	64	156	57	514
Total	238	398	122	222	569	218	1767
08:00 AM	57	122	29	79	143	52	482
08:15 AM	53	143	17	54	164	63	494
08:30 AM	72	152	19	50	166	47	506
08:45 AM	70	159	17	59	155	48	508
Total	252	576	82	242	628	210	1990
Grand Total	490	974	204	464	1197	428	3757
Apprch %	33.5	66.5	30.5	69.5	73.7	26.3	
Total %	13	25.9	5.4	12.4	31.9	11.4	
Cars	465	943	199	445	1184	417	3653
% Cars	94.9	96.8	97.5	95.9	98.9	97.4	97.2
Trucks	25	31	5	19	13	11	104
% Trucks	5.1	3.2	2.5	4.1	1.1	2.6	2.8

Start Time	Cranston St From East			Garfield Ave From South			Cranston St From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	64	112	176	44	76	120	147	64	211	507
07:45 AM	66	127	193	44	64	108	156	57	213	514
08:00 AM	57	122	179	29	79	108	143	52	195	482
08:15 AM	53	143	196	17	54	71	164	63	227	494
Total Volume	240	504	744	134	273	407	610	236	846	1997
% App. Total	32.3	67.7		32.9	67.1		72.1	27.9		
PHF	.909	.881	.949	.761	.864	.848	.930	.922	.932	.971
Cars	228	486	714	132	263	395	605	232	837	1946
% Cars	95.0	96.4	96.0	98.5	96.3	97.1	99.2	98.3	98.9	97.4
Trucks	12	18	30	2	10	12	5	4	9	51
% Trucks	5.0	3.6	4.0	1.5	3.7	2.9	0.8	1.7	1.1	2.6

N/S Street : Garfield Avenue
E/W Street : Cranston Street
City/State : Cranston, RI
Weather : Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM			07:30 AM			07:45 AM		
+0 mins.	57	122	179	44	76	120	156	57	213
+15 mins.	53	143	196	44	64	108	143	52	195
+30 mins.	72	152	224	29	79	108	164	63	227
+45 mins.	70	159	229	17	54	71	166	47	213
Total Volume	252	576	828	134	273	407	629	219	848
% App. Total	30.4	69.6		32.9	67.1		74.2	25.8	
PHF	.875	.906	.904	.761	.864	.848	.947	.869	.934
Cars	240	561	801	132	263	395	625	213	838
% Cars	95.2	97.4	96.7	98.5	96.3	97.1	99.4	97.3	98.8
Trucks	12	15	27	2	10	12	4	6	10
% Trucks	4.8	2.6	3.3	1.5	3.7	2.9	0.6	2.7	1.2

Accurate Counts

978-664-2565

N/S Street : Garfield Avenue
 E/W Street : Cranston Street
 City/State : Cranston, RI
 Weather : Clear

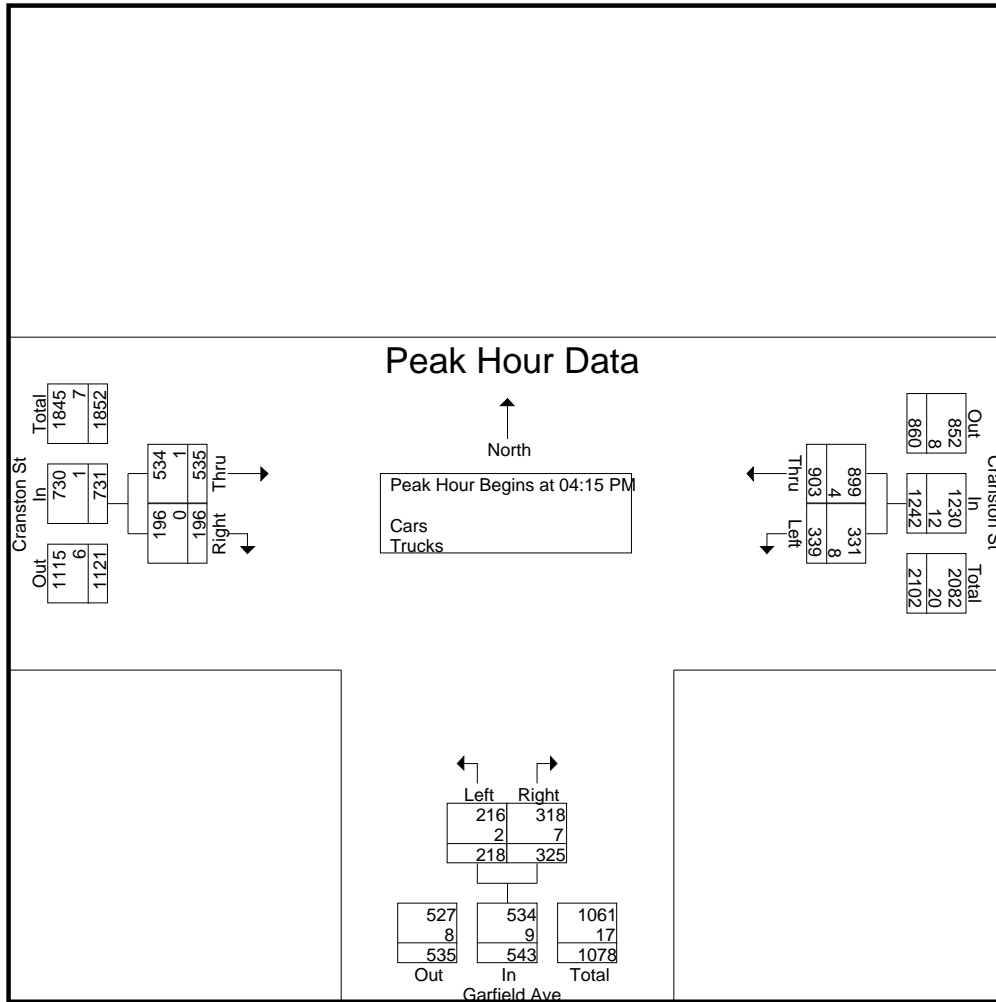
File Name : 75780001
 Site Code : 75780001
 Start Date : 6/9/2021
 Page No : 1

Groups Printed- Cars - Trucks

Start Time	Cranston St From East		Garfield Ave From South		Cranston St From West		Int. Total
	Left	Thru	Left	Right	Thru	Right	
04:00 PM	84	201	55	92	124	50	606
04:15 PM	83	230	52	73	126	54	618
04:30 PM	88	227	60	81	116	49	621
04:45 PM	88	208	47	78	145	51	617
Total	343	866	214	324	511	204	2462
05:00 PM	80	238	59	93	148	42	660
05:15 PM	78	179	47	96	145	57	602
05:30 PM	87	229	45	79	129	47	616
05:45 PM	84	205	41	84	118	53	585
Total	329	851	192	352	540	199	2463
Grand Total	672	1717	406	676	1051	403	4925
Apprch %	28.1	71.9	37.5	62.5	72.3	27.7	
Total %	13.6	34.9	8.2	13.7	21.3	8.2	
Cars	656	1707	402	664	1045	401	4875
% Cars	97.6	99.4	99	98.2	99.4	99.5	99
Trucks	16	10	4	12	6	2	50
% Trucks	2.4	0.6	1	1.8	0.6	0.5	1

Start Time	Cranston St From East			Garfield Ave From South			Cranston St From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	83	230	313	52	73	125	126	54	180	618
04:30 PM	88	227	315	60	81	141	116	49	165	621
04:45 PM	88	208	296	47	78	125	145	51	196	617
05:00 PM	80	238	318	59	93	152	148	42	190	660
Total Volume	339	903	1242	218	325	543	535	196	731	2516
% App. Total	27.3	72.7		40.1	59.9		73.2	26.8		
PHF	.963	.949	.976	.908	.874	.893	.904	.907	.932	.953
Cars	331	899	1230	216	318	534	534	196	730	2494
% Cars	97.6	99.6	99.0	99.1	97.8	98.3	99.8	100	99.9	99.1
Trucks	8	4	12	2	7	9	1	0	1	22
% Trucks	2.4	0.4	1.0	0.9	2.2	1.7	0.2	0	0.1	0.9

N/S Street : Garfield Avenue
E/W Street : Cranston Street
City/State : Cranston, RI
Weather : Clear



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM			04:30 PM			04:45 PM		
+0 mins.	83	230	313	60	81	141	145	51	196
+15 mins.	88	227	315	47	78	125	148	42	190
+30 mins.	88	208	296	59	93	152	145	57	202
+45 mins.	80	238	318	47	96	143	129	47	176
Total Volume	339	903	1242	213	348	561	567	197	764
% App. Total	27.3	72.7		38	62		74.2	25.8	
PHF	.963	.949	.976	.888	.906	.923	.958	.864	.946
Cars	331	899	1230	212	342	554	563	197	760
% Cars	97.6	99.6	99	99.5	98.3	98.8	99.3	100	99.5
Trucks	8	4	12	1	6	7	4	0	4
% Trucks	2.4	0.4	1	0.5	1.7	1.2	0.7	0	0.5

BETA Group, Inc.

701 George Washington Highway
Lincoln, Rhode Island, 02865
P:401.333.2382

Project: Trolley Barn Plaza
Town/City: Cranston, RI
Location: Garfield Ave/ Cranston St
Weather: Sunny, 70's

File Name : 7578_Garfield_Weekend
Site Code : 00757801
Start Date : 10/2/2021
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Bicycles

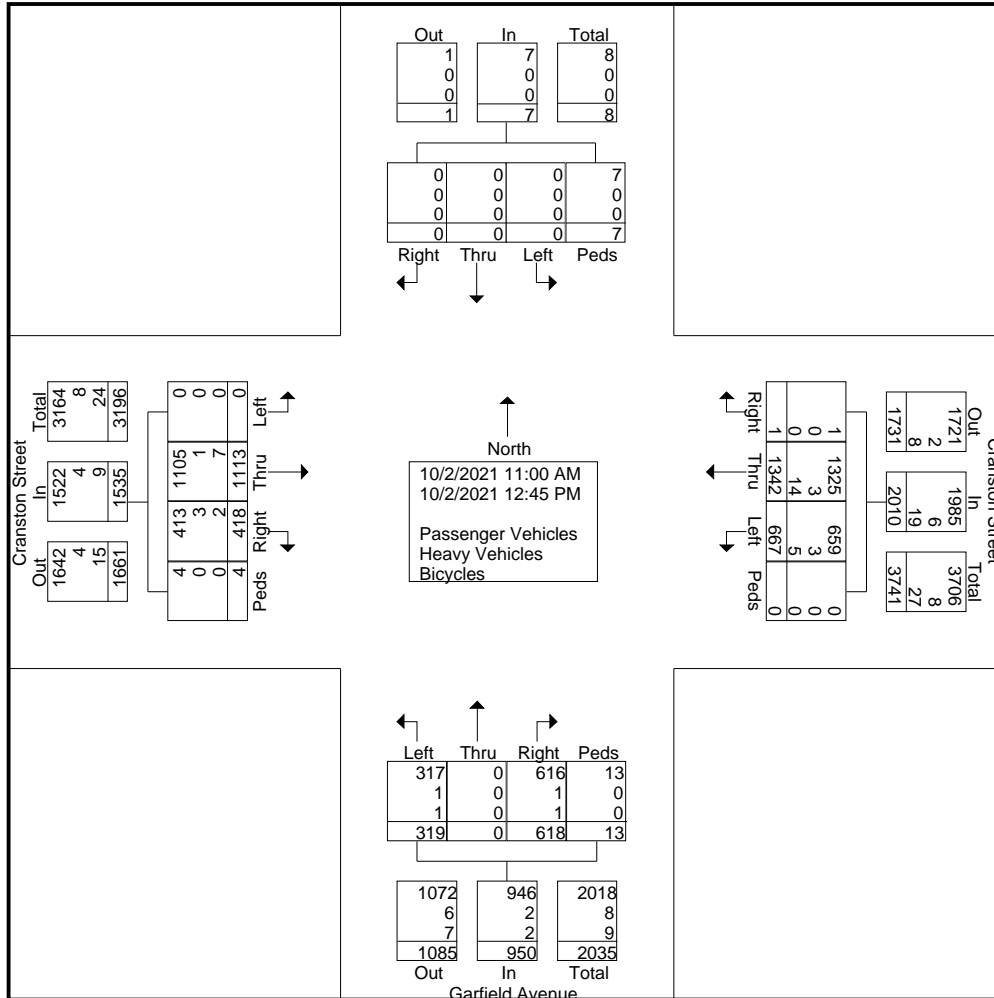
Start Time	Southbound				Cranston Street Westbound				Garfield Avenue Northbound				Cranston Street Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
11:00 AM	0	0	0	1	1	183	85	0	68	0	40	3	37	148	0	0	566
11:15 AM	0	0	0	0	0	160	69	0	64	0	50	5	57	120	0	0	525
11:30 AM	0	0	0	2	0	178	82	0	74	0	34	1	37	128	0	1	537
11:45 AM	0	0	0	1	0	155	88	0	69	0	35	0	57	144	0	1	550
Total	0	0	0	4	1	676	324	0	275	0	159	9	188	540	0	2	2178
12:00 PM	0	0	0	1	0	171	82	0	85	0	47	1	51	146	0	2	586
12:15 PM	0	0	0	2	0	172	88	0	79	0	41	1	59	130	0	0	572
12:30 PM	0	0	0	0	0	171	88	0	82	0	33	1	54	155	0	0	584
12:45 PM	0	0	0	0	0	152	85	0	97	0	39	1	66	142	0	0	582
Total	0	0	0	3	0	666	343	0	343	0	160	4	230	573	0	2	2324
Grand Total	0	0	0	7	1	1342	667	0	618	0	319	13	418	1113	0	4	4502
Apprch %	0	0	0	100	0	66.8	33.2	0	65.1	0	33.6	1.4	27.2	72.5	0	0.3	
Total %	0	0	0	0.2	0	29.8	14.8	0	13.7	0	7.1	0.3	9.3	24.7	0	0.1	
Passenger Vehicles	0	0	0	7	1	1325	659	0	616	0	317	13	413	1105	0	4	4460
% Passenger Vehicles	0	0	0	100	100	98.7	98.8	0	99.7	0	99.4	100	98.8	99.3	0	100	99.1
Heavy Vehicles	0	0	0	0	0	3	3	0	1	0	1	0	3	1	0	0	12
% Heavy Vehicles	0	0	0	0	0	0.2	0.4	0	0.2	0	0.3	0	0.7	0.1	0	0	0.3
Bicycles	0	0	0	0	0	14	5	0	1	0	1	0	2	7	0	0	30
% Bicycles	0	0	0	0	0	1	0.7	0	0.2	0	0.3	0	0.5	0.6	0	0	0.7

BETA Group, Inc.

701 George Washington Highway
 Lincoln, Rhode Island, 02865
 P:401.333.2382

Project: Trolley Barn Plaza
 Town/City: Cranston, RI
 Location: Garfield Ave/ Cranston St
 Weather: Sunny, 70's

File Name : 7578_Garfield_Weekend
 Site Code : 00757801
 Start Date : 10/2/2021
 Page No : 2



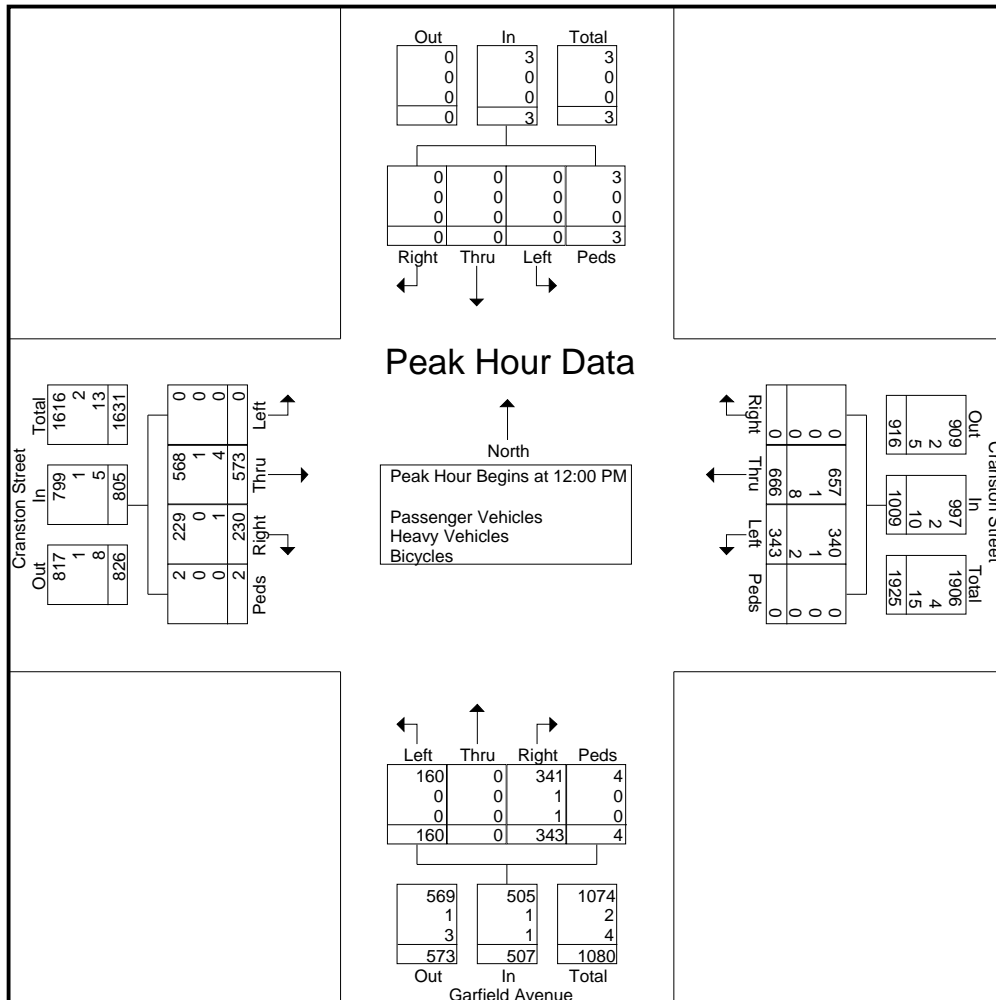
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P:401.333.2382

Project: Trolley Barn Plaza
Town/City: Cranston, RI
Location: Garfield Ave/ Cranston St
Weather: Sunny, 70's

File Name : 7578_Garfield_Weekend
Site Code : 00757801
Start Date : 10/2/2021
Page No : 3

Start Time	Southbound					Cranston Street Westbound					Garfield Avenue Northbound					Cranston Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	0	0	0	1	1	0	171	82	0	253	85	0	47	1	133	51	146	0	2	199	586
12:15 PM	0	0	0	2	2	0	172	88	0	260	79	0	41	1	121	59	130	0	0	189	572
12:30 PM	0	0	0	0	0	0	171	88	0	259	82	0	33	1	116	54	155	0	0	209	584
12:45 PM	0	0	0	0	0	0	152	85	0	237	97	0	39	1	137	66	142	0	0	208	582
Total Volume	0	0	0	3	3	0	666	343	0	1009	343	0	160	4	507	230	573	0	2	805	2324
% App. Total	0	0	0	100		0	66	34	0		67.7	0	31.6	0.8		28.6	71.2	0	0.2		
PHF	.000	.000	.000	.375	.375	.000	.968	.974	.000	.970	.884	.000	.851	1.0	.925	.871	.924	.000	.250	.963	.991
Passenger Vehicles	0	0	0	3	3	0	657	340	0	997	341	0	160	4	505	229	568	0	2	799	2304
% Passenger Vehicles	0	0	0	100	100	0	98.6	99.1	0	98.8	99.4	0	100	100	99.6	99.6	99.1	0	100	99.3	99.1
Heavy Vehicles	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	0	1	0	0	1	4
% Heavy Vehicles	0	0	0	0	0	0	0.2	0.3	0	0.2	0.3	0	0	0	0.2	0	0.2	0	0	0.1	0.2
Bicycles	0	0	0	0	0	0	8	2	0	10	1	0	0	0	1	1	4	0	0	5	16
% Bicycles	0	0	0	0	0	0	1.2	0.6	0	1.0	0.3	0	0	0	0.2	0.4	0.7	0	0	0.6	0.7



Cranston Street at Garfield Avenue

(Source; Citizens Bank Campus Traffic Study Report, dated August 2015, by BETA Group, Inc.)



Project Name: Citizens Bank Headquarters
 Town/City: Cranston, RI
 Location: Cranston St. @ Garfield Ave.
 Weather: Sunny/70's

File Name : 513106 Volume
 Site Code : 513106
 Start Date : 8/13/2015
 Page No : 1

Groups Printed- Cars - Heavy Vehicles

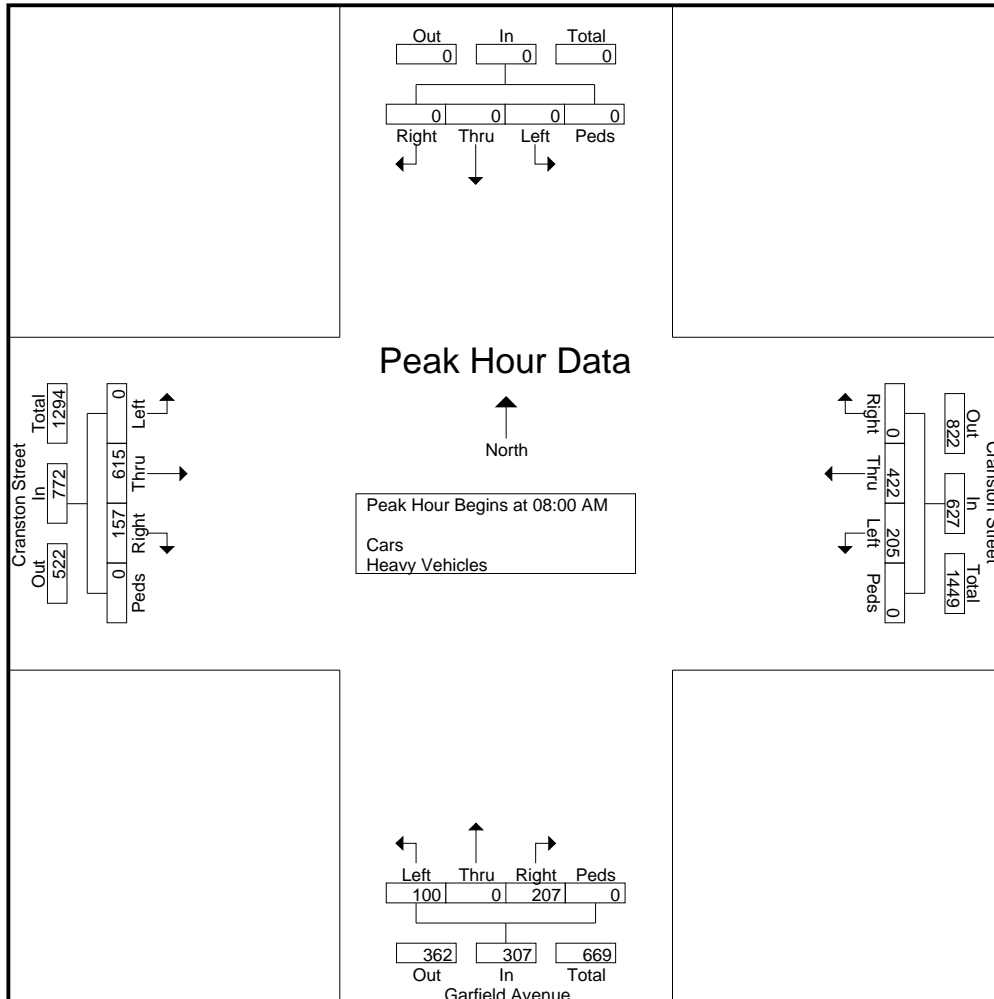
Start Time	Southbound					Cranston Street Westbound					Garfield Avenue Northbound					Cranston Street Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	0	0	0	0	28	89	0	0	117	15	0	35	0	50	0	105	31	0	136	303
07:15 AM	0	0	0	0	0	33	79	0	0	112	14	0	35	0	49	0	137	38	0	175	336
07:30 AM	0	0	0	0	0	37	71	0	0	108	25	0	54	0	79	0	152	55	0	207	394
07:45 AM	0	0	0	0	0	27	96	0	0	123	22	0	63	0	85	0	160	46	0	206	414
Total	0	0	0	0	0	125	335	0	0	460	76	0	187	0	263	0	554	170	0	724	1447
08:00 AM	0	0	0	0	0	46	105	0	0	151	30	0	51	0	81	0	143	40	0	183	415
08:15 AM	0	0	0	0	0	47	98	0	0	145	21	0	47	0	68	0	185	37	0	222	435
08:30 AM	0	0	0	0	0	49	107	0	0	156	19	0	52	0	71	0	152	44	0	196	423
08:45 AM	0	0	0	0	0	63	112	0	0	175	30	0	57	0	87	0	135	36	0	171	433
Total	0	0	0	0	0	205	422	0	0	627	100	0	207	0	307	0	615	157	0	772	1706
*** BREAK ***																					
04:00 PM	0	0	0	0	0	71	198	0	0	269	66	0	80	0	146	0	122	33	0	155	570
04:15 PM	0	0	0	0	0	80	170	0	0	250	62	0	85	0	147	0	125	41	0	166	563
04:30 PM	0	0	0	0	0	73	190	0	0	263	64	0	82	0	146	0	125	39	0	164	573
04:45 PM	0	0	0	0	0	74	198	0	0	272	61	0	74	0	135	0	128	42	0	170	577
Total	0	0	0	0	0	298	756	0	0	1054	253	0	321	0	574	0	500	155	0	655	2283
05:00 PM	0	0	0	0	0	75	215	0	0	290	43	0	79	0	122	0	117	40	0	157	569
05:15 PM	0	0	0	0	0	60	169	0	0	229	63	0	65	0	128	0	110	36	0	146	503
05:30 PM	0	0	0	0	0	71	181	0	0	252	48	0	70	0	118	0	112	53	0	165	535
05:45 PM	0	0	0	0	0	66	166	0	0	232	56	0	79	0	135	0	115	43	0	158	525
Total	0	0	0	0	0	272	731	0	0	1003	210	0	293	0	503	0	454	172	0	626	2132
Grand Total	0	0	0	0	0	900	2244	0	0	3144	639	0	1008	0	1647	0	2123	654	0	2777	7568
Apprch %	0	0	0	0	0	28.6	71.4	0	0	28.6	38.8	0	61.2	0	38.8	0	76.4	23.6	0	76.4	
Total %	0	0	0	0	0	11.9	29.7	0	0	11.9	8.4	0	13.3	0	8.4	0	28.1	8.6	0	28.1	36.7
Cars	0	0	0	0	0	870	2241	0	0	3111	633	0	987	0	1620	0	2113	653	0	2766	7497
% Cars	0	0	0	0	0	96.7	99.9	0	0	96.7	99.1	0	97.9	0	99.1	0	99.5	99.8	0	99.5	99.1
Heavy Vehicles	0	0	0	0	0	30	3	0	0	33	6	0	21	0	27	0	10	1	0	11	71
% Heavy Vehicles	0	0	0	0	0	3.3	0.1	0	0	3.3	0.9	0	2.1	0	1.6	0	0.5	0.2	0	0.5	0.9



Project Name: Citizens Bank Headquarters
 Town/City: Cranston, RI
 Location: Cranston St. @ Garfield Ave.
 Weather: Sunny/70's

File Name : 513106 Volume
 Site Code : 513106
 Start Date : 8/13/2015
 Page No : 2

Start Time	Southbound					Cranston Street Westbound					Garfield Avenue Northbound					Cranston Street Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	0	0	46	105	0	0	151	30	0	51	0	81	0	143	40	0	183	415
08:15 AM	0	0	0	0	0	47	98	0	0	145	21	0	47	0	68	0	185	37	0	222	435
08:30 AM	0	0	0	0	0	49	107	0	0	156	19	0	52	0	71	0	152	44	0	196	423
08:45 AM	0	0	0	0	0	63	112	0	0	175	30	0	57	0	87	0	135	36	0	171	433
Total Volume	0	0	0	0	0	205	422	0	0	627	100	0	207	0	307	0	615	157	0	772	1706
% App. Total	0	0	0	0	0	32.7	67.3	0	0		32.6	0	67.4	0		0	79.7	20.3	0		
PHF	.000	.000	.000	.000	.000	.813	.942	.000	.000	.896	.833	.000	.908	.000	.882	.000	.831	.892	.000	.869	.980



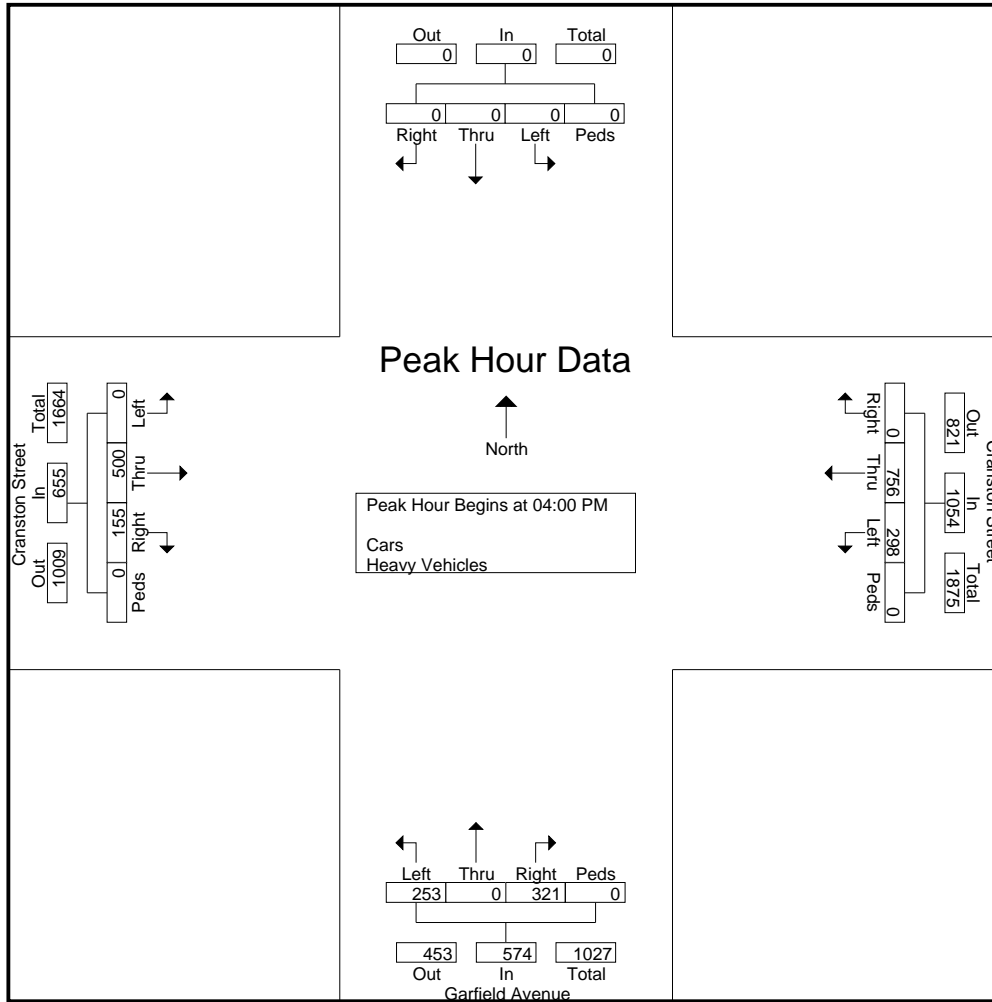


Project Name: Citizens Bank Headquarters
 Town/City: Cranston, RI
 Location: Cranston St. @ Garfield Ave.
 Weather: Sunny/70's

File Name : 513106 Volume
 Site Code : 513106
 Start Date : 8/13/2015
 Page No : 3

Start Time	Southbound					Cranston Street Westbound					Garfield Avenue Northbound					Cranston Street Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
04:00 PM	0	0	0	0	0	71	198	0	0	269	66	0	80	0	146	0	122	33	0	155	570
04:15 PM	0	0	0	0	0	80	170	0	0	250	62	0	85	0	147	0	125	41	0	166	563
04:30 PM	0	0	0	0	0	73	190	0	0	263	64	0	82	0	146	0	125	39	0	164	573
04:45 PM	0	0	0	0	0	74	198	0	0	272	61	0	74	0	135	0	128	42	0	170	577
Total Volume	0	0	0	0	0	298	756	0	0	1054	253	0	321	0	574	0	500	155	0	655	2283
% App. Total	0	0	0	0	0	28.3	71.7	0	0	96.9	44.1	0	55.9	0	97.6	0	76.3	23.7	0	96.3	98.9
PHF	.000	.000	.000	.000	.000	.931	.955	.000	.000	.969	.958	.000	.944	.000	.976	.000	.977	.923	.000	.963	.989

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM



Cranston Street at Niantic Avenue

Accurate Counts

978-664-2565

N/S Street : Niantic Avenue
 E/W Street : Cranston Street
 City/State : Cranston, RI
 Weather : Clear

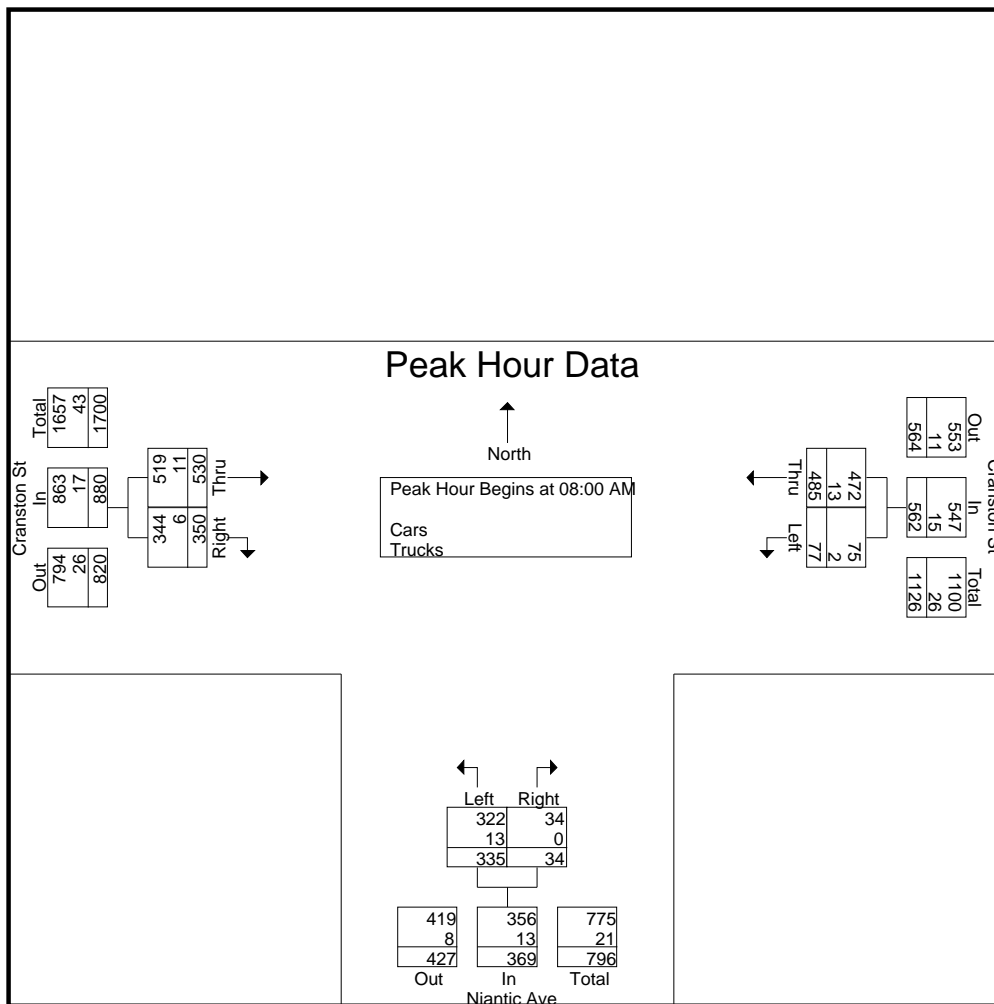
File Name : 75780002
 Site Code : 75780002
 Start Date : 6/9/2021
 Page No : 1

Groups Printed- Cars - Trucks

Start Time	Cranston St From East		Niantic Ave From South		Cranston St From West		Int. Total
	Left	Thru	Left	Right	Thru	Right	
07:00 AM	14	85	44	5	82	81	311
07:15 AM	10	77	54	9	97	94	341
07:30 AM	26	107	71	7	148	79	438
07:45 AM	9	98	97	10	137	89	440
Total	59	367	266	31	464	343	1530
08:00 AM	14	102	69	7	134	87	413
08:15 AM	27	118	82	4	125	94	450
08:30 AM	20	136	90	12	136	88	482
08:45 AM	16	129	94	11	135	81	466
Total	77	485	335	34	530	350	1811
Grand Total	136	852	601	65	994	693	3341
Apprch %	13.8	86.2	90.2	9.8	58.9	41.1	
Total %	4.1	25.5	18	1.9	29.8	20.7	
Cars	131	822	577	65	971	684	3250
% Cars	96.3	96.5	96	100	97.7	98.7	97.3
Trucks	5	30	24	0	23	9	91
% Trucks	3.7	3.5	4	0	2.3	1.3	2.7

Start Time	Cranston St From East			Niantic Ave From South			Cranston St From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	14	102	116	69	7	76	134	87	221	413
08:15 AM	27	118	145	82	4	86	125	94	219	450
08:30 AM	20	136	156	90	12	102	136	88	224	482
08:45 AM	16	129	145	94	11	105	135	81	216	466
Total Volume	77	485	562	335	34	369	530	350	880	1811
% App. Total	13.7	86.3		90.8	9.2		60.2	39.8		
PHF	.713	.892	.901	.891	.708	.879	.974	.931	.982	.939
Cars	75	472	547	322	34	356	519	344	863	1766
% Cars	97.4	97.3	97.3	96.1	100	96.5	97.9	98.3	98.1	97.5
Trucks	2	13	15	13	0	13	11	6	17	45
% Trucks	2.6	2.7	2.7	3.9	0	3.5	2.1	1.7	1.9	2.5

N/S Street : Niantic Avenue
E/W Street : Cranston Street
City/State : Cranston, RI
Weather : Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM			07:45 AM			07:30 AM		
+0 mins.	14	102	116	97	10	107	148	79	227
+15 mins.	27	118	145	69	7	76	137	89	226
+30 mins.	20	136	156	82	4	86	134	87	221
+45 mins.	16	129	145	90	12	102	125	94	219
Total Volume	77	485	562	338	33	371	544	349	893
% App. Total	13.7	86.3		91.1	8.9		60.9	39.1	
PHF	.713	.892	.901	.871	.688	.867	.919	.928	.983
Cars	75	472	547	327	33	360	532	346	878
% Cars	97.4	97.3	97.3	96.7	100	97	97.8	99.1	98.3
Trucks	2	13	15	11	0	11	12	3	15
% Trucks	2.6	2.7	2.7	3.3	0	3	2.2	0.9	1.7

Accurate Counts

978-664-2565

N/S Street : Niantic Avenue
 E/W Street : Cranston Street
 City/State : Cranston, RI
 Weather : Clear

File Name : 75780002
 Site Code : 75780002
 Start Date : 6/9/2021
 Page No : 1

Groups Printed- Cars - Trucks

Start Time	Cranston St From East		Niantic Ave From South		Cranston St From West		Int. Total
	Left	Thru	Left	Right	Thru	Right	
04:00 PM	7	139	142	12	147	64	511
04:15 PM	9	162	148	10	145	61	535
04:30 PM	10	166	144	8	142	59	529
04:45 PM	13	158	150	7	147	81	556
Total	39	625	584	37	581	265	2131
05:00 PM	8	155	145	8	171	70	557
05:15 PM	15	146	116	11	176	80	544
05:30 PM	11	165	151	5	149	56	537
05:45 PM	11	150	139	11	151	64	526
Total	45	616	551	35	647	270	2164
Grand Total	84	1241	1135	72	1228	535	4295
Apprch %	6.3	93.7	94	6	69.7	30.3	
Total %	2	28.9	26.4	1.7	28.6	12.5	
Cars	83	1226	1125	71	1217	528	4250
% Cars	98.8	98.8	99.1	98.6	99.1	98.7	99
Trucks	1	15	10	1	11	7	45
% Trucks	1.2	1.2	0.9	1.4	0.9	1.3	1

Start Time	Cranston St From East			Niantic Ave From South			Cranston St From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	13	158	171	150	7	157	147	81	228	556
05:00 PM	8	155	163	145	8	153	171	70	241	557
05:15 PM	15	146	161	116	11	127	176	80	256	544
05:30 PM	11	165	176	151	5	156	149	56	205	537
Total Volume	47	624	671	562	31	593	643	287	930	2194
% App. Total	7	93		94.8	5.2		69.1	30.9		
PHF	.783	.945	.953	.930	.705	.944	.913	.886	.908	.985
Cars	46	619	665	557	31	588	636	285	921	2174
% Cars	97.9	99.2	99.1	99.1	100	99.2	98.9	99.3	99.0	99.1
Trucks	1	5	6	5	0	5	7	2	9	20
% Trucks	2.1	0.8	0.9	0.9	0	0.8	1.1	0.7	1.0	0.9

File Name: C:\Users\Jen\Documents\Countpro Petra\75780002.ppd

Start Date: 6/9/2021

Start Time: 7:00:00 AM

Site Code: 75780002

Comment 1: N/S Street : Niantic Avenue

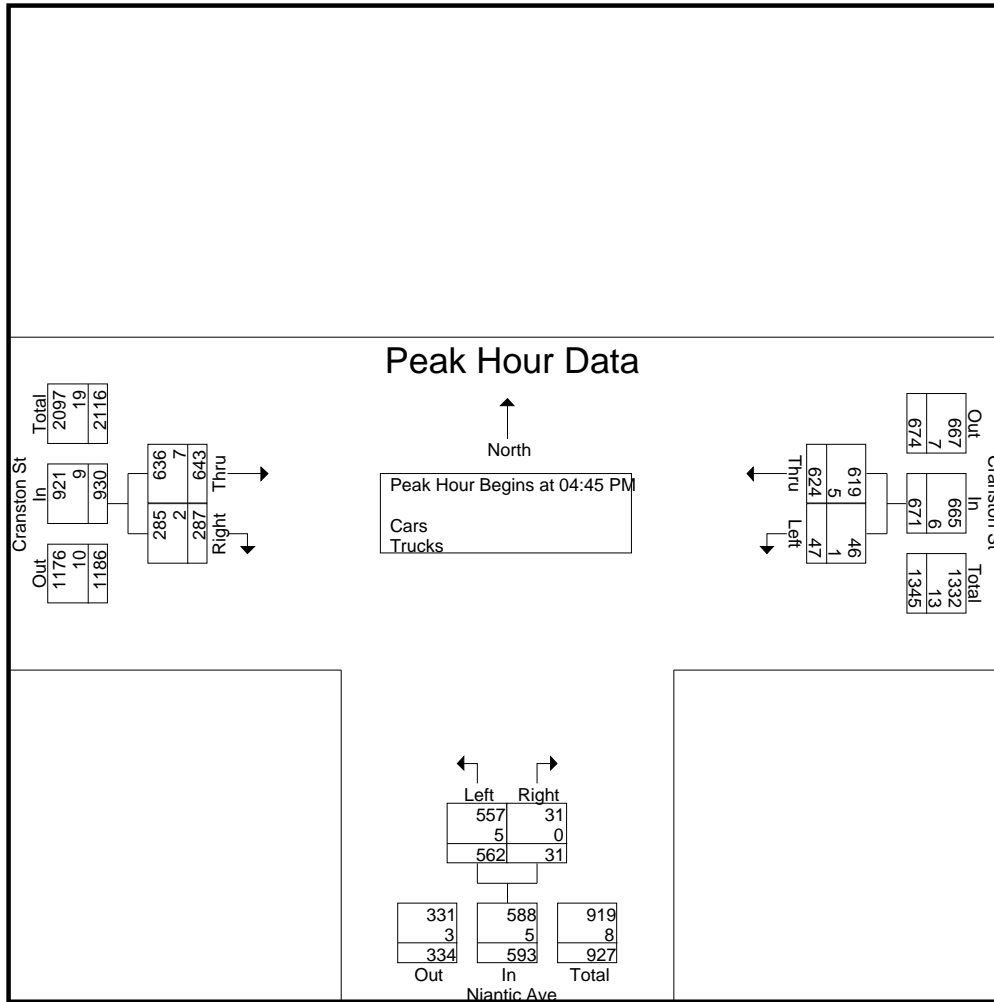
Comment 2: E/W Street : Cranston Street

Comment 3: City/State : Cranston, RI

Comment 4: Weather : Clear

Start Time	Cranston St From East			Niantic Ave From South			Cranston St From West		
	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds
7:00:00 AM	1	5	0	0	0	0	0	0	0
7:15:00 AM	0	0	0	0	0	0	0	0	0
7:30:00 AM	0	0	0	0	0	1	0	0	1
7:45:00 AM	0	1	0	0	0	2	0	0	2
8:00:00 AM	0	0	0	0	0	2	1	0	2
8:15:00 AM	0	1	0	0	0	3	0	0	1
8:30:00 AM	0	1	0	0	0	0	0	0	2
8:45:00 AM	0	0	0	0	0	1	0	0	0
9:00:00 AM	0	0	0	0	0	0	0	0	0
4:00:00 PM	0	3	0	0	0	2	1	0	0
4:15:00 PM	0	0	0	1	1	1	1	1	0
4:30:00 PM	0	0	0	0	0	1	0	0	0
4:45:00 PM	0	0	0	0	0	3	0	0	0
5:00:00 PM	0	0	0	1	0	3	0	0	0
5:15:00 PM	0	1	0	1	0	4	1	1	0
5:30:00 PM	0	0	1	0	0	1	0	0	0
5:45:00 PM	0	1	0	0	1	0	0	0	0

N/S Street : Niantic Avenue
E/W Street : Cranston Street
City/State : Cranston, RI
Weather : Clear



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM			04:00 PM			04:45 PM		
+0 mins.	9	162	171	142	12	154	147	81	228
+15 mins.	10	166	176	148	10	158	171	70	241
+30 mins.	13	158	171	144	8	152	176	80	256
+45 mins.	8	155	163	150	7	157	149	56	205
Total Volume	40	641	681	584	37	621	643	287	930
% App. Total	5.9	94.1		94	6		69.1	30.9	
PHF	.769	.965	.967	.973	.771	.983	.913	.886	.908
Cars	40	634	674	579	36	615	636	285	921
% Cars	100	98.9	99	99.1	97.3	99	98.9	99.3	99
Trucks	0	7	7	5	1	6	7	2	9
% Trucks	0	1.1	1	0.9	2.7	1	1.1	0.7	1

BETA Group, Inc.
 701 George Washington Highway
 Lincoln, Rhode Island, 02865
 P:401.333.2382

Project: Trolley Barn Plaza
 Town/City: Cranston, RI
 Location: Niantic Ave / Cranston St
 Weather: Sunny, 70's

File Name : 7578_niantic_weekend
 Site Code : 00757802
 Start Date : 10/2/2021
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Bicycles

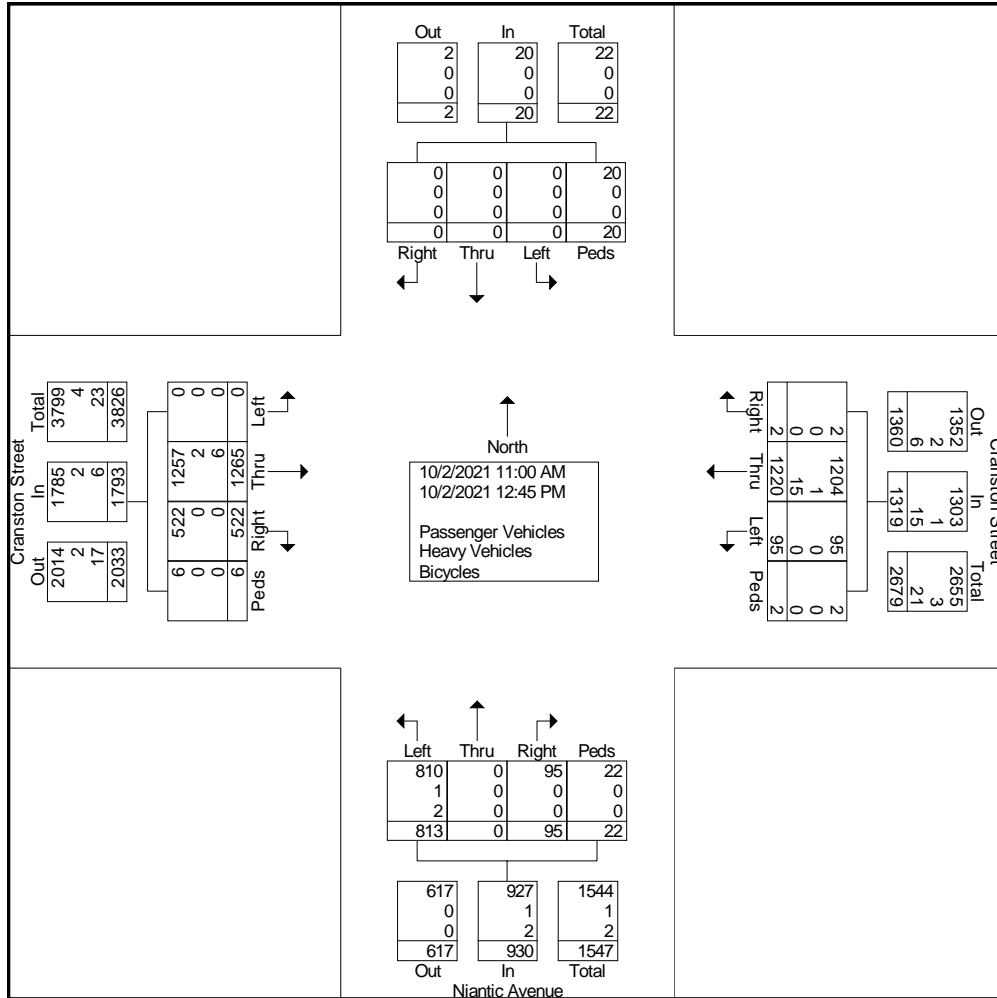
Start Time	Southbound				Cranston Street Westbound				Niantic Avenue Northbound				Cranston Street Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
11:00 AM	0	0	0	4	1	150	15	0	17	0	92	2	61	145	0	0	487
11:15 AM	0	0	0	3	0	152	8	0	12	0	90	4	55	142	0	0	466
11:30 AM	0	0	0	3	0	168	13	0	9	0	103	6	52	147	0	2	503
11:45 AM	0	0	0	5	0	135	10	0	11	0	101	1	69	162	0	0	494
Total	0	0	0	15	1	605	46	0	49	0	386	13	237	596	0	2	1950
12:00 PM	0	0	0	5	0	150	17	1	10	0	115	1	75	152	0	0	526
12:15 PM	0	0	0	0	0	158	15	0	9	0	106	6	66	159	0	3	522
12:30 PM	0	0	0	0	0	156	10	1	12	0	106	2	60	183	0	1	531
12:45 PM	0	0	0	0	1	151	7	0	15	0	100	0	84	175	0	0	533
Total	0	0	0	5	1	615	49	2	46	0	427	9	285	669	0	4	2112
Grand Total	0	0	0	20	2	1220	95	2	95	0	813	22	522	1265	0	6	4062
Apprch %	0	0	0	100	0.2	92.5	7.2	0.2	10.2	0	87.4	2.4	29.1	70.6	0	0.3	
Total %	0	0	0	0.5	0	30	2.3	0	2.3	0	20	0.5	12.9	31.1	0	0.1	
Passenger Vehicles	0	0	0	20	2	1204	95	2	95	0	810	22	522	1257	0	6	4035
% Passenger Vehicles	0	0	0	100	100	98.7	100	100	100	0	99.6	100	100	99.4	0	100	99.3
Heavy Vehicles	0	0	0	0	0	1	0	0	0	0	1	0	0	2	0	0	4
% Heavy Vehicles	0	0	0	0	0	0.1	0	0	0	0	0.1	0	0	0.2	0	0	0.1
Bicycles	0	0	0	0	0	15	0	0	0	0	2	0	0	6	0	0	23
% Bicycles	0	0	0	0	0	1.2	0	0	0	0	0.2	0	0	0.5	0	0	0.6

BETA Group, Inc.

701 George Washington Highway
 Lincoln, Rhode Island, 02865
 P:401.333.2382

Project: Trolley Barn Plaza
 Town/City: Cranston, RI
 Location: Niantic Ave / Cranston St
 Weather: Sunny, 70's

File Name : 7578_niantic_weekend
 Site Code : 00757802
 Start Date : 10/2/2021
 Page No : 2

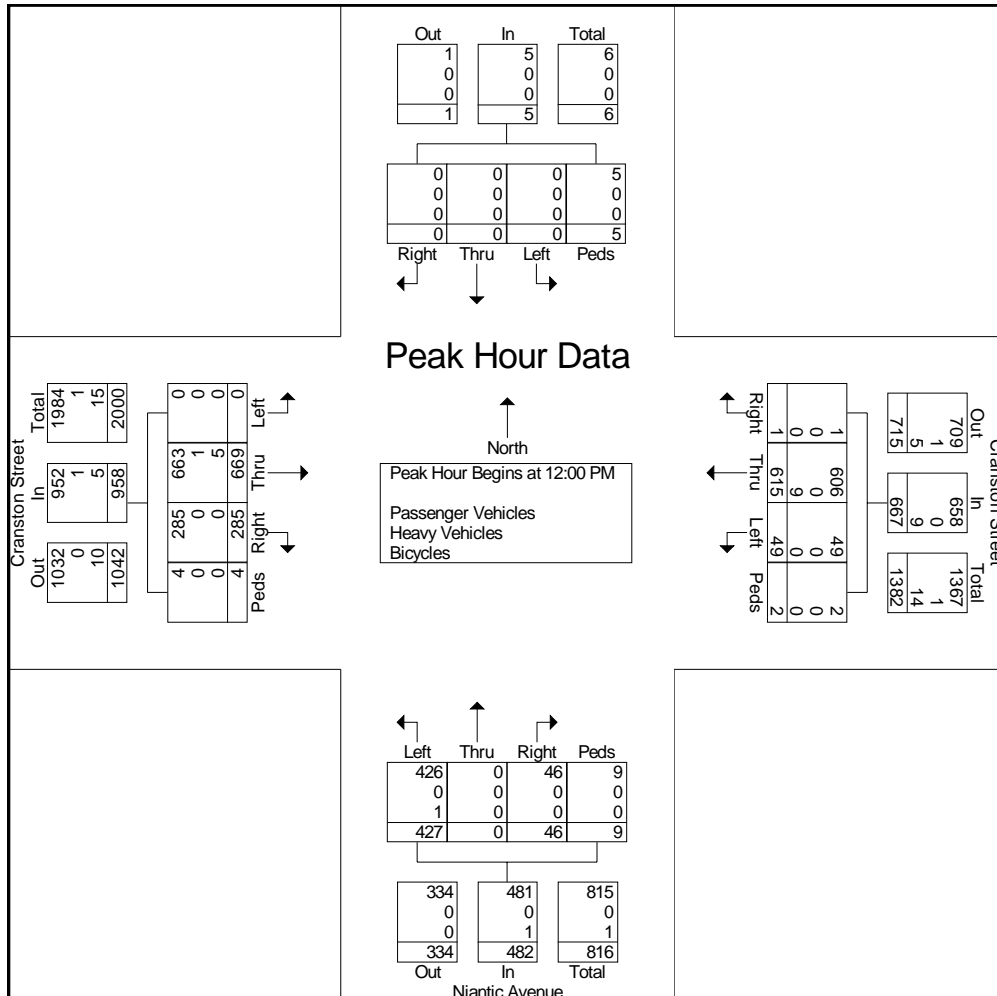


BETA Group, Inc.
 701 George Washington Highway
 Lincoln, Rhode Island, 02865
 P:401.333.2382

Project: Trolley Barn Plaza
 Town/City: Cranston, RI
 Location: Niantic Ave / Cranston St
 Weather: Sunny, 70's

File Name : 7578_niantic_weekend
 Site Code : 00757802
 Start Date : 10/2/2021
 Page No : 3

Start Time	Southbound					Cranston Street Westbound					Niantic Avenue Northbound					Cranston Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	0	0	0	5	5	0	150	17	1	168	10	0	115	1	126	75	152	0	0	227	526
12:15 PM	0	0	0	0	0	0	158	15	0	173	9	0	106	6	121	66	159	0	3	228	522
12:30 PM	0	0	0	0	0	0	156	10	1	167	12	0	106	2	120	60	183	0	1	244	531
12:45 PM	0	0	0	0	0	1	151	7	0	159	15	0	100	0	115	84	175	0	0	259	533
Total Volume	0	0	0	5	5	1	615	49	2	667	46	0	427	9	482	285	669	0	4	958	2112
% App. Total	0	0	0	100		0.1	92.2	7.3	0.3		9.5	0	88.6	1.9		29.7	69.8	0	0.4		
PHF	.000	.000	.000	.250	.250	.250	.973	.721	.500	.964	.767	.000	.928	.375	.956	.848	.914	.000	.333	.925	.991
Passenger Vehicles	0	0	0	5	5	1	606	49	2	658	46	0	426	9	481	285	663	0	4	952	2096
% Passenger Vehicles	0	0	0	100	100	100	98.5	100	100	98.7	100	0	99.8	100	99.8	100	99.1	0	100	99.4	99.2
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0.1	0.0
Bicycles	0	0	0	0	0	0	9	0	0	9	0	0	1	0	1	0	5	0	0	5	15
% Bicycles	0	0	0	0	0	0	1.5	0	0	1.3	0	0	0.2	0	0.2	0	0.7	0	0	0.5	0.7



Cranston Street at Niantic Avenue

(Source; Citizens Bank Campus Traffic Study Report, dated August 2015, by BETA Group, Inc.)



Project Name: Citizens Bank Headquarters
 Town/City: Cranston, RI
 Location: Cranston St. @ Niantic Ave.
 Weather: Sunny/80's

File Name : 513107 Volume
 Site Code : 513107
 Start Date : 8/19/2015
 Page No : 1

Groups Printed- Cars - Heavy Vehicles - RIPTA Bus

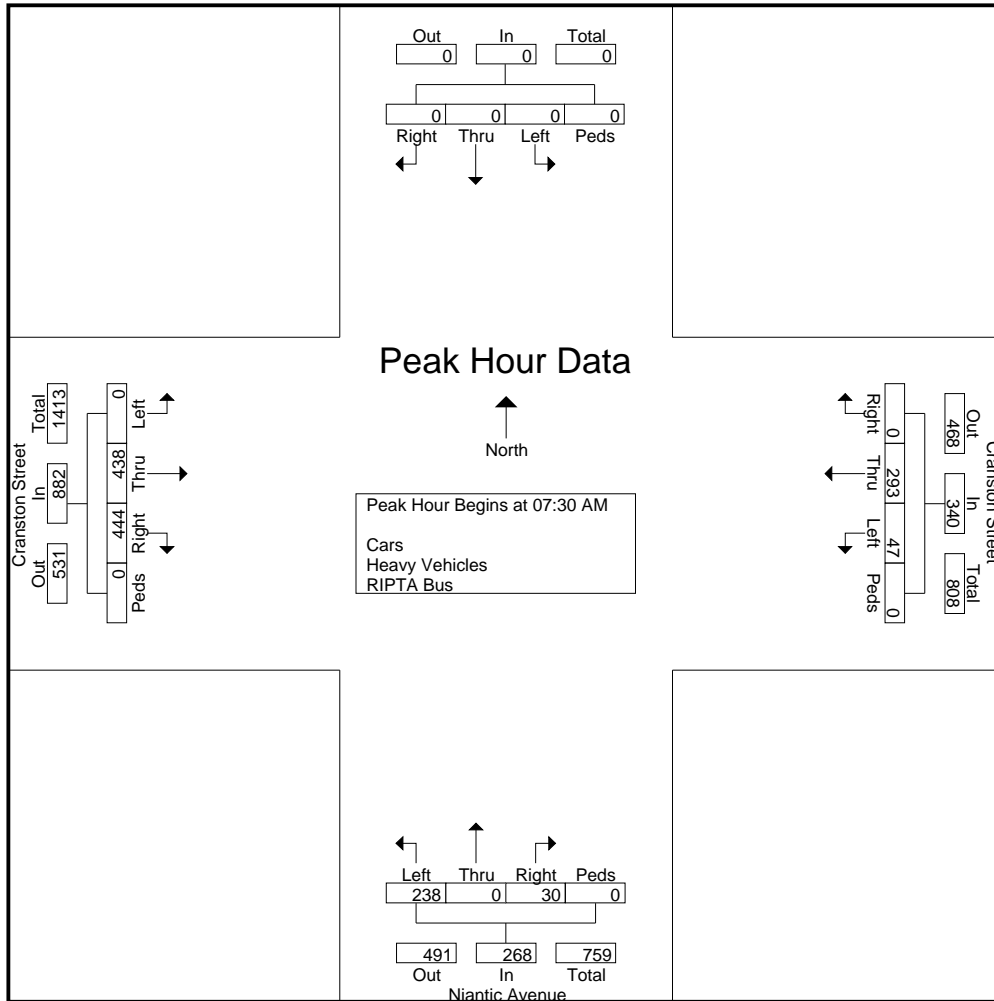
Start Time	Southbound					Cranston Street Westbound					Niantic Avenue Northbound					Cranston Street Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	0	0	0	0	11	66	0	0	77	47	0	8	0	55	0	66	72	0	138	270
07:15 AM	0	0	0	0	0	6	67	0	0	73	54	0	7	0	61	0	87	106	0	193	327
07:30 AM	0	0	0	0	0	9	70	0	0	79	52	0	7	0	59	0	104	122	0	226	364
07:45 AM	0	0	0	0	0	18	73	0	0	91	55	0	8	0	63	0	104	106	0	210	364
Total	0	0	0	0	0	44	276	0	0	320	208	0	30	0	238	0	361	406	0	767	1325
08:00 AM	0	0	0	0	0	11	70	0	0	81	68	0	5	0	73	0	105	111	0	216	370
08:15 AM	0	0	0	0	0	9	80	0	0	89	63	0	10	0	73	0	125	105	0	230	392
08:30 AM	0	0	0	0	0	25	69	0	0	94	52	0	13	0	65	0	92	94	0	186	345
08:45 AM	0	0	0	0	0	9	81	0	0	90	54	0	10	0	64	0	112	67	0	179	333
Total	0	0	0	0	0	54	300	0	0	354	237	0	38	0	275	0	434	377	0	811	1440
*** BREAK ***																					
04:00 PM	0	0	0	0	0	9	119	0	0	128	118	0	16	0	134	0	149	64	1	214	476
04:15 PM	0	0	0	0	0	10	144	0	0	154	135	0	15	0	150	0	125	70	0	195	499
04:30 PM	0	0	0	0	0	8	128	0	0	136	157	0	11	0	168	0	144	66	0	210	514
04:45 PM	0	0	0	0	0	11	121	0	0	132	150	0	14	0	164	0	134	88	0	222	518
Total	0	0	0	0	0	38	512	0	0	550	560	0	56	0	616	0	552	288	1	841	2007
05:00 PM	0	0	0	0	0	4	117	0	0	121	154	0	21	0	175	0	153	78	0	231	527
05:15 PM	0	0	0	0	0	8	133	0	0	141	138	0	7	0	145	0	135	73	0	208	494
05:30 PM	0	0	0	0	0	8	137	0	0	145	163	0	9	0	172	0	129	49	0	178	495
05:45 PM	0	0	0	0	0	5	128	0	0	133	119	0	5	0	124	0	139	42	0	181	438
Total	0	0	0	0	0	25	515	0	0	540	574	0	42	0	616	0	556	242	0	798	1954
Grand Total	0	0	0	0	0	161	1603	0	0	1764	1579	0	166	0	1745	0	1903	1313	1	3217	6726
Apprch %	0	0	0	0	0	9.1	90.9	0	0	90.5	90.5	0	9.5	0	90.5	0	59.2	40.8	0	59.2	
Total %	0	0	0	0	0	2.4	23.8	0	0	26.2	23.5	0	2.5	0	25.9	0	28.3	19.5	0	47.8	
Cars	0	0	0	0	0	160	1592	0	0	1752	1570	0	163	0	1733	0	1888	1307	0	3195	6680
% Cars	0	0	0	0	0	99.4	99.3	0	0	99.3	99.4	0	98.2	0	99.3	0	99.2	99.5	0	99.3	99.3
Heavy Vehicles	0	0	0	0	0	1	3	0	0	4	9	0	2	0	11	0	5	2	0	7	22
% Heavy Vehicles	0	0	0	0	0	0.6	0.2	0	0	0.2	0.6	0	1.2	0	0.6	0	0.3	0.2	0	0.2	0.3
RIPTA Bus	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	0	10	4	1	15	24
% RIPTA Bus	0	0	0	0	0	0	0.5	0	0	0.5	0	0	0.6	0	0.1	0	0.5	0.3	100	0.5	0.4



Project Name: Citizens Bank Headquarters
 Town/City: Cranston, RI
 Location: Cranston St. @ Niantic Ave.
 Weather: Sunny/80's

File Name : 513107 Volume
 Site Code : 513107
 Start Date : 8/19/2015
 Page No : 2

Start Time	Southbound					Cranston Street Westbound					Niantic Avenue Northbound					Cranston Street Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	9	70	0	0	79	52	0	7	0	59	0	104	122	0	226	364
07:45 AM	0	0	0	0	0	18	73	0	0	91	55	0	8	0	63	0	104	106	0	210	364
08:00 AM	0	0	0	0	0	11	70	0	0	81	68	0	5	0	73	0	105	111	0	216	370
08:15 AM	0	0	0	0	0	9	80	0	0	89	63	0	10	0	73	0	125	105	0	230	392
Total Volume	0	0	0	0	0	47	293	0	0	340	238	0	30	0	268	0	438	444	0	882	1490
% App. Total	0	0	0	0	0	13.8	86.2	0	0		88.8	0	11.2	0		0	49.7	50.3	0		
PHF	.000	.000	.000	.000	.000	.653	.916	.000	.000	.934	.875	.000	.750	.000	.918	.000	.876	.910	.000	.959	.950



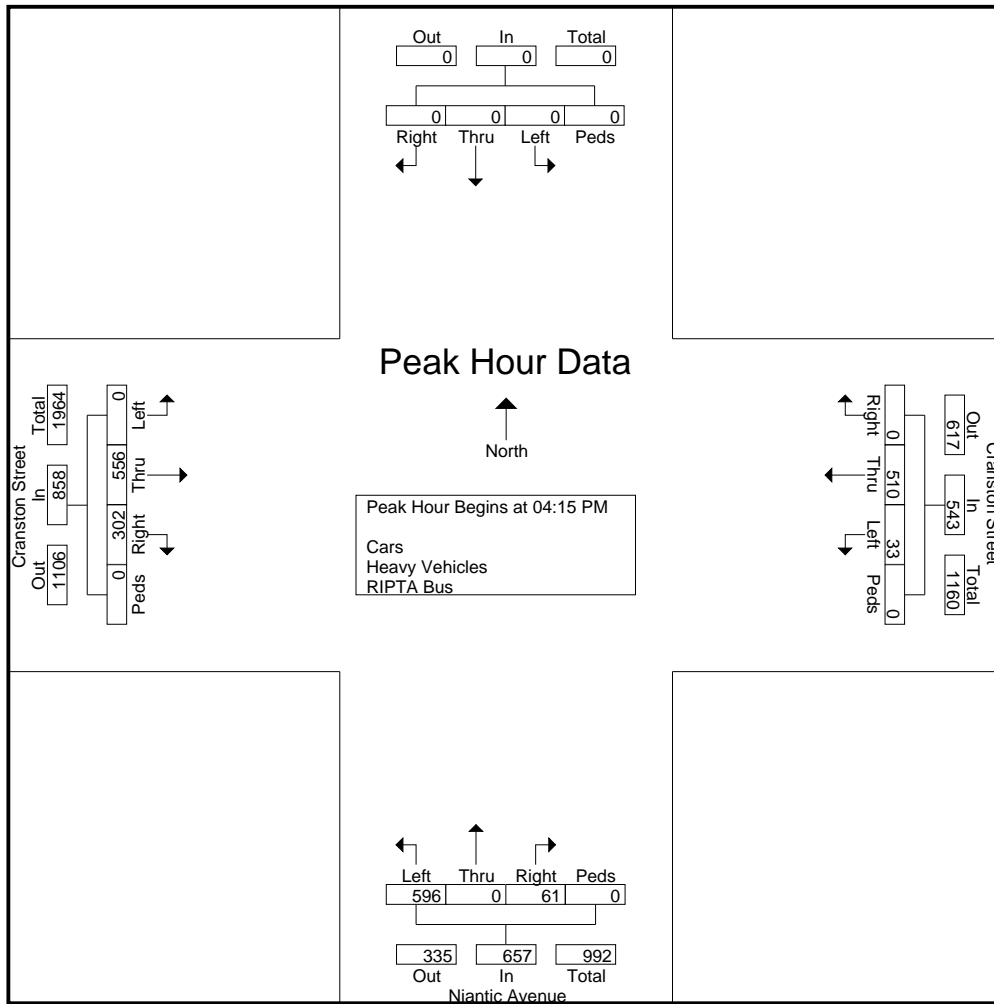


Project Name: Citizens Bank Headquarters
 Town/City: Cranston, RI
 Location: Cranston St. @ Niantic Ave.
 Weather: Sunny/80's

File Name : 513107 Volume
 Site Code : 513107
 Start Date : 8/19/2015
 Page No : 3

Start Time	Southbound					Cranston Street Westbound					Niantic Avenue Northbound					Cranston Street Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
04:15 PM	0	0	0	0	0	10	144	0	0	154	135	0	15	0	150	0	125	70	0	195	499
04:30 PM	0	0	0	0	0	8	128	0	0	136	157	0	11	0	168	0	144	66	0	210	514
04:45 PM	0	0	0	0	0	11	121	0	0	132	150	0	14	0	164	0	134	88	0	222	518
05:00 PM	0	0	0	0	0	4	117	0	0	121	154	0	21	0	175	0	153	78	0	231	527
Total Volume	0	0	0	0	0	33	510	0	0	543	596	0	61	0	657	0	556	302	0	858	2058
% App. Total	0	0	0	0	0	6.1	93.9	0	0	90.7	90.7	0	9.3	0	93.9	0	64.8	35.2	0	92.9	97.6
PHF	.000	.000	.000	.000	.000	.750	.885	.000	.000	.881	.949	.000	.726	.000	.939	.000	.908	.858	.000	.929	.976

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:15 PM



Cranston Street at Huntington Avenue/Route 10 NB On-Ramp

BETA Group, Inc.

701 George Washington Highway
Lincoln, Rhode Island, 02865
P:401.333.2382

Project: Trolley Barn Plaza
Town/City: Cranston, RI
Location: Huntington Ave / Cranston St
Weather: Cloudy, 50s

File Name : 7578_huntington_weekday
Site Code : 00757800
Start Date : 10/28/2021
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Bicycles

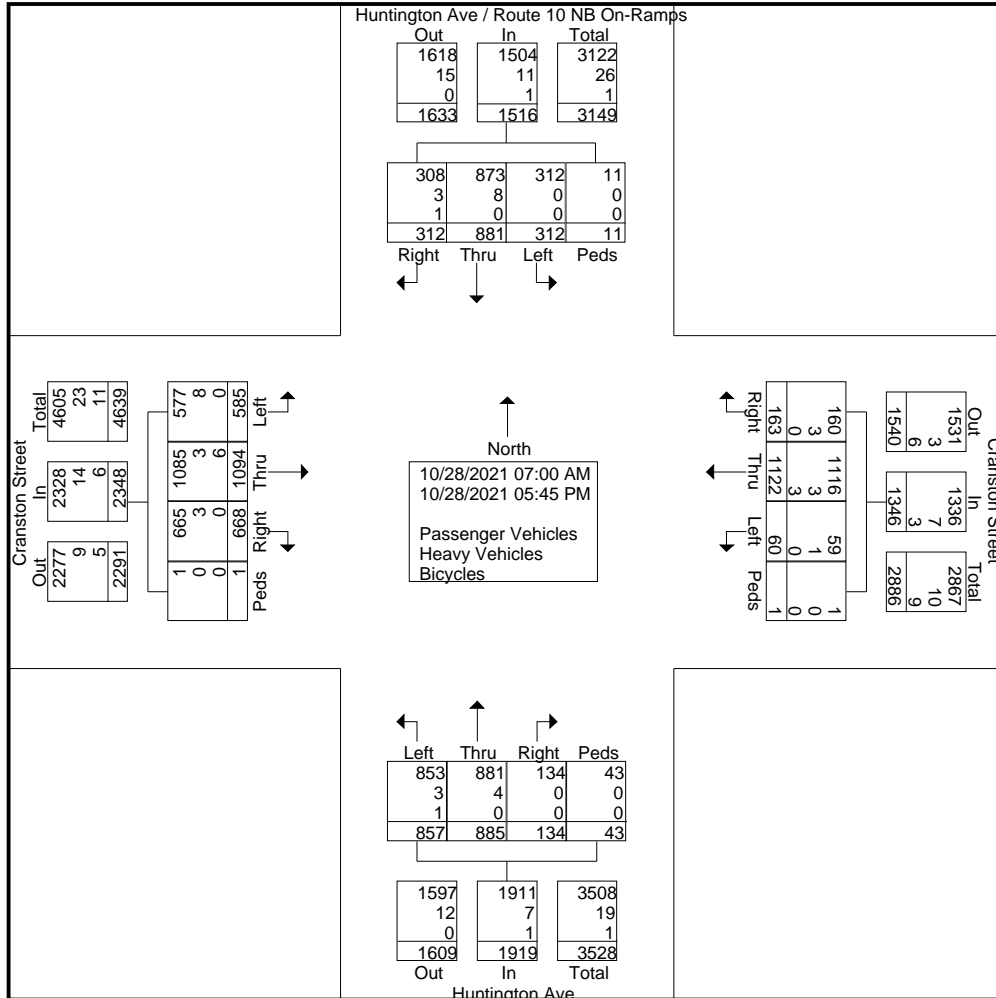
Start Time	Huntington Ave / Route 10 NB On-Ramps Southbound				Cranston Street Westbound				Huntington Ave Northbound				Cranston Street Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	18	48	8	1	8	42	4	0	5	25	24	2	18	59	29	0	291
07:15 AM	19	50	19	1	12	52	2	0	8	29	38	4	28	70	61	0	393
07:30 AM	23	72	16	0	14	52	3	0	5	43	42	0	50	79	49	0	448
07:45 AM	19	61	14	0	11	71	4	0	10	58	51	1	64	77	24	1	466
Total	79	231	57	2	45	217	13	0	28	155	155	7	160	285	163	1	1598
08:00 AM	25	75	23	1	8	58	9	0	3	67	64	0	32	71	34	0	470
08:15 AM	25	39	26	0	10	62	3	0	6	45	50	4	42	68	34	0	414
08:30 AM	29	46	10	0	6	53	4	0	3	46	39	1	36	48	36	0	357
08:45 AM	22	61	24	0	7	49	4	0	2	40	44	1	34	57	31	0	376
Total	101	221	83	1	31	222	20	0	14	198	197	6	144	244	135	0	1617
*** BREAK ***																	
04:00 PM	24	58	19	0	13	73	10	0	21	50	67	5	32	72	32	0	476
04:15 PM	14	63	27	0	11	102	3	0	12	74	55	4	44	85	29	0	523
04:30 PM	13	64	27	0	7	82	1	0	11	74	62	4	55	74	38	0	512
04:45 PM	13	60	23	2	11	98	1	1	13	71	74	3	59	53	28	0	510
Total	64	245	96	2	42	355	15	1	57	269	258	16	190	284	127	0	2021
05:00 PM	18	57	16	2	13	81	3	0	13	79	54	4	42	65	34	0	481
05:15 PM	18	44	18	2	7	85	3	0	6	61	62	2	40	86	44	0	478
05:30 PM	18	29	25	1	15	85	4	0	7	62	62	5	42	80	48	0	483
05:45 PM	14	54	17	1	10	77	2	0	9	61	69	3	50	50	34	0	451
Total	68	184	76	6	45	328	12	0	35	263	247	14	174	281	160	0	1893
Grand Total	312	881	312	11	163	1122	60	1	134	885	857	43	668	1094	585	1	7129
Apprch %	20.6	58.1	20.6	0.7	12.1	83.4	4.5	0.1	7	46.1	44.7	2.2	28.4	46.6	24.9	0	
Total %	4.4	12.4	4.4	0.2	2.3	15.7	0.8	0	1.9	12.4	12	0.6	9.4	15.3	8.2	0	
Passenger Vehicles	308	873	312	11	160	1116	59	1	134	881	853	43	665	1085	577	1	7079
% Passenger Vehicles	98.7	99.1	100	100	98.2	99.5	98.3	100	100	99.5	99.5	100	99.6	99.2	98.6	100	99.3
Heavy Vehicles	3	8	0	0	3	3	1	0	0	4	3	0	3	3	8	0	39
% Heavy Vehicles	1	0.9	0	0	1.8	0.3	1.7	0	0	0.5	0.4	0	0.4	0.3	1.4	0	0.5
Bicycles	1	0	0	0	0	3	0	0	0	0	1	0	0	6	0	0	11
% Bicycles	0.3	0	0	0	0	0.3	0	0	0	0	0.1	0	0	0.5	0	0	0.2

BETA Group, Inc.

701 George Washington Highway
 Lincoln, Rhode Island, 02865
 P:401.333.2382

Project: Trolley Barn Plaza
 Town/City: Cranston, RI
 Location: Huntington Ave / Cranston St
 Weather: Cloudy, 50s

File Name : 7578_huntington_weekday
 Site Code : 00757800
 Start Date : 10/28/2021
 Page No : 2

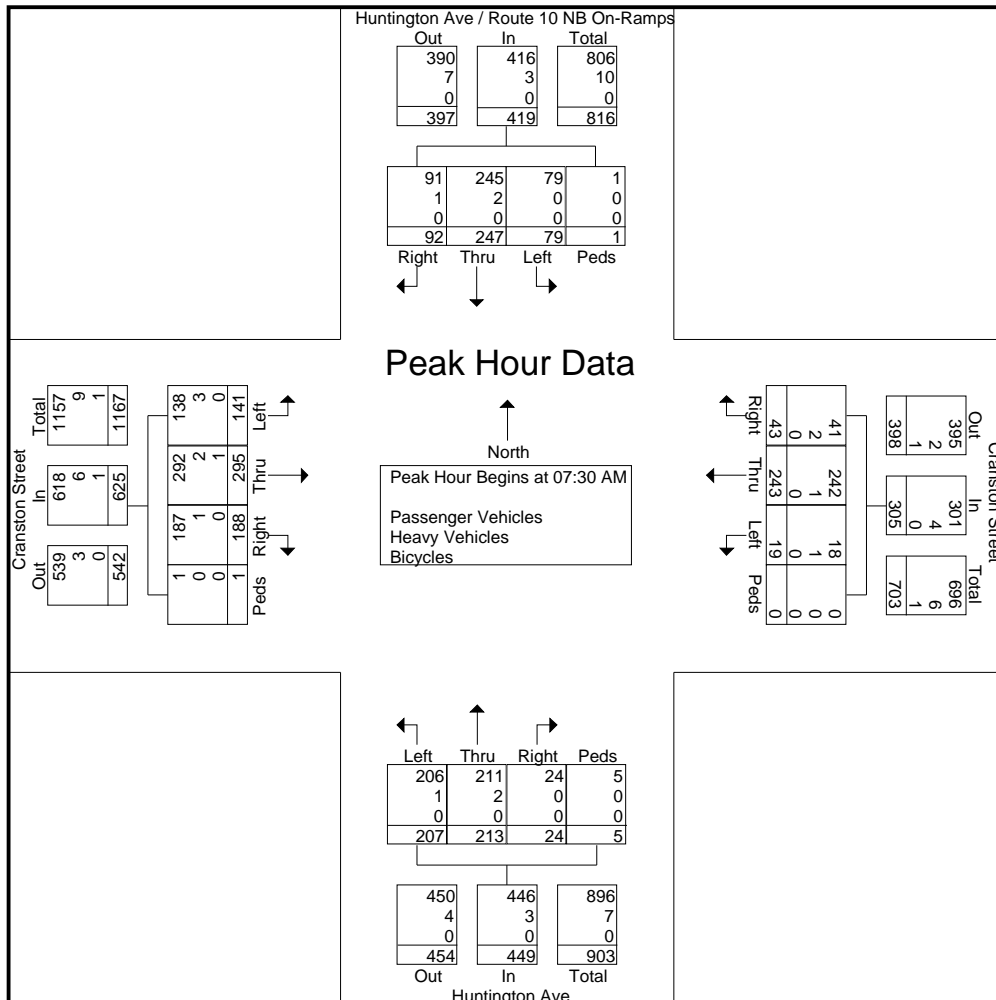


BETA Group, Inc.
 701 George Washington Highway
 Lincoln, Rhode Island, 02865
 P:401.333.2382

Project: Trolley Barn Plaza
 Town/City: Cranston, RI
 Location: Huntington Ave / Cranston St
 Weather: Cloudy, 50s

File Name : 7578_huntington_weekday
 Site Code : 00757800
 Start Date : 10/28/2021
 Page No : 3

Start Time	Huntington Ave / Route 10 NB On-Ramps Southbound					Cranston Street Westbound					Huntington Ave Northbound					Cranston Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	23	72	16	0	111	14	52	3	0	69	5	43	42	0	90	50	79	49	0	178	448
07:45 AM	19	61	14	0	94	11	71	4	0	86	10	58	51	1	120	64	77	24	1	166	466
08:00 AM	25	75	23	1	124	8	58	9	0	75	3	67	64	0	134	32	71	34	0	137	470
08:15 AM	25	39	26	0	90	10	62	3	0	75	6	45	50	4	105	42	68	34	0	144	414
Total Volume	92	247	79	1	419	43	243	19	0	305	24	213	207	5	449	188	295	141	1	625	1798
% App. Total	22	58.9	18.9	0.2		14.1	79.7	6.2	0		5.3	47.4	46.1	1.1		30.1	47.2	22.6	0.2		
PHF	.920	.823	.760	.250	.845	.768	.856	.528	.000	.887	.600	.795	.809	.313	.838	.734	.934	.719	.250	.878	.956
Passenger Vehicles	91	245	79	1	416	41	242	18	0	301	24	211	206	5	446	187	292	138	1	618	1781
% Passenger Vehicles	98.9	99.2	100	100	99.3	95.3	99.6	94.7	0	98.7	100	99.1	99.5	100	99.3	99.5	99.0	97.9	100	98.9	99.1
Heavy Vehicles	1	2	0	0	3	2	1	1	0	4	0	2	1	0	3	1	2	3	0	6	16
% Heavy Vehicles	1.1	0.8	0	0	0.7	4.7	0.4	5.3	0	1.3	0	0.9	0.5	0	0.7	0.5	0.7	2.1	0	1.0	0.9
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0	0.2	0.1

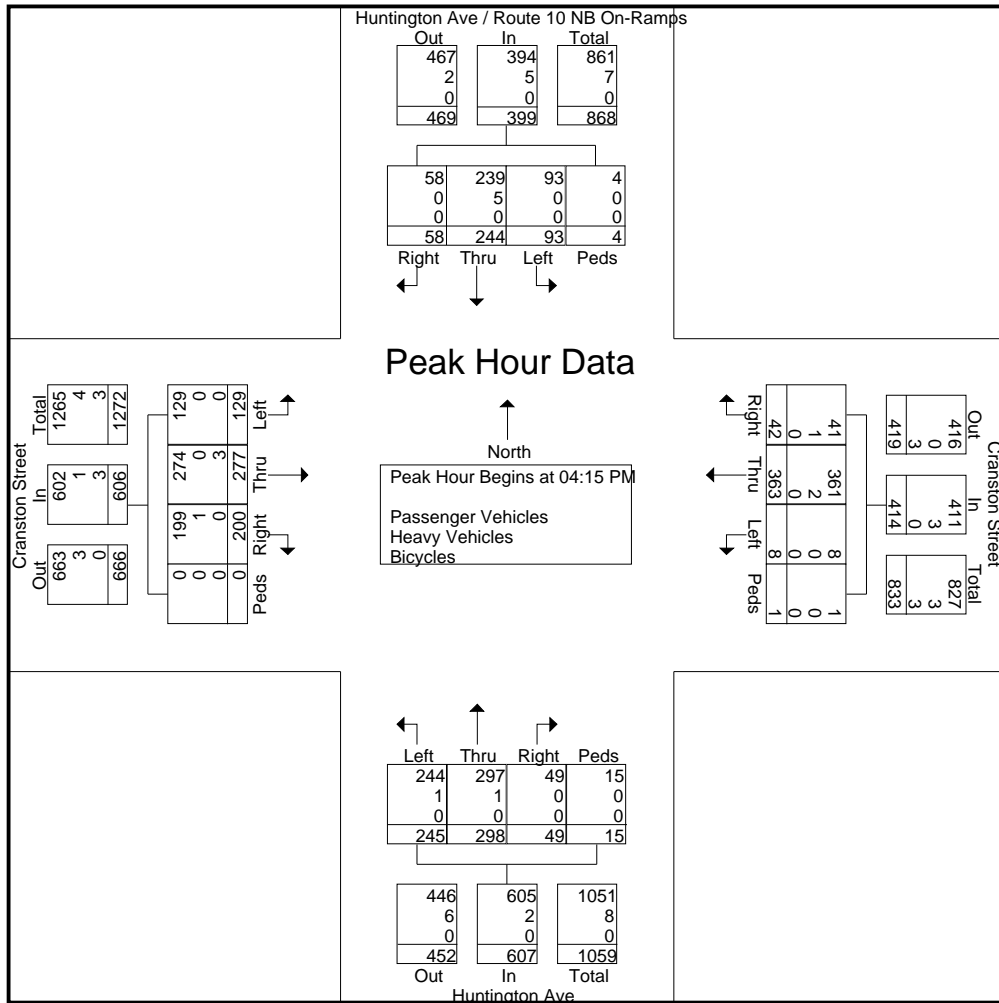


BETA Group, Inc.
 701 George Washington Highway
 Lincoln, Rhode Island, 02865
 P:401.333.2382

Project: Trolley Barn Plaza
 Town/City: Cranston, RI
 Location: Huntington Ave / Cranston St
 Weather: Cloudy, 50s

File Name : 7578_huntington_weekday
 Site Code : 00757800
 Start Date : 10/28/2021
 Page No : 4

Start Time	Huntington Ave / Route 10 NB On-Ramps Southbound					Cranston Street Westbound					Huntington Ave Northbound					Cranston Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	14	63	27	0	104	11	102	3	0	116	12	74	55	4	145	44	85	29	0	158	523
04:30 PM	13	64	27	0	104	7	82	1	0	90	11	74	62	4	151	55	74	38	0	167	512
04:45 PM	13	60	23	2	98	11	98	1	1	111	13	71	74	3	161	59	53	28	0	140	510
05:00 PM	18	57	16	2	93	13	81	3	0	97	13	79	54	4	150	42	65	34	0	141	481
Total Volume	58	244	93	4	399	42	363	8	1	414	49	298	245	15	607	200	277	129	0	606	2026
% App. Total	14.5	61.2	23.3	1		10.1	87.7	1.9	0.2		8.1	49.1	40.4	2.5		33	45.7	21.3	0		
PHF	.806	.953	.861	.500	.959	.808	.890	.667	.250	.892	.942	.943	.828	.938	.943	.847	.815	.849	.000	.907	.968
Passenger Vehicles	58	239	93	4	394	41	361	8	1	411	49	297	244	15	605	199	274	129	0	602	2012
% Passenger Vehicles	100	98.0	100	100	98.7	97.6	99.4	100	100	99.3	100	99.7	99.6	100	99.7	99.5	98.9	100	0	99.3	99.3
Heavy Vehicles	0	5	0	0	5	1	2	0	0	3	0	1	1	0	2	1	0	0	0	1	11
% Heavy Vehicles	0	2.0	0	0	1.3	2.4	0.6	0	0	0.7	0	0.3	0.4	0	0.3	0.5	0	0	0	0.2	0.5
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
% Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.1	0	0	0.5	0.1



BETA Group, Inc.

701 George Washington Highway
Lincoln, Rhode Island, 02865
P:401.333.2382

Project: Trolley Barn Plaza
Town/City: Cranston, RI
Location: Huntington Ave / Cranston St
Weather: Sunny, 50s

File Name : 7578_Huntington_Weekend
Site Code : 00757805
Start Date : 10/23/2021
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Bicycles

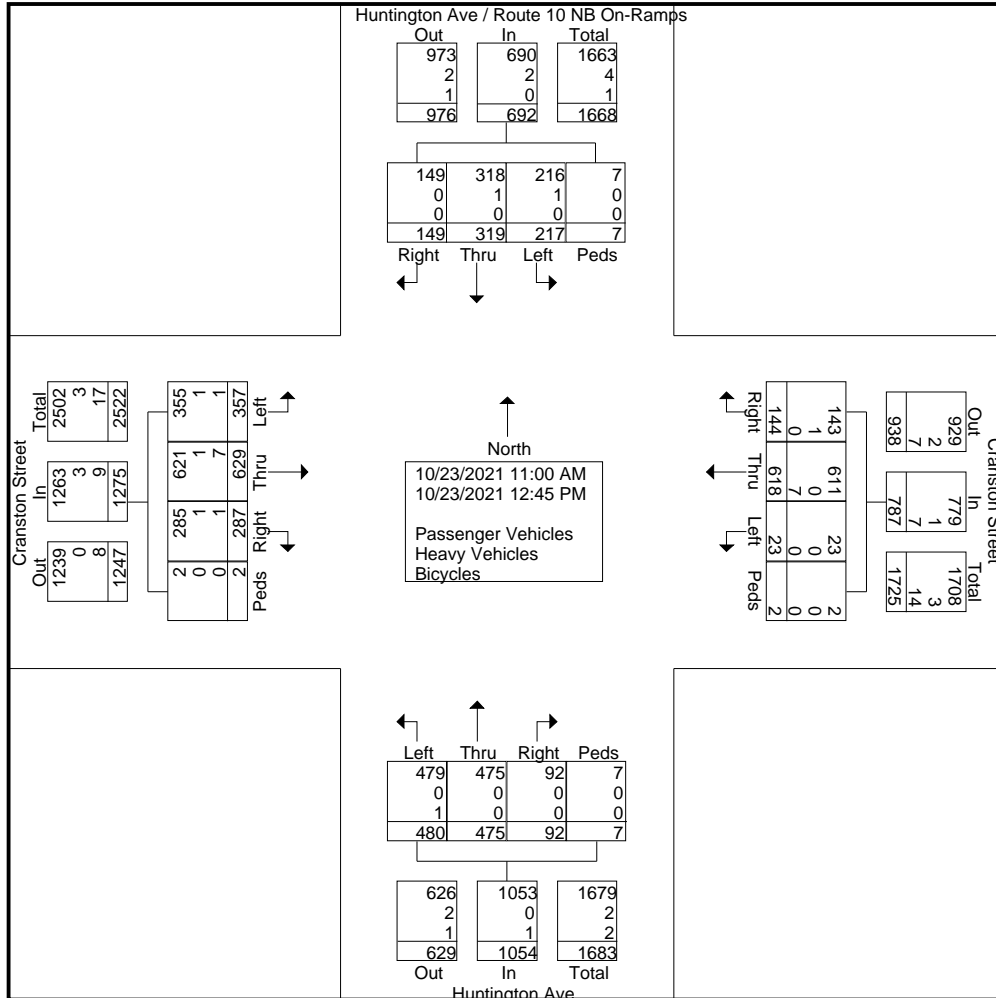
Start Time	Huntington Ave / Route 10 NB On-Ramps Southbound				Cranston Street Westbound				Huntington Ave Northbound				Cranston Street Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
11:00 AM	12	36	29	1	24	66	1	1	3	55	65	1	23	70	44	0	431
11:15 AM	15	40	28	0	19	72	2	0	17	52	51	0	31	77	52	0	456
11:30 AM	19	40	24	0	19	77	2	0	9	46	60	1	33	80	37	0	447
11:45 AM	24	31	28	1	28	80	6	0	11	51	58	0	46	76	43	0	483
Total	70	147	109	2	90	295	11	1	40	204	234	2	133	303	176	0	1817
12:00 PM	31	37	32	0	10	76	4	1	17	66	66	2	32	88	38	1	501
12:15 PM	18	45	20	1	19	76	2	0	9	63	57	2	46	76	44	1	479
12:30 PM	18	57	32	1	14	77	2	0	14	75	59	1	43	80	52	0	525
12:45 PM	12	33	24	3	11	94	4	0	12	67	64	0	33	82	47	0	486
Total	79	172	108	5	54	323	12	1	52	271	246	5	154	326	181	2	1991
Grand Total	149	319	217	7	144	618	23	2	92	475	480	7	287	629	357	2	3808
Apprch %	21.5	46.1	31.4	1	18.3	78.5	2.9	0.3	8.7	45.1	45.5	0.7	22.5	49.3	28	0.2	
Total %	3.9	8.4	5.7	0.2	3.8	16.2	0.6	0.1	2.4	12.5	12.6	0.2	7.5	16.5	9.4	0.1	
Passenger Vehicles	149	318	216	7	143	611	23	2	92	475	479	7	285	621	355	2	3785
% Passenger Vehicles	100	99.7	99.5	100	99.3	98.9	100	100	100	100	99.8	100	99.3	98.7	99.4	100	99.4
Heavy Vehicles	0	1	1	0	1	0	0	0	0	0	0	0	1	1	1	0	6
% Heavy Vehicles	0	0.3	0.5	0	0.7	0	0	0	0	0	0	0	0.3	0.2	0.3	0	0.2
Bicycles	0	0	0	0	0	7	0	0	0	0	1	0	1	7	1	0	17
% Bicycles	0	0	0	0	0	1.1	0	0	0	0	0.2	0	0.3	1.1	0.3	0	0.4

BETA Group, Inc.

701 George Washington Highway
 Lincoln, Rhode Island, 02865
 P:401.333.2382

Project: Trolley Barn Plaza
 Town/City: Cranston, RI
 Location: Huntington Ave / Cranston St
 Weather: Sunny, 50s

File Name : 7578_Huntington_Weekend
 Site Code : 00757805
 Start Date : 10/23/2021
 Page No : 2



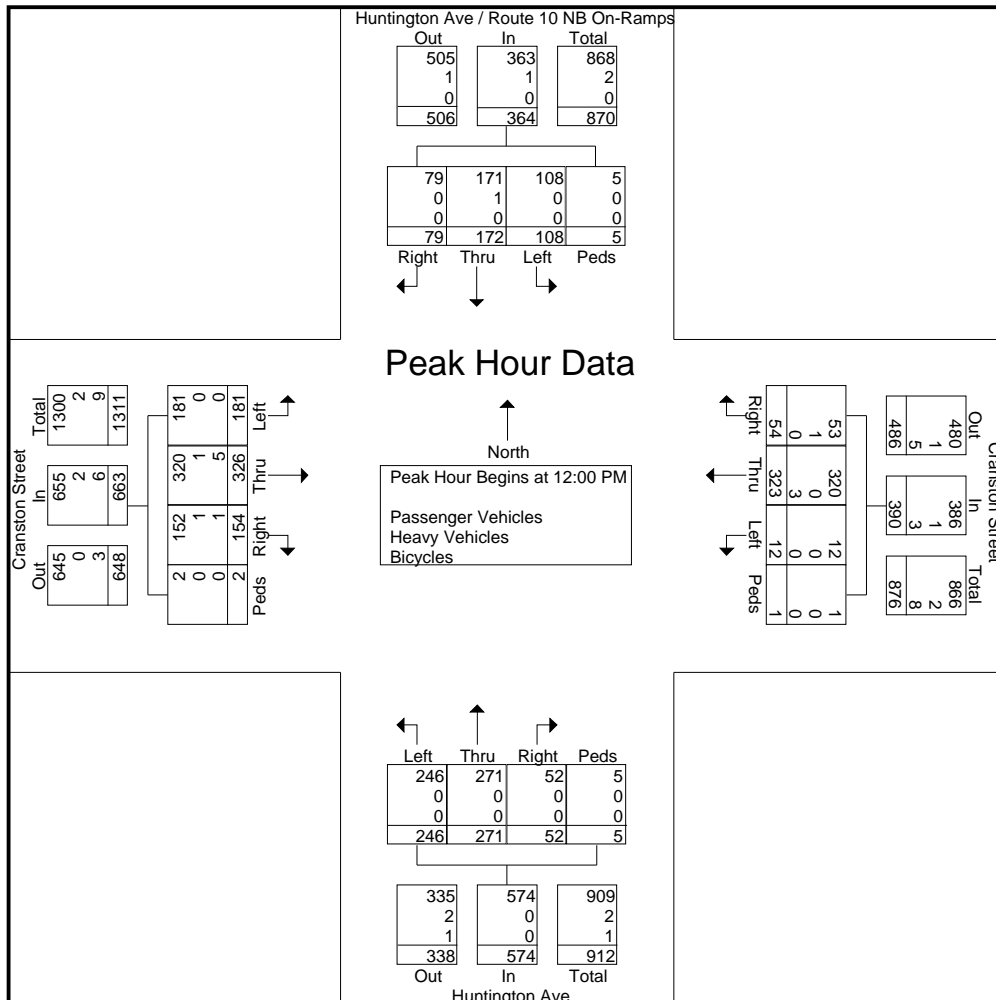
BETA Group, Inc.

701 George Washington Highway
Lincoln, Rhode Island, 02865
P:401.333.2382

Project: Trolley Barn Plaza
Town/City: Cranston, RI
Location: Huntington Ave / Cranston St
Weather: Sunny, 50s

File Name : 7578_Huntington_Weekend
Site Code : 00757805
Start Date : 10/23/2021
Page No : 3

Start Time	Huntington Ave / Route 10 NB On-Ramps Southbound					Cranston Street Westbound					Huntington Ave Northbound					Cranston Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	31	37	32	0	100	10	76	4	1	91	17	66	66	2	151	32	88	38	1	159	501
12:15 PM	18	45	20	1	84	19	76	2	0	97	9	63	57	2	131	46	76	44	1	167	479
12:30 PM	18	57	32	1	108	14	77	2	0	93	14	75	59	1	149	43	80	52	0	175	525
12:45 PM	12	33	24	3	72	11	94	4	0	109	12	67	64	0	143	33	82	47	0	162	486
Total Volume	79	172	108	5	364	54	323	12	1	390	52	271	246	5	574	154	326	181	2	663	1991
% App. Total	21.7	47.3	29.7	1.4		13.8	82.8	3.1	0.3		9.1	47.2	42.9	0.9		23.2	49.2	27.3	0.3		
PHF	.637	.754	.844	.417	.843	.711	.859	.750	.250	.894	.765	.903	.932	.625	.950	.837	.926	.870	.500	.947	.948
Passenger Vehicles	79	171	108	5	363	53	320	12	1	386	52	271	246	5	574	152	320	181	2	655	1978
% Passenger Vehicles	100	99.4	100	100	99.7	98.1	99.1	100	100	99.0	100	100	100	100	100	98.7	98.2	100	100	98.8	99.3
Heavy Vehicles	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	1	1	0	0	2	4
% Heavy Vehicles	0	0.6	0	0	0.3	1.9	0	0	0	0.3	0	0	0	0	0	0.6	0.3	0	0	0.3	0.2
Bicycles	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	5	0	0	6	9
% Bicycles	0	0	0	0	0	0	0.9	0	0	0.8	0	0	0	0	0	0.6	1.5	0	0	0.9	0.5



Cranston Street at Huntington Avenue/Route 10 NB On-Ramp

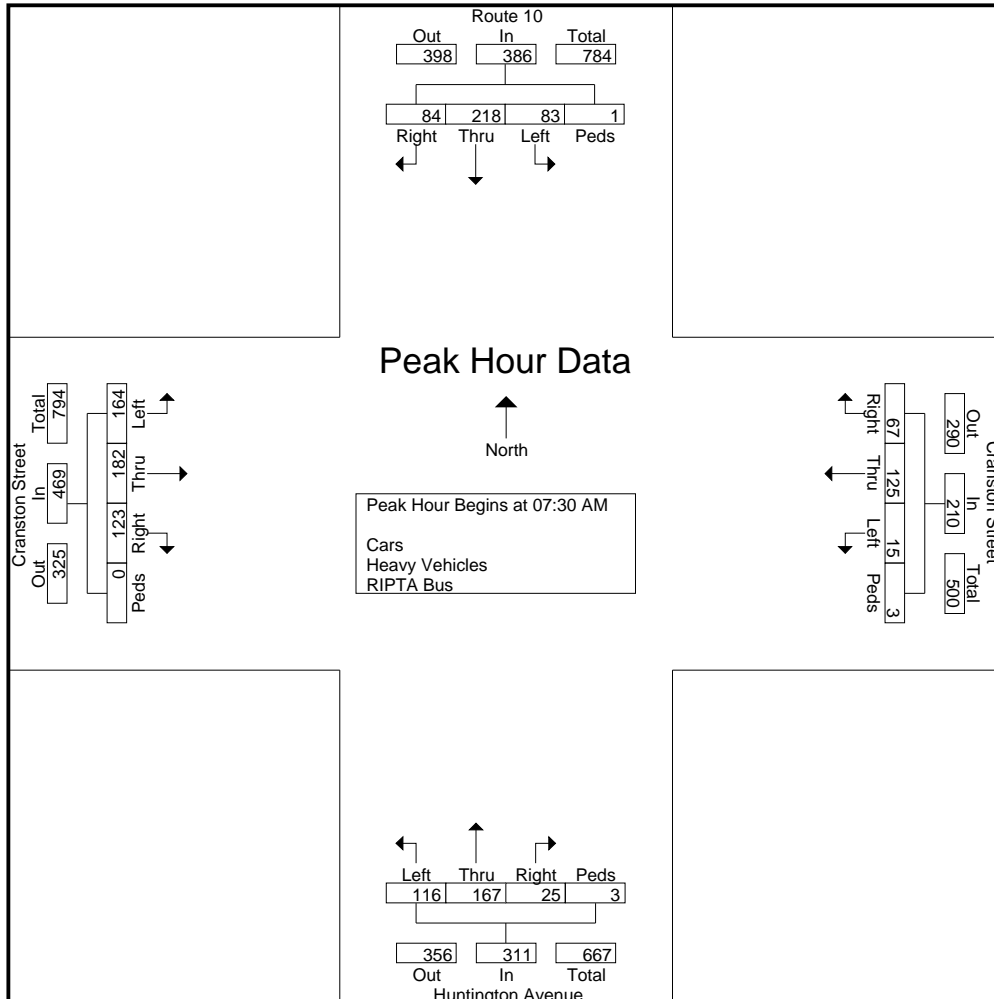
(Source; Citizens Bank Campus Traffic Study Report, dated August 2015, by BETA Group, Inc.)



Project Name: Citizens Bank Headquarters
 Town/City: Cranston, RI
 Location: Cranston St. @ Huntington Ave.
 Weather: Sunny/80's

File Name : 513108 Volume
 Site Code : 513108
 Start Date : 8/19/2015
 Page No : 2

Start Time	Route 10 Southbound					Cranston Street Westbound					Huntington Avenue Northbound					Cranston Street Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	22	52	24	1	99	4	27	16	1	48	29	36	2	1	68	46	33	34	0	113	328
07:45 AM	18	74	19	0	111	3	38	17	2	60	25	43	12	1	81	35	54	28	0	117	369
08:00 AM	22	48	17	0	87	7	33	13	0	53	29	41	6	0	76	38	41	28	0	107	323
08:15 AM	21	44	24	0	89	1	27	21	0	49	33	47	5	1	86	45	54	33	0	132	356
Total Volume	83	218	84	1	386	15	125	67	3	210	116	167	25	3	311	164	182	123	0	469	1376
% App. Total	21.5	56.5	21.8	0.3		7.1	59.5	31.9	1.4		37.3	53.7	8	1		35	38.8	26.2	0		
PHF	.943	.736	.875	.250	.869	.536	.822	.798	.375	.875	.879	.888	.521	.750	.904	.891	.843	.904	.000	.888	.932



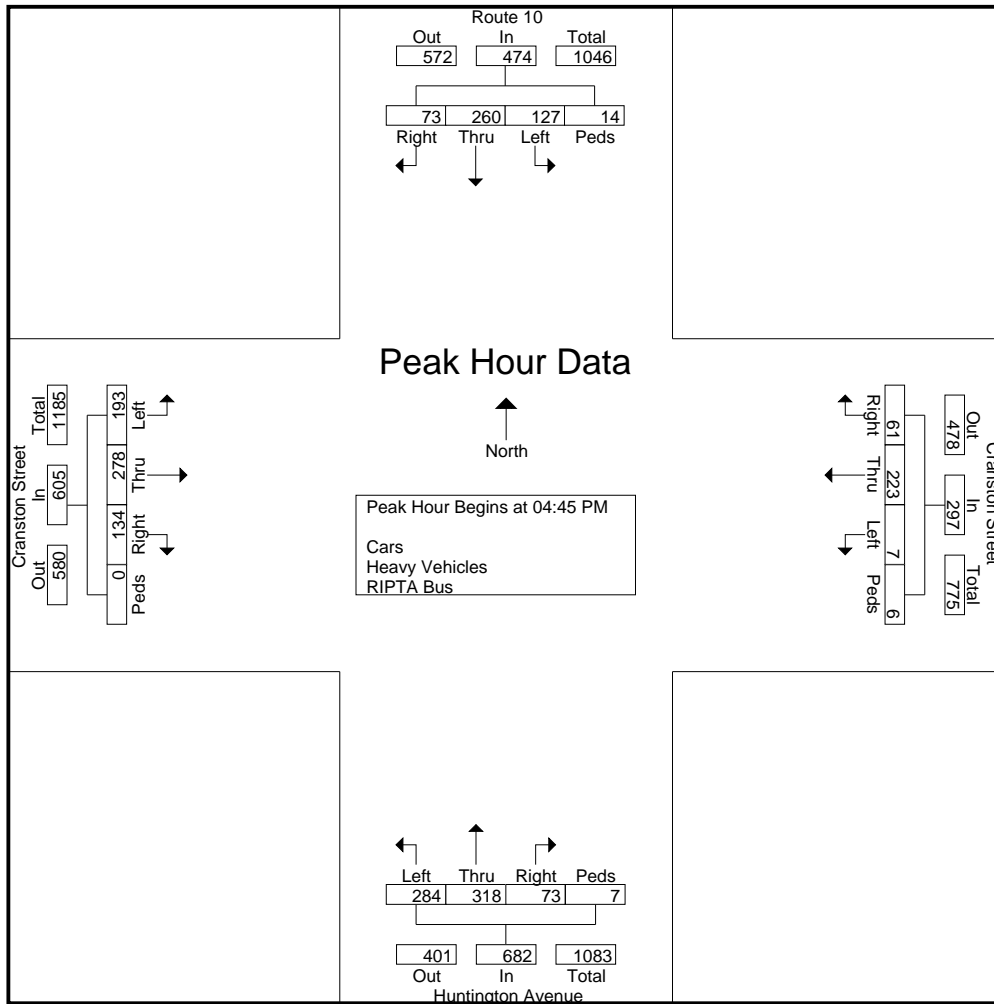


Project Name: Citizens Bank Headquarters
 Town/City: Cranston, RI
 Location: Cranston St. @ Huntington Ave.
 Weather: Sunny/80's

File Name : 513108 Volume
 Site Code : 513108
 Start Date : 8/19/2015
 Page No : 3

Start Time	Route 10 Southbound					Cranston Street Westbound					Huntington Avenue Northbound					Cranston Street Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
04:45 PM	27	69	16	2	114	0	51	13	0	64	71	87	19	1	178	48	69	34	0	151	507
05:00 PM	28	69	18	9	124	4	58	16	4	82	64	60	24	4	152	58	71	45	0	174	532
05:15 PM	39	55	17	0	111	2	55	16	1	74	78	83	12	0	173	43	70	32	0	145	503
05:30 PM	33	67	22	3	125	1	59	16	1	77	71	88	18	2	179	44	68	23	0	135	516
Total Volume	127	260	73	14	474	7	223	61	6	297	284	318	73	7	682	193	278	134	0	605	2058
% App. Total	26.8	54.9	15.4	3		2.4	75.1	20.5	2		41.6	46.6	10.7	1		31.9	46	22.1	0		
PHF	.814	.942	.830	.389	.948	.438	.945	.953	.375	.905	.910	.903	.760	.438	.953	.832	.979	.744	.000	.869	.967

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:45 PM



APPENDIX B – Traffic Crash Data

January 2018 through December 2020

Cranston Street

Crash Data Summary

	Year			Total	Average per Year
	2018	2019	2020		
Intersections					
Cranston Street at Garfield Avenue	12	7	12	31	10
Cranston Street at Niantic Avenue	10	10	10	30	10
Corridor					
Cranston Street - Lincoln Avenue to Niantic Avenue	1	1	1	3	1
Total	23	18	23	64	21

Cranston Street at Garfield Avenue

	2018	2019	2020	Total	Percent
Collision Type					
Rear End	10	4	9	23	74%
Angle	1	1	0	2	6%
Head-On	0	0	0	0	0%
Pedestrian	0	0	0	0	0%
Sideswipe, Same Direction	1	1	2	4	13%
Sideswipe, Opposite Direction	0	0	0	0	0%
Collision with Object	0	0	1	1	3%
Other	0	0	0	0	0%
Unknown	0	1	0	1	3%
Crash Severity					
Property	11	6	11	28	90%
Injury	1	1	1	3	10%
Light Condition					
Daylight	7	6	10	23	74%
Dawn	0	0	0	0	0%
Dusk	1	0	0	1	3%
Dark - Lighted	4	1	2	7	23%
Dark - Not Lighted	0	0	0	0	0%
Dark - Unknown Lighting	0	0	0	0	0%
Road Condition					
Dry	10	6	10	26	84%
Wet	2	0	2	4	13%
Snow	0	0	0	0	0%
Other	0	0	0	0	0%
Unknown	0	1	0	1	3%
Hour of Day					
6:00 AM - 9:00 AM	0	0	0	0	0%
9:00 AM - 3:00 PM	5	4	8	17	55%
3:00 PM - 6:00 PM	1	2	2	5	16%
6:00 PM - 6:00 AM	6	1	2	9	29%
Total Crashes:	12	7	12	31	

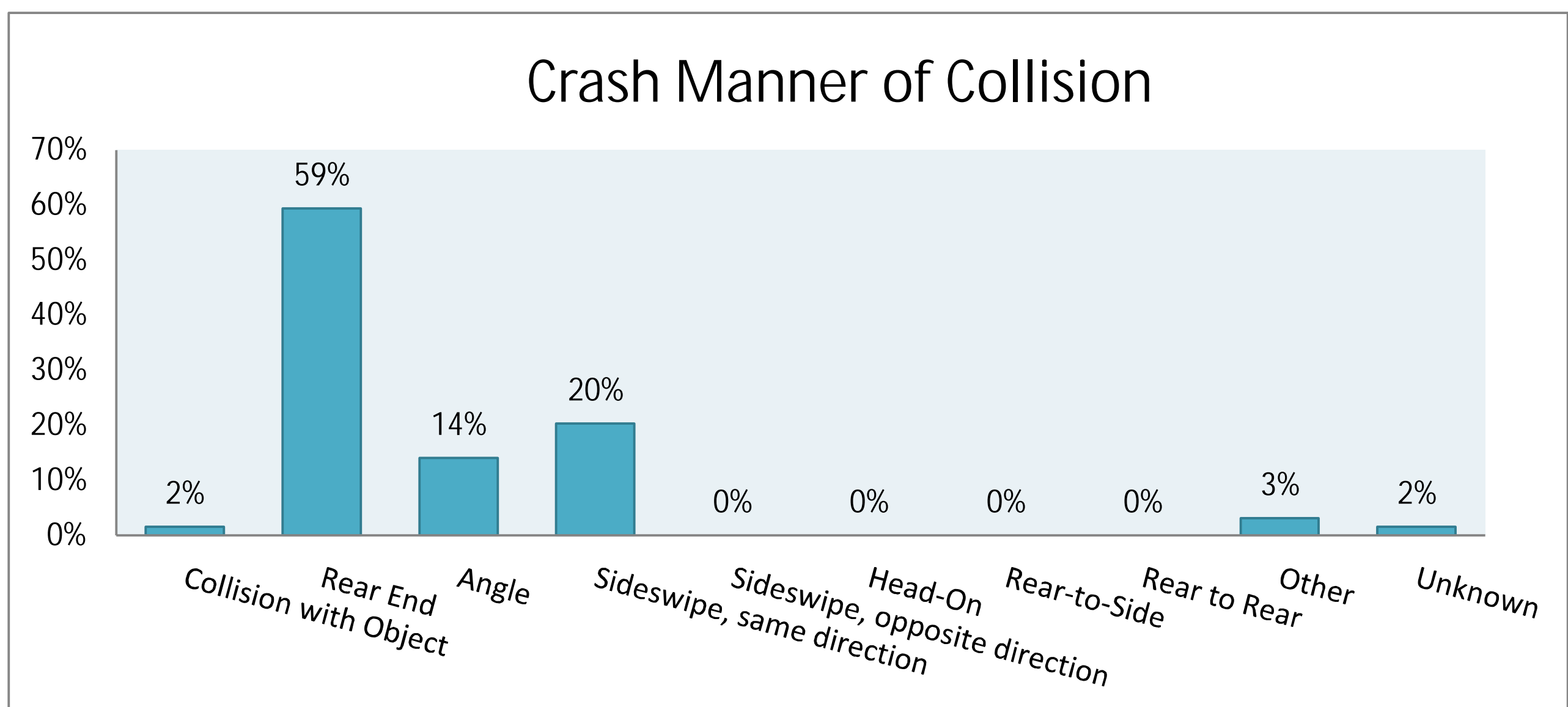
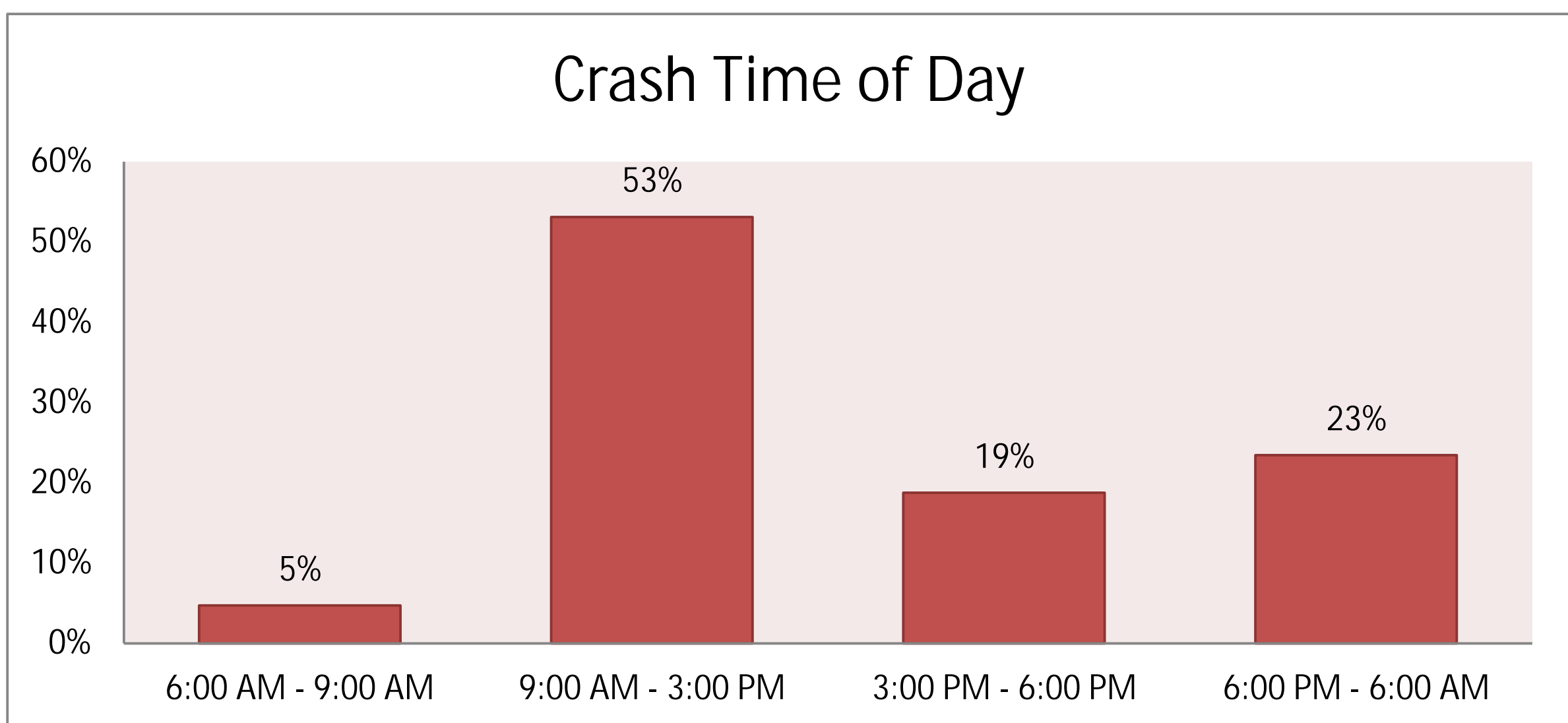
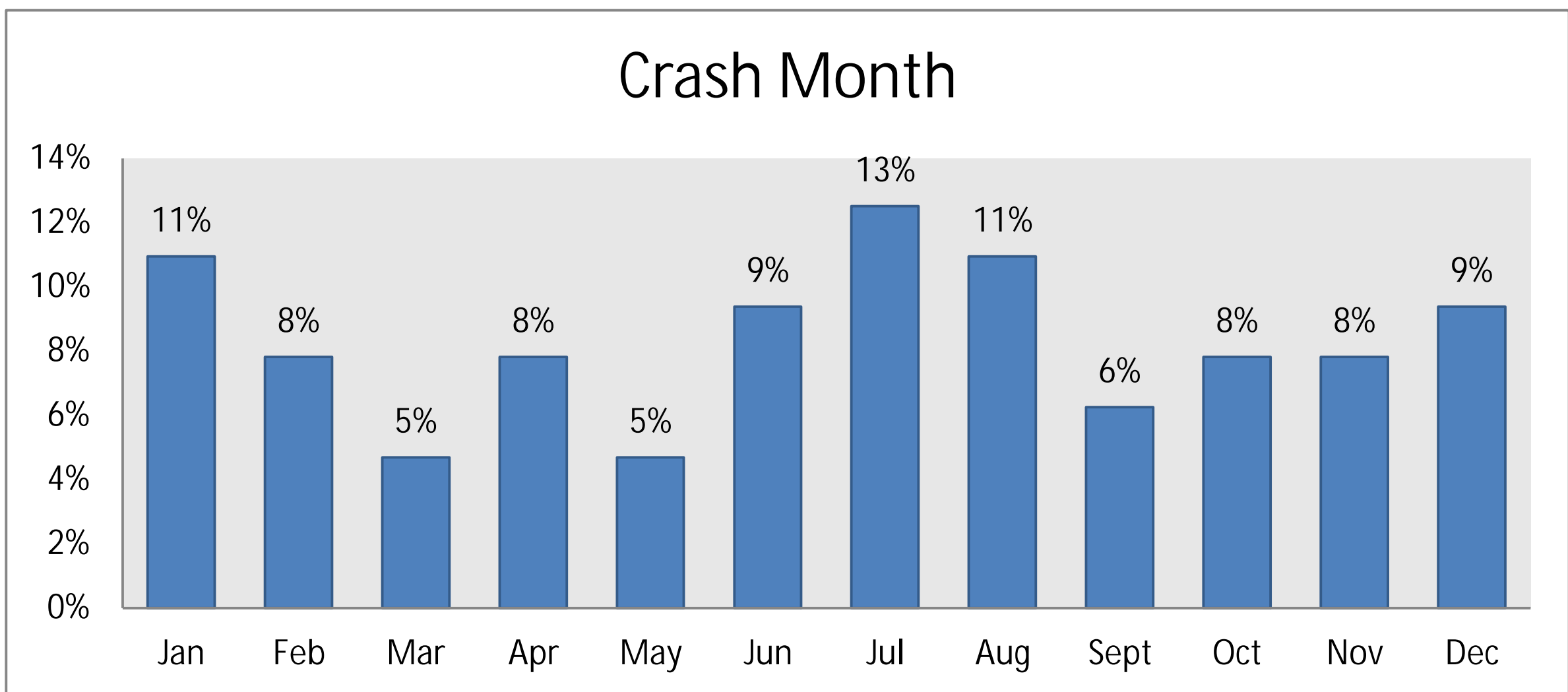
Cranston Street at Niantic Avenue

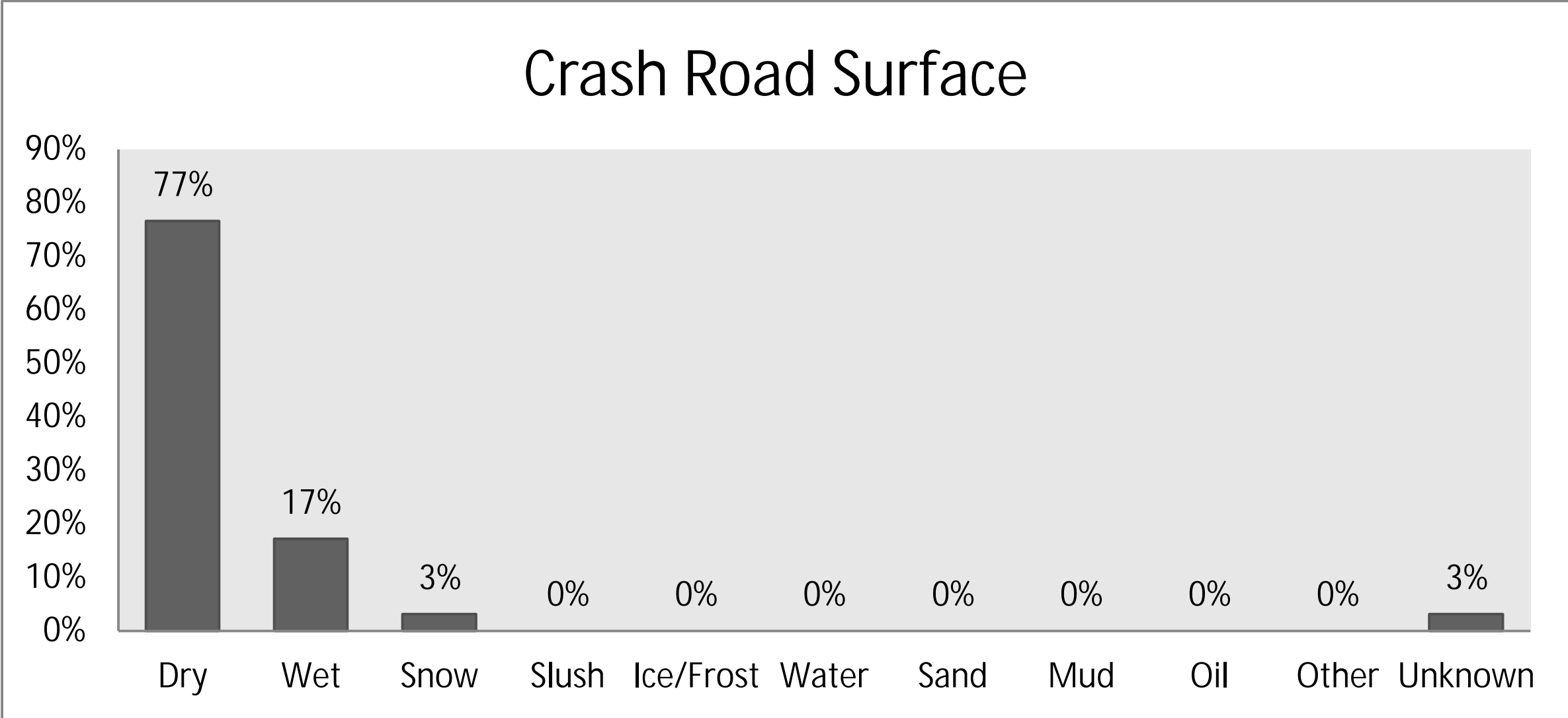
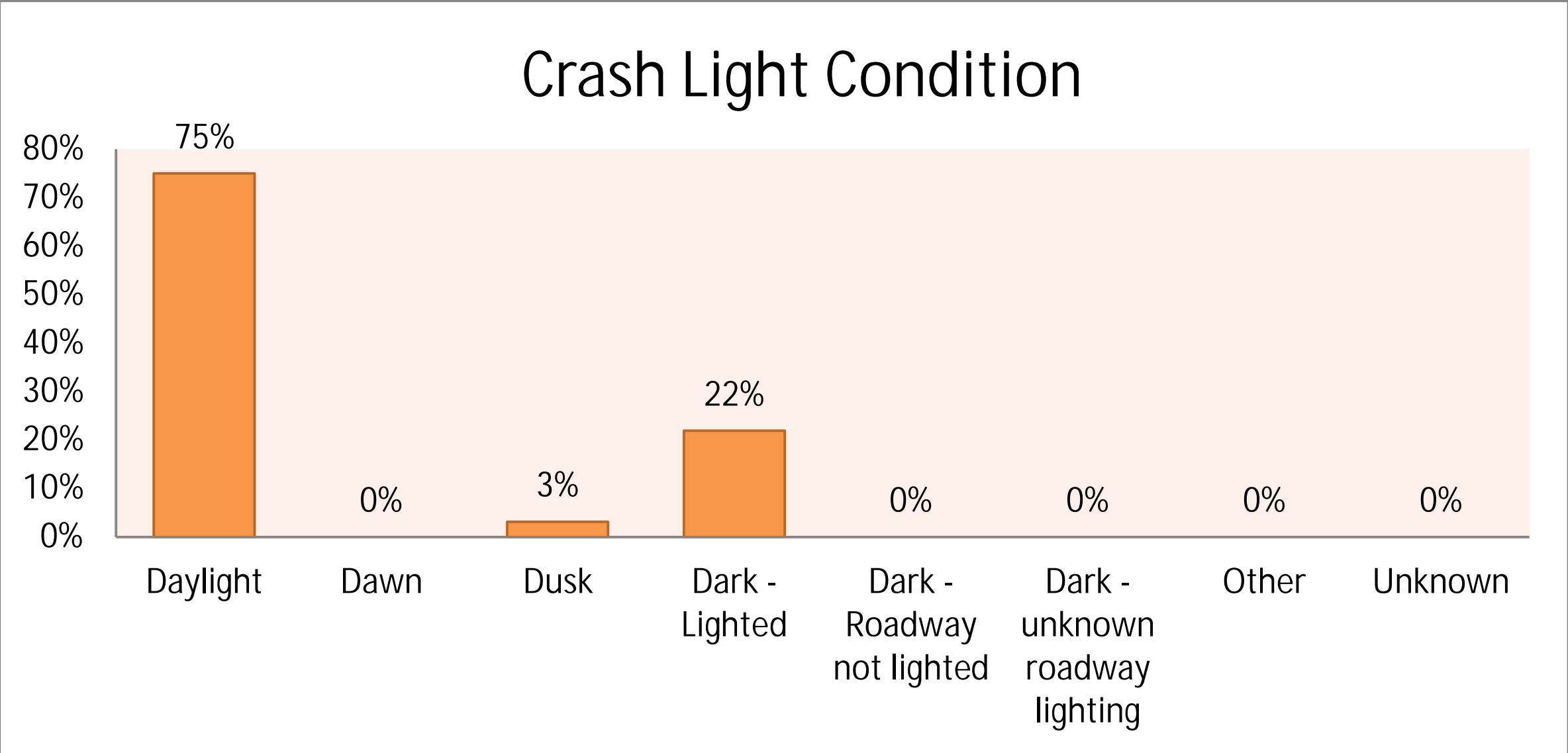
	2018	2019	2020	Total	Percent
Collision Type					
Rear End	2	8	5	15	50%
Angle	4	1	2	7	23%
Head-On	0	0	0	0	0%
Pedestrian	0	0	0	0	0%
Sideswipe, Same Direction	4	1	2	7	23%
Sideswipe, Opposite Direction	0	0	0	0	0%
Collision with Object	0	0	0	0	0%
Other	0	0	1	1	3%
Unknown	0	0	0	0	0%
Crash Severity					
Property	8	9	9	26	87%
Injury	2	1	1	4	13%
Light Condition					
Daylight	6	9	7	22	73%
Dawn	0	0	0	0	0%
Dusk	1	0	0	1	3%
Dark - Lighted	3	1	3	7	23%
Dark - Not Lighted	0	0	0	0	0%
Dark - Unknown Lighting	0	0	0	0	0%
Road Condition					
Dry	6	9	6	21	70%
Wet	3	1	2	6	20%
Snow	0	0	2	2	7%
Other	0	0	0	0	0%
Unknown	1	0	0	1	3%
Hour of Day					
6:00 AM - 9:00 AM	0	1	1	2	7%
9:00 AM - 3:00 PM	4	6	5	15	50%
3:00 PM - 6:00 PM	4	1	2	7	23%
6:00 PM - 6:00 AM	2	2	2	6	20%
Total Crashes:	10	10	10	30	

Cranston Street - Lincoln Avenue to Niantic Avenue

	2018	2019	2020	Total	Percent
Collision Type					
Rear End	0	0	0	0	0%
Angle	0	0	0	0	0%
Head-On	0	0	0	0	0%
Pedestrian	0	0	0	0	0%
Sideswipe, Same Direction	1	1	0	2	67%
Sideswipe, Opposite Direction	0	0	0	0	0%
Collision with Object	0	0	0	0	0%
Other	0	0	1	1	33%
Unknown	0	0	0	0	0%
Crash Severity					
Property	1	1	1	3	100%
Injury	0	0	0	0	0%
Light Condition					
Daylight	1	1	1	3	100%
Dawn	0	0	0	0	0%
Dusk	0	0	0	0	0%
Dark - Lighted	0	0	0	0	0%
Dark - Not Lighted	0	0	0	0	0%
Dark - Unknown Lighting	0	0	0	0	0%
Road Condition					
Dry	1	1	0	2	67%
Wet	0	0	1	1	33%
Snow	0	0	0	0	0%
Other	0	0	0	0	0%
Unknown	0	0	0	0	0%
Hour of Day					
6:00 AM - 9:00 AM	0	0	1	1	33%
9:00 AM - 3:00 PM	1	1	0	2	67%
3:00 PM - 6:00 PM	0	0	0	0	0%
6:00 PM - 6:00 AM	0	0	0	0	0%
Total Crashes:	1	1	1	3	

Crash Data Summary Charts





APPENDIX C – Trip Generation

ITE Trip Generation Summary

Site Trip Distribution

ITE Land Use Code

ITE Land Use Code 843 – Automobile Parts Sales

ITE Land Use Code 934 – Fast-Food Restaurant with Drive-Through Window

ITE Land Use Code 945 – Convenience Store/Gas Station

ITE Land Use Code 948 – Automated Car Wash

C

ITE Trip Generation Summary

Trip Generation Summary

Summary;

	<u>Description</u>	<u>Enter</u>	<u>Exit</u>	<u>Total</u>
<u>Weekday AM Peak Hour</u>				
ITE Land Use Code 843	Automobile Parts Sales	11	10	21
Independent Study	Automobile Parts Distribution Warehouse	0	10	10
ITE Land Use Code 934	Fast-Food Restaurant with Drive-Through Window	46	43	89
ITE Land Use Code 945	Convenience Store/Gas Station	128	127	255
ITE Land Use Code 948	Automated Car Wash	-	-	-
	TOTAL	185	190	375
<u>Weekday PM Peak Hour</u>				
ITE Land Use Code 843	Automobile Parts Sales	19	20	39
Independent Study	Automobile Parts Distribution Warehouse	10	0	10
ITE Land Use Code 934	Fast-Food Restaurant with Drive-Through Window	34	33	67
ITE Land Use Code 945	Convenience Store/Gas Station	132	132	264
ITE Land Use Code 948	Automated Car Wash	30	30	60
	TOTAL	225	215	440

Saturday MD Peak Hour

ITE Land Use Code 843	Automobile Parts Sales	47	46	93
Independent Study	Automobile Parts Distribution Warehouse	5	5	10
ITE Land Use Code 934	Fast-Food Restaurant with Drive-Through Window	55	55	110
ITE Land Use Code 945	Convenience Store/Gas Station	120	120	240
ITE Land Use Code 948	Automated Car Wash	63	64	127
	TOTAL	290	290	580

Calculations;

ITE Land Use Code 843 Automobile Parts Sales (8,000 GFA)

Independent Variable (X) = Thousand Gross Floor Area (GFA) X = 8

<u>AM Peak</u>	Directional Distribution:	55% Entering	45% Exiting
	T = 2.51 x (X)	Enter:	11
	T = 2.51 x 8	Exit:	10
	T = 21	Total:	21

<u>PM Peak</u>	Directional Distribution:	48% Entering	52% Exiting
	T = 4.90 x (X)	Enter:	19
	T = 4.9 x 8	Exit:	20
	T = 39	Total:	39

<u>Sat. MD Peak</u>	Directional Distribution:	51% Entering	49% Exiting
	T = 11.53 x (X)	Enter:	47
	T = 11.53 x 8	Exit:	46
	T = 93	Total:	93

ITE Land Use Code 934 Fast-Food Restaurant with Drive-Through Window (2,000 GFA)

Independent Variable (X) = Thousand Gross Floor Area (GFA) X = 2

<u>AM Peak</u>	Directional Distribution:	51% Entering	49% Exiting
	T = 44.61 x (X)	Enter:	46
	T = 44.61 x 2	Exit:	43
	T = 89	Total:	89

<u>PM Peak</u>	Directional Distribution:	52% Entering	48% Exiting
	T = 33.03 x (X)	Enter:	34
	T = 33.03 x 2	Exit:	33
	T = 67	Total:	67

<u>Sat. MD Peak</u>	Directional Distribution:	50% Entering	50% Exiting
	T = 55.25 x (X)	Enter:	55
	T = 55.25 x 2	Exit:	55
	T = 110	Total:	110

ITE Land Use Code 945	Convenience Store/Gas Station
-----------------------	-------------------------------

Independent Variable (X) = Peak Hour Traffic on Adjacent Street

X = 1700	AM
X = 2200	PM
X = 2000	MD

AM Peak

Directional Distribution:

50% Entering 50% Exiting

$$\begin{aligned} T &= 0.15 \times (X) \\ T &= 0.15 \times 1700 \\ T &= 255 \end{aligned}$$

Enter:	128
Exit:	127
<u>Total:</u>	<u>255</u>

PM Peak

Directional Distribution:

50% Entering 50% Exiting

$$\begin{aligned} T &= 0.12 \times (X) \\ T &= 0.12 \times 2200 \\ T &= 264 \end{aligned}$$

Enter:	132
Exit:	132
<u>Total:</u>	<u>264</u>

Sat. MD Peak

Directional Distribution:

50% Entering 50% Exiting

$$\begin{aligned} T &= 0.12 \times (X) \\ T &= 0.12 \times 2000 \\ T &= 240 \end{aligned}$$

Enter:	120
Exit:	120
<u>Total:</u>	<u>240</u>

ITE Land Use Code 948	Automated Car Wash
-----------------------	--------------------

(4,200 GFA)

Independent Variable (X) = Thousand Gross Floor Area (GFA)

X = 4.2

AM Peak

n/a

PM Peak

Directional Distribution:

50% Entering 50% Exiting

$$\begin{aligned} T &= 14.20 \times (X) \\ T &= 14.2 \times 4.2 \\ T &= 60 \end{aligned}$$

Enter:	30
Exit:	30
<u>Total:</u>	<u>60</u>

Sat. MD Peak

Directional Distribution:

50% Entering 50% Exiting

$$\begin{aligned} T &= 30.40 \times (X) \\ T &= 30.40 \times 4.2 \\ T &= 127 \end{aligned}$$

Enter:	63
Exit:	64
<u>Total:</u>	<u>127</u>

Independent Study

Automobile Parts Hub;

- In addition to the retail component of the proposed 35,000 square foot building for the automobile parts facility, a distribution warehouse of automobile parts (not typically stocked in smaller stores will be maintained for delivery of ordered parts) to local satellite stores and vehicle service garages are proposed.
- The distribution warehouse is assumed to have 10 delivery vans kept on site that will exit and enter the site multiple times per day for delivery of sold items.
- Delivery times will vary, though the majority will be more than one hour to multiple sites combined into one trip.

Calculation;

Weekday AM Peak Hour

Enter:	0
Exit:	10
<u>Total:</u>	10

Weekday PM Peak Hour

Enter:	10
Exit:	0
<u>Total:</u>	10

Saturday MD Peak Hour

Enter:	5
Exit:	5
<u>Total:</u>	10

C

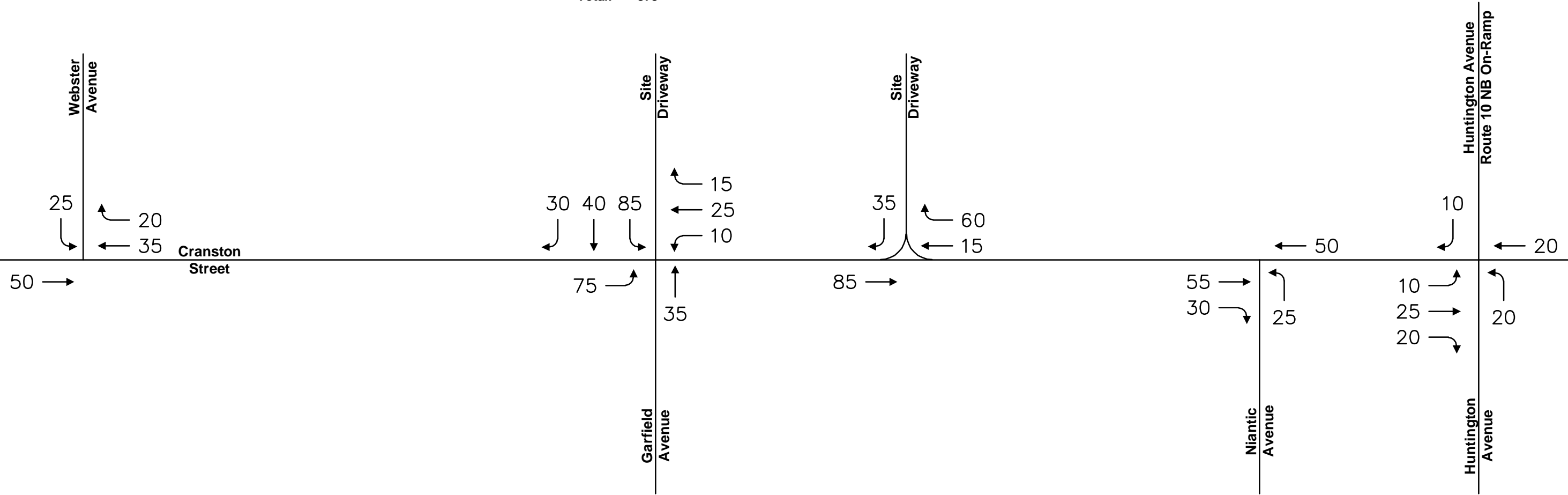
Site Trip Distribution



SITE

Site Trips:

Enter: 185
Exit: 190
Total: 375



WEEKDAY TRAFFIC DISTRIBUTION
AM PEAK HOUR

PROPOSED COMMERCIAL DEVELOPMENT
CRANSTON, RHODE ISLAND

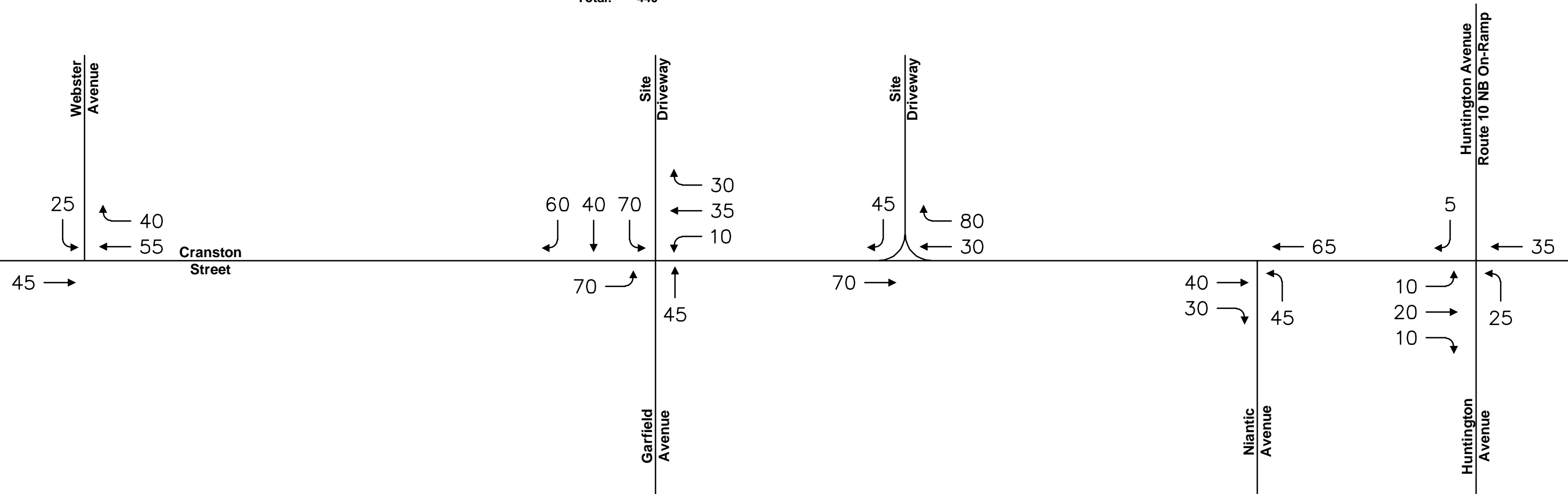
2024 Build Condition



SITE

Site Trips:

Enter: 225
Exit: 215
Total: 440



WEEKDAY TRAFFIC DISTRIBUTION
PM PEAK HOUR

PROPOSED COMMERCIAL DEVELOPMENT
CRANSTON, RHODE ISLAND

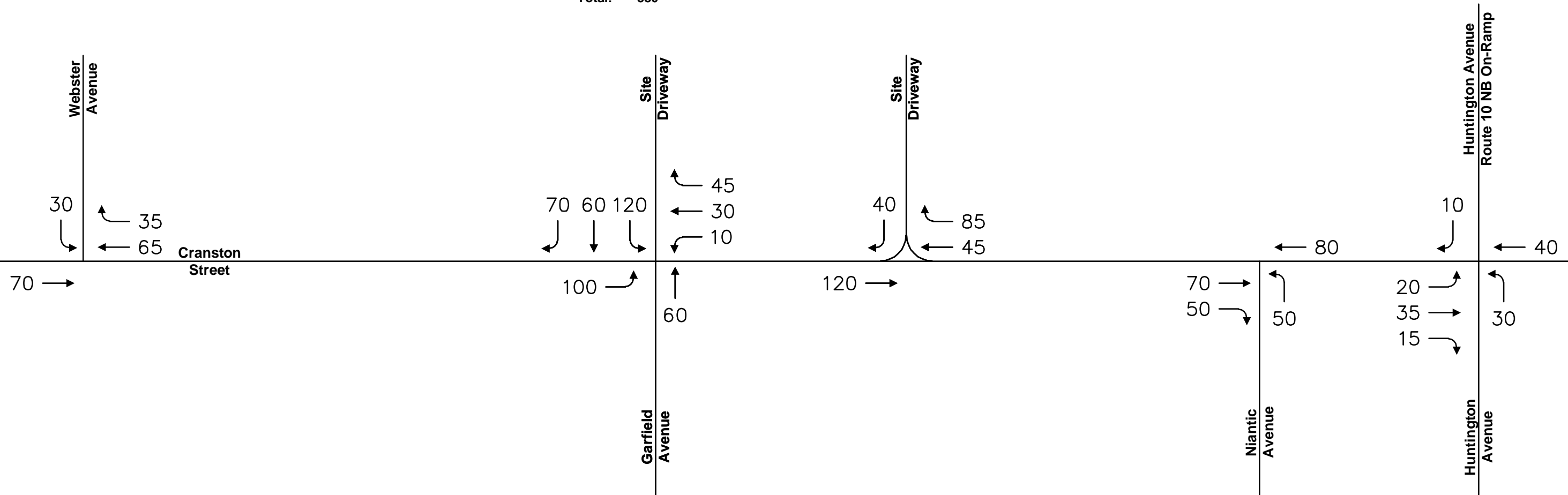
2024 Build Condition



SITE

Site Trips:

Enter: 290
Exit: 290
Total: 580



SATURDAY TRAFFIC DISTRIBUTION
MD PEAK HOUR

PROPOSED COMMERCIAL DEVELOPMENT
CRANSTON, RHODE ISLAND

2024 Build Condition

C

ITE Land Use Code

ITE Land Use Code 843 – Automobile Parts Sales

ITE Land Use Code 934 – Fast-Food Restaurant with Drive-Through Window

ITE Land Use Code 945 – Convenience Store/Gas Station

ITE Land Use Code 948 – Automated Car Wash

ITE Land Use Code 843 – Automobile Parts Sales

Land Use: 843 Automobile Parts Sales

Description

An automobile parts sales facility specializes in the sale of automobile parts for maintenance and repair. Items sold at these facilities include spark plugs, oil, batteries, and a wide range of automobile parts. These facilities are not equipped for on-site vehicle repair. Tire store (Land Use 848), tire superstore (Land Use 849), and automobile parts and service center (Land Use 943) are related uses.

Additional Data

Time-of-day distribution data for this land use are presented in Appendix A. For the seven general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 11:15 a.m. and 12:15 p.m. and 12:45 and 1:45 p.m., respectively.

The sites were surveyed in the 1990s, the 2000s, and the 2010s in Alberta (CAN), Florida, New Hampshire, Texas, and Wisconsin.

Source Numbers

436, 439, 618, 881, 882, 959, 975

Automobile Parts Sales (843)

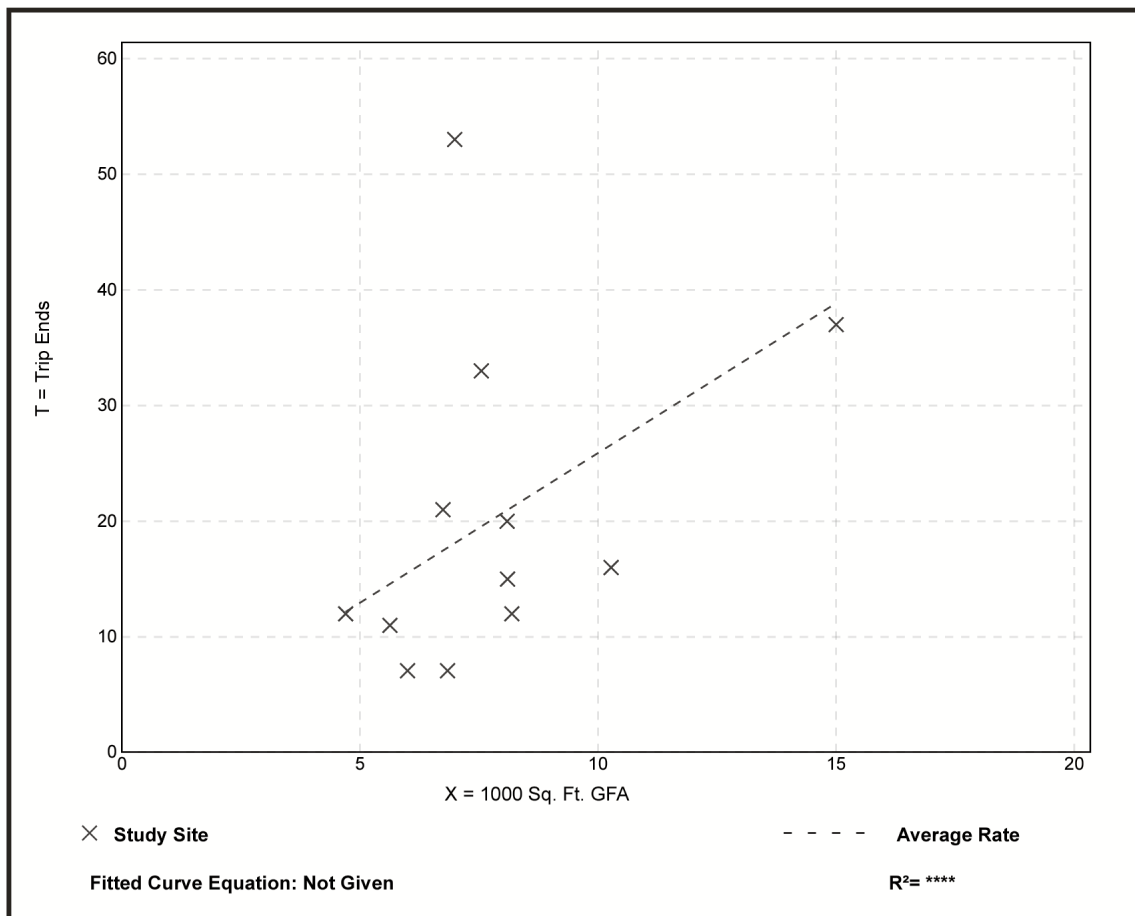
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban
 Number of Studies: 12
 1000 Sq. Ft. GFA: 8
 Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.59	1.02 - 7.58	1.73

Data Plot and Equation



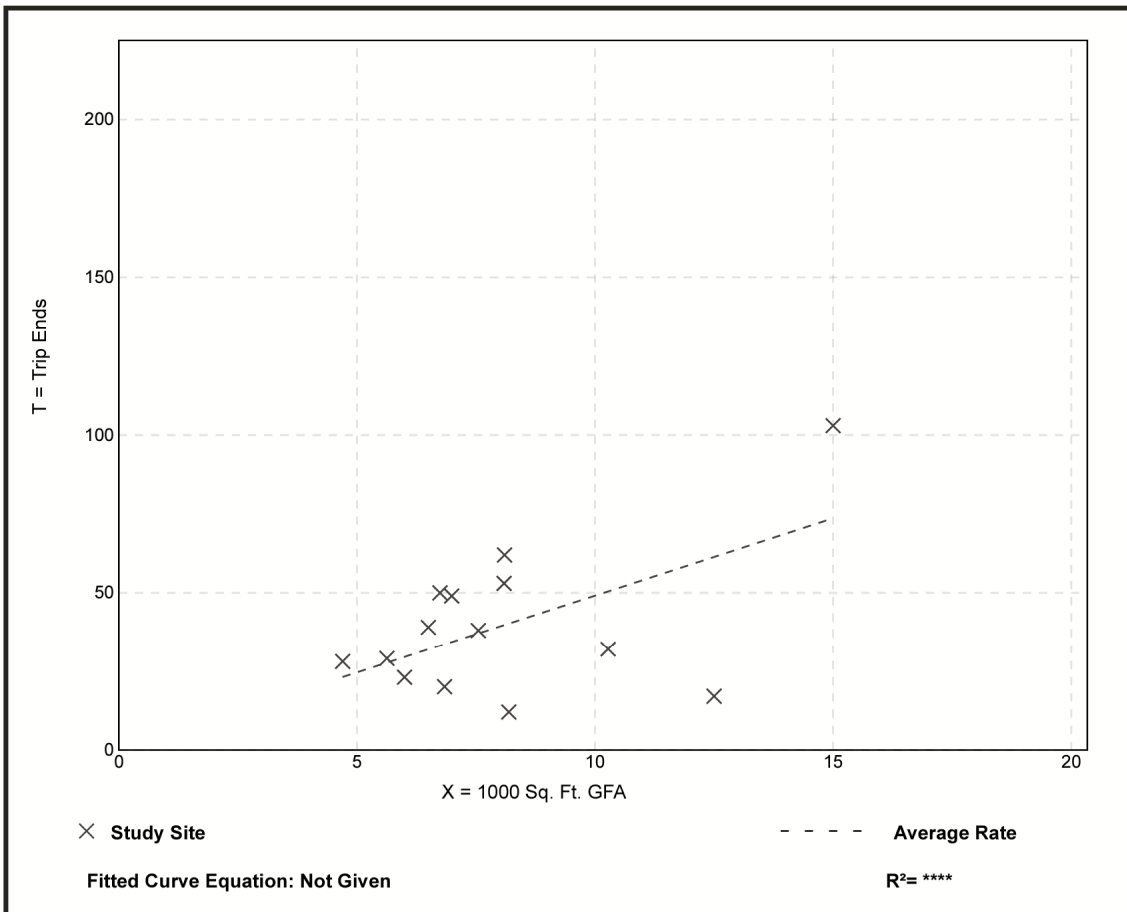
Automobile Parts Sales (843)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 14
 1000 Sq. Ft. GFA: 8
 Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
4.91	1.36 - 7.65	2.29

Data Plot and Equation



Automobile Parts Sales (843)

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

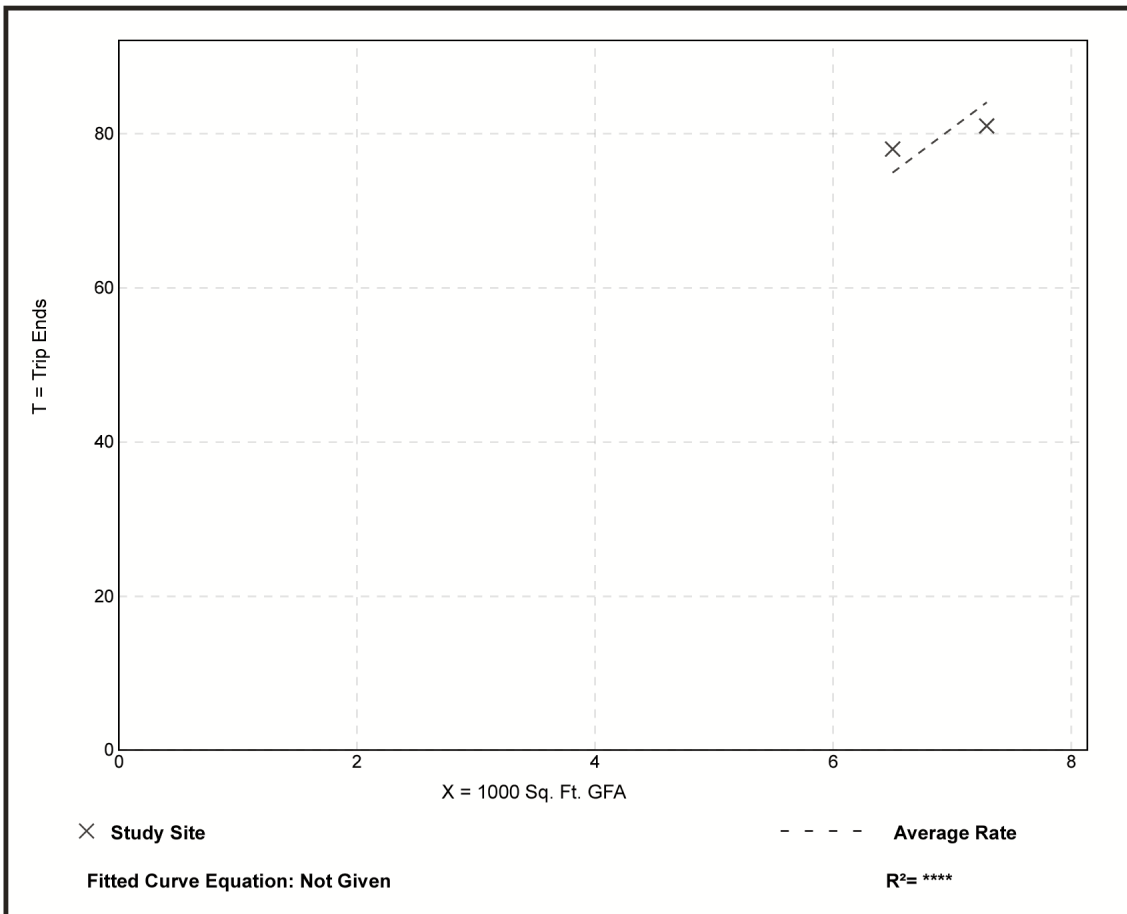
Setting/Location: General Urban/Suburban
Number of Studies: 2
1000 Sq. Ft. GFA: 7
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
11.53	11.11 - 12.00	*

Data Plot and Equation

Caution – Small Sample Size



ITE Land Use Code 934 – Fast-Food Restaurant with Drive-Through Window

Land Use: 934

Fast-Food Restaurant with Drive-Through Window

Description

This land use includes any fast-food restaurant with a drive-through window. This type of restaurant is characterized by a large drive-through and large carry-out clientele, long hours of service (some are open for breakfast, all are open for lunch and dinner, some are open late at night or 24 hours a day) and high turnover rates for eat-in customers. The restaurant does not provide table service. A patron generally orders from a menu board and pays before receiving the meal. A typical duration of stay for an eat-in patron is less than 30 minutes. Fast casual restaurant (Land Use 930), high-turnover (sit-down) restaurant (Land Use 932), fast-food restaurant without drive-through window (Land Use 933), and fast-food restaurant with drive-through window and no indoor seating (Land Use 935) are related uses.

Additional Data

Users should exercise caution when applying statistics during the AM peak periods, as the sites contained in the database for this land use may or may not be open for breakfast. In cases where it was confirmed that the sites were not open for breakfast, data for the AM peak hour of the adjacent street traffic were removed from the database.

If the restaurant has outdoor seating, its area is not included in the overall gross floor area. For a restaurant that has significant outdoor seating, the number of seats may be more reliable than GFA as an independent variable on which to establish a trip generation rate.

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

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alaska, Alberta (CAN), California, Colorado, Florida, Indiana, Kentucky, Maryland, Massachusetts, Minnesota, Montana, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, South Dakota, Texas, Vermont, Virginia, Washington, and Wisconsin.

Source Numbers

163, 164, 168, 180, 181, 241, 245, 278, 294, 300, 301, 319, 338, 340, 342, 358, 389, 438, 502, 552, 577, 583, 584, 617, 640, 641, 704, 715, 728, 810, 866, 867, 869, 885, 886, 927, 935, 962, 977, 1050, 1053, 1054

Fast-Food Restaurant with Drive-Through Window (934)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 96

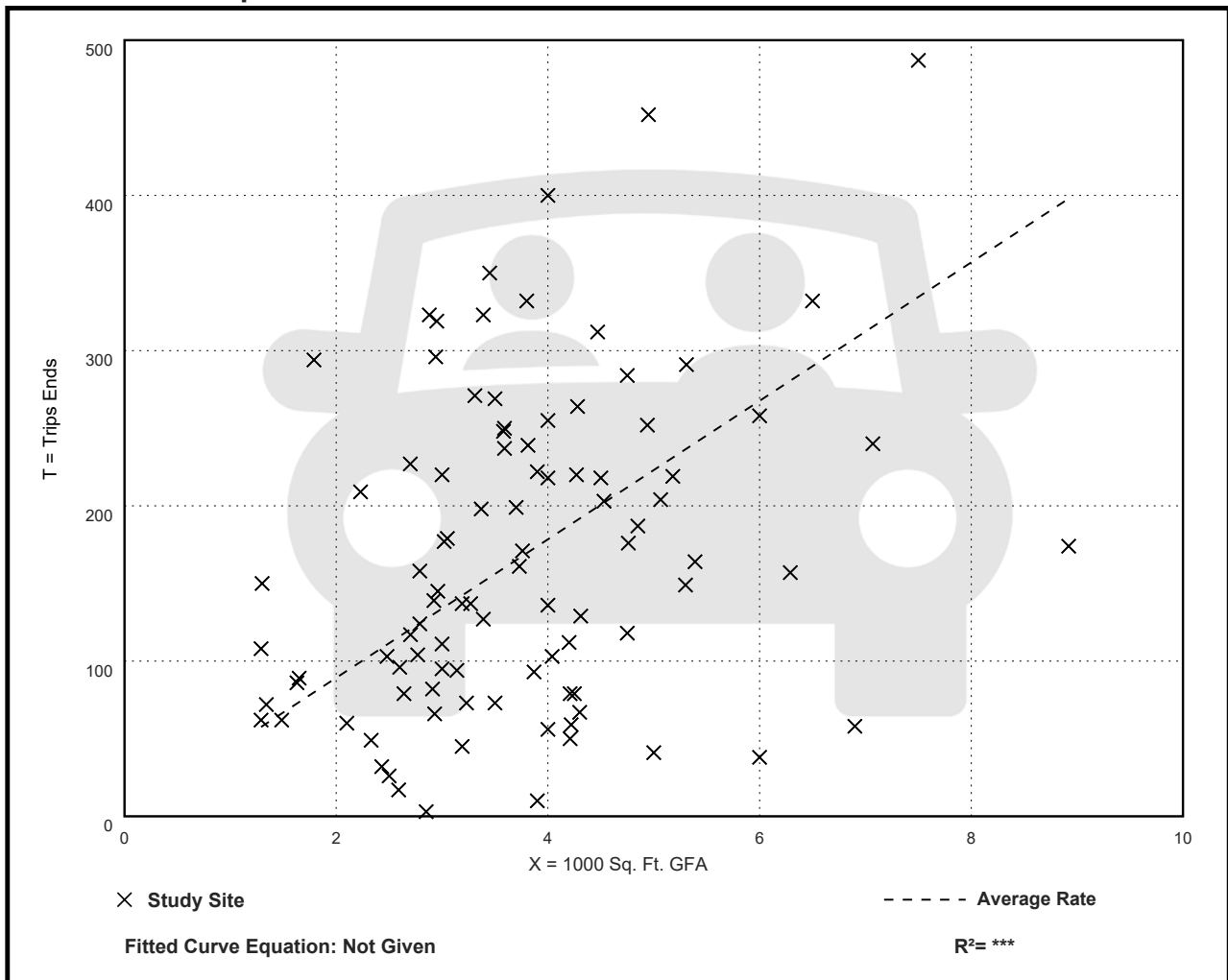
Avg. 1000 Sq. Ft. GFA: 4

Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
44.61	1.05 - 164.25	27.14

Data Plot and Equation



Fast-Food Restaurant with Drive-Through Window (934)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 190

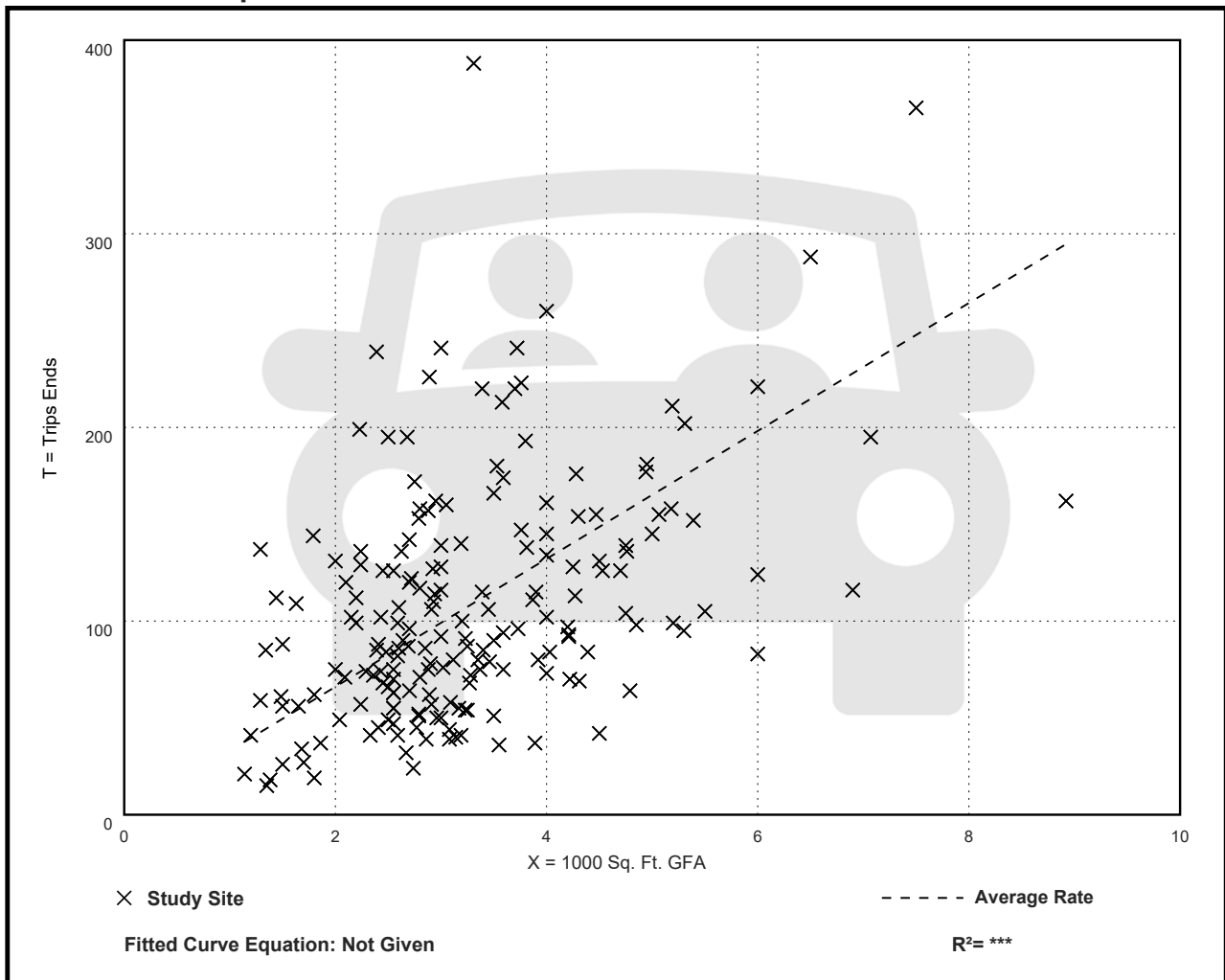
Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
33.03	8.77 - 117.22	17.59

Data Plot and Equation



Fast-Food Restaurant with Drive-Through Window (934)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 53

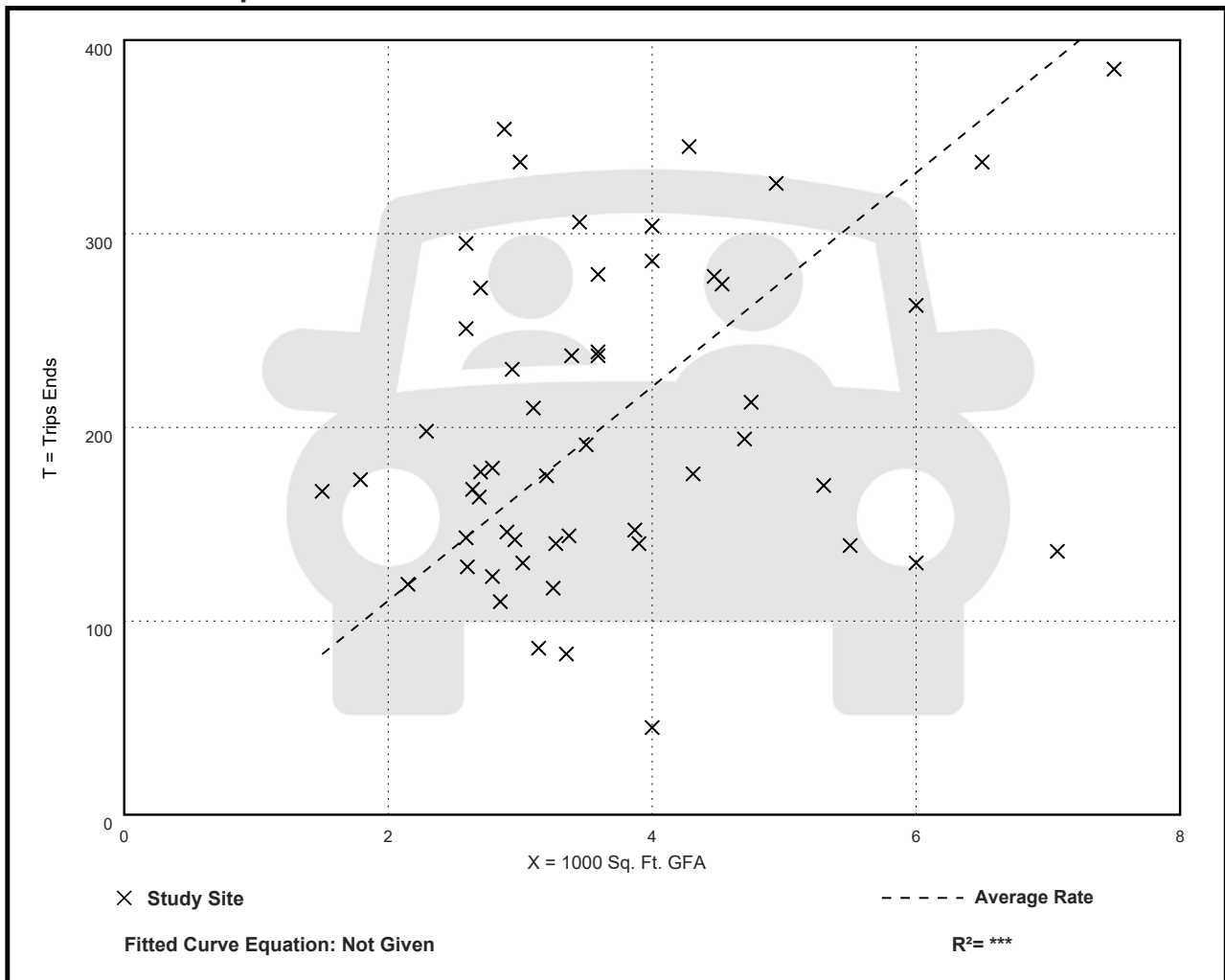
Avg. 1000 Sq. Ft. GFA: 4

Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
55.25	11.25 - 122.92	24.62

Data Plot and Equation



ITE Land Use Code 945 – Convenience Store/Gas Station

Land Use: 945

Convenience Store/Gas Station

Description

A convenience store/gas station is a facility with a co-located convenience store and gas station. The convenience store sells grocery and other everyday items that a person may need or want as a matter of convenience. The gas station sells automotive fuels such as gasoline and diesel.

A convenience store/gas station is typically located along a major thoroughfare to optimize motorist convenience. Extended hours of operation (with many open 24 hours, 7 days a week) are common at these facilities.

The convenience store product mix typically includes pre-packaged grocery items, beverages, dairy products, snack foods, confectionary, tobacco products, over-the-counter drugs, and toiletries. A convenience store may sell alcohol, often limited to beer and wine. Coffee and pre-made sandwiches are also commonly sold at a convenience store. Made-to-order food orders are sometimes offered. Some stores offer limited seating.

The sites in this land use include both self-pump and attendant-pumped fueling positions and both pre-pay and post-pay operations.

Convenience store (Land Use 851), gasoline/service station (Land Use 944), and truck stop (Land Use 950) are related uses.

Land Use Subcategory

Multiple subcategories were added to this land use to allow for multi-variable evaluation of sites with single-variable data plots. All study sites are assigned to one of three subcategories, based on the number of vehicle fueling positions (VFP) at the site: between 2 and 8 VFP, between 9 and 15 VFP, and between 16 and 24 VFP. For each VFP range subcategory, data plots are presented with GFA as the independent variable for all time periods and trip types for which data are available. The use of both GFA and VFP (as the independent variable and land use subcategory, respectively) provides a significant improvement in the reliability of a trip generation estimate when compared to the single-variable data plots in prior editions of *Trip Generation Manual*.

Further, the study sites were also assigned to one of three other subcategories, based on the gross floor area (GFA) of the convenience store at the site: between 2,000 and 4,000 square feet, between 4,000 and 5,500 square feet, and between 5,500 and 10,000 square feet. For each GFA subcategory range, data plots are presented with VFP as the independent variable for all time periods and trip types for which data are available. The use of both VFP and GFA (as the independent variable and land use subcategory, respectively) provides a significant improvement in the reliability of a trip generation estimate when compared to the single-variable data plots in prior editions of *Trip Generation Manual*.

When analyzing the convenience store/gas station land use with each combination of GFA and VFP values as described above, the two sets of data plots will produce two estimates of site-generated trips. Both values can be considered when determining a site trip generation estimate.

Data plots are also provided for three additional independent variables: AM peak hour traffic on adjacent street, PM peak hour traffic on adjacent street, and employees. These independent variables are intended to be analyzed as single independent variables and do not have sub-categories associated with them. Within the data plots and within the ITETripGen web app, these plots are found under the land use subcategory “none.”

Additional Data

ITE recognizes there are existing convenience store/gas station sites throughout North America that are larger than the sites presented in the data plots. However, the ITE database does not include any site with more than 24 VFP or any site with gross floor area greater than 10,000 square feet. Submission of trip generation data for larger sites is encouraged.

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

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), Arkansas, California, Connecticut, Delaware, Florida, Indiana, Iowa, Kentucky, Maryland, Massachusetts, Minnesota, Nevada, New Hampshire, New Jersey, Pennsylvania, Rhode Island, South Dakota, Texas, Utah, Vermont, Washington, and Wisconsin.

Source Numbers

221, 245, 274, 288, 300, 340, 350, 351, 352, 355, 359, 385, 440, 617, 718, 810, 813, 844, 850, 853, 864, 865, 867, 869, 882, 883, 888, 904, 926, 927, 936, 938, 954, 960, 962, 977, 1004, 1024, 1025, 1027, 1052

Convenience Store/Gas Station - None (945)

Vehicle Trip Ends vs: AM Peak Hour Traffic on Adj. St.

On a: **Weekday,**

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 19

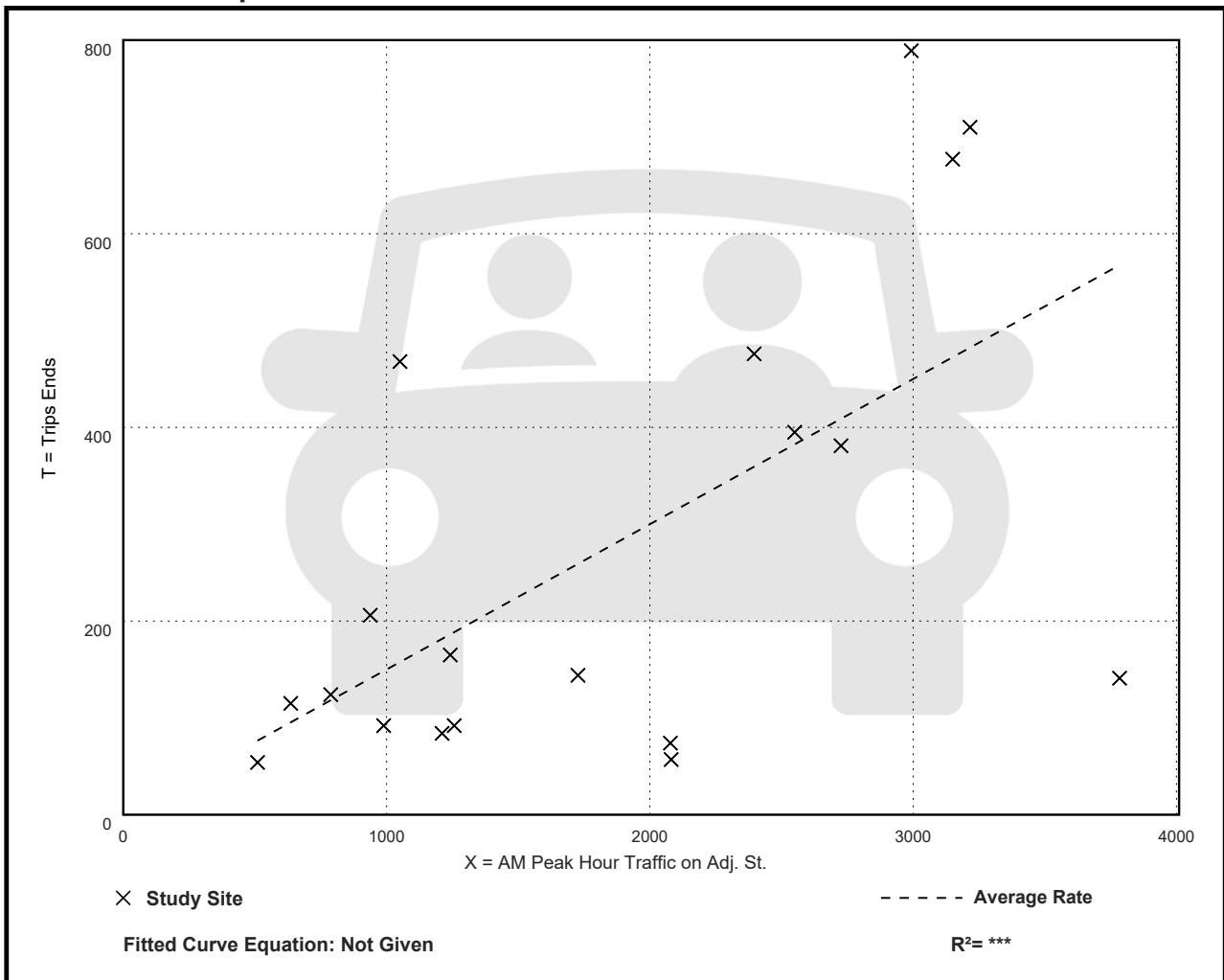
Avg. AM Peak Hour Traffic on Adj. St.: 1859

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per AM Peak Hour Traffic on Adj. St.

Average Rate	Range of Rates	Standard Deviation
0.15	0.03 - 0.45	0.10

Data Plot and Equation



Convenience Store/Gas Station - None (945)

Vehicle Trip Ends vs: PM Peak Hour Traffic on Adj. St.

On a: **Weekday,**

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 19

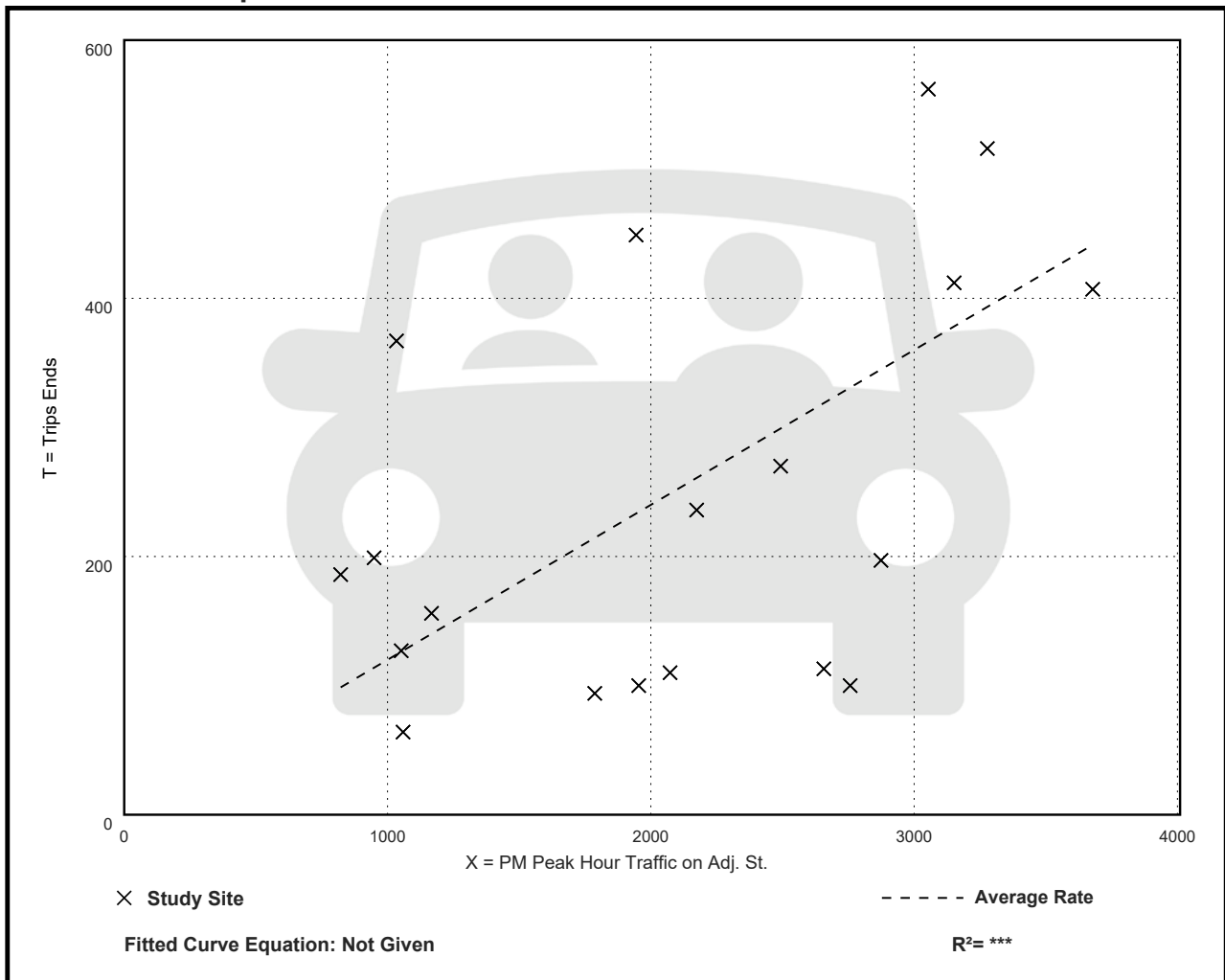
Avg. PM Peak Hour Traffic on Adj. St.: 2103

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per PM Peak Hour Traffic on Adj. St.

Average Rate	Range of Rates	Standard Deviation
0.12	0.04 - 0.35	0.07

Data Plot and Equation



ITE Land Use Code 948 – Automated Car Wash

Land Use: 948

Automated Car Wash

Description

An automated car wash is a facility that allows for the mechanical cleaning of the exterior of vehicles. Manual cleaning service may also be available at the facility. Self-service car wash (Land Use 947) and car wash and detail center (Land Use 949) are related uses.

Additional Data

The sites were surveyed in the 1990s and the 2000s in New Jersey, New York, and Washington.

Source Numbers

552, 555, 585, 599, 954

Automated Car Wash (948)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: **Weekday,**

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. 1000 Sq. Ft. GFA: 2

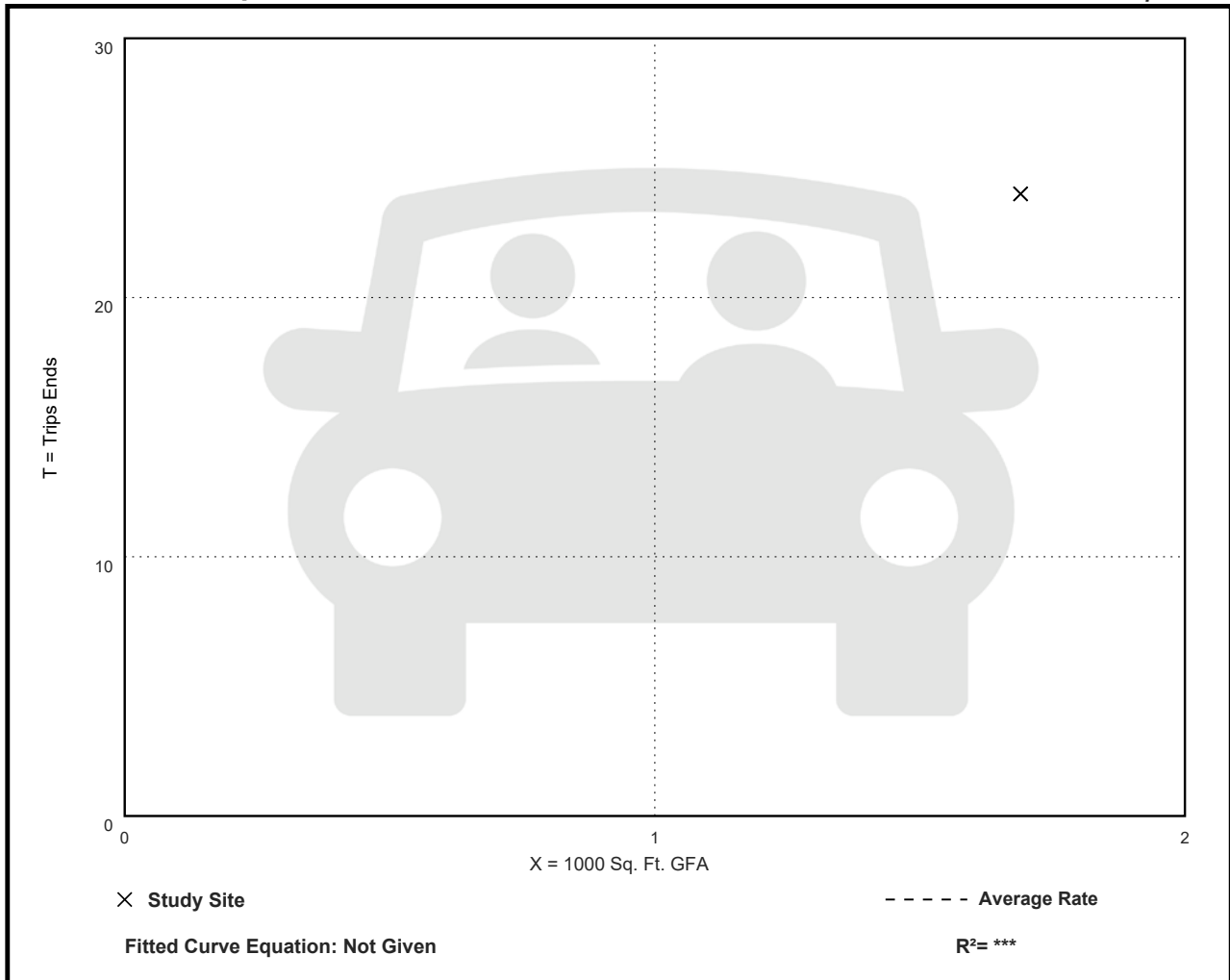
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
14.20	14.20 - 14.20	***

Data Plot and Equation

Caution – Small Sample Size



Automated Car Wash (948)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 3

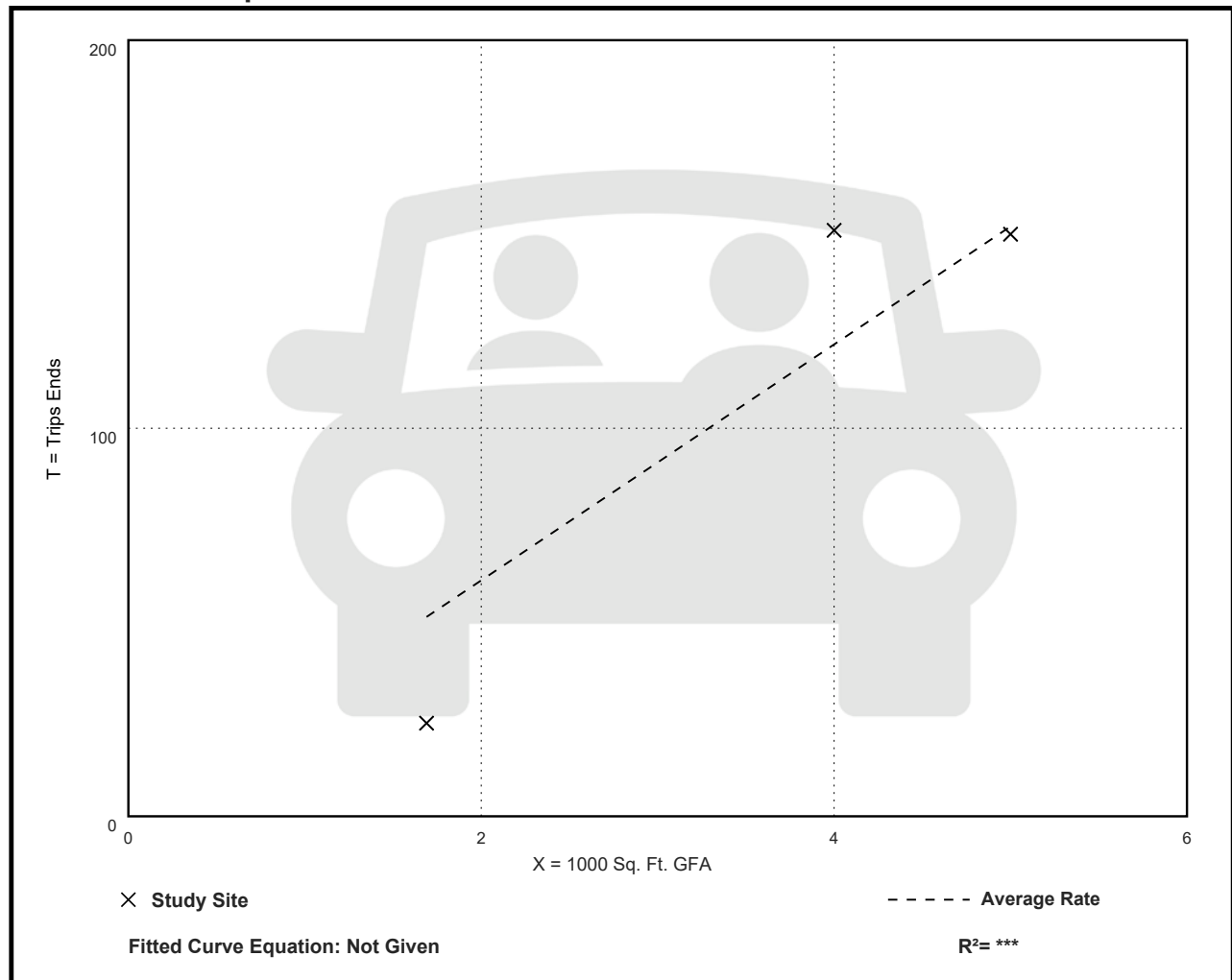
Avg. 1000 Sq. Ft. GFA: 4

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
30.40	14.20 - 37.75	9.63

Data Plot and Equation



APPENDIX D – Operational Analysis

Existing Conditions

- Cranston Street at Webster Avenue
- Cranston Street at Garfield Avenue
- Cranston Street at Niantic Avenue
- Cranston Street at Huntington Avenue/Route 10 NB On-Ramp

Future No Build Conditions

- Cranston Street at Webster Avenue
- Cranston Street at Garfield Avenue
- Cranston Street at Niantic Avenue
- Cranston Street at Huntington Avenue/Route 10 NB On-Ramp

Future Build Conditions (Preferred Alternative)

- Cranston Street at Webster Avenue
- Cranston Street at Garfield Avenue/Main Site Access Driveway
- Cranston Street at Niantic Avenue
- Cranston Street at Huntington Avenue/Route 10 NB On-Ramp

Future Build Conditions (Alternatives)

- Cranston Street at Garfield Avenue/Main Site Access Driveway

D

Existing Weekday AM / PM / Saturday MD Peak Hour

Cranston Street at Webster Avenue

Cranston Street at Garfield Avenue

Cranston Street at Niantic Avenue

Cranston Street at Huntington Avenue/Route 10 NB On-Ramp

Cranston Street at Webster Avenue



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Turning Movement Diagram

Major Street: Cranston Street

Minor Street: Webster Avenue

City/Town: Cranston, RI

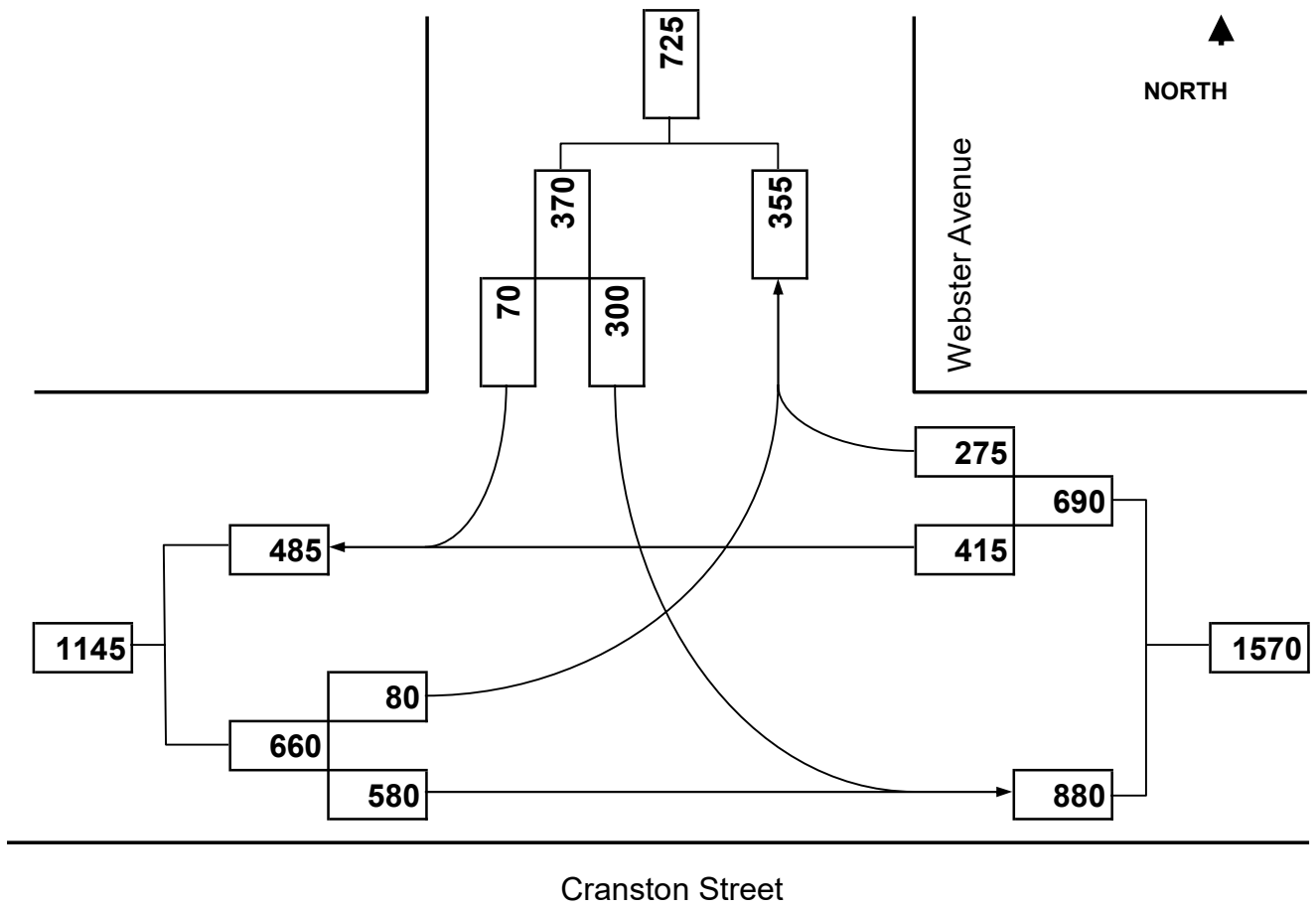
Day of Week: Weekday

Reference No.: 7578

Peak Period: 7:30 AM - 8:30 AM

Existing: AM Peak

Future: n/a



Proposed Commercial Development
Cranston Street at Webster Avenue

Cranston, RI
11/09/2021



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	80	580	415	275	300	70
Future Volume (vph)	80	580	415	275	300	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	1.00	0.85	0.97	
Flt Protected	0.95	1.00	1.00	1.00	0.96	
Satd. Flow (prot)	1805	1863	1827	1425	1765	
Flt Permitted	0.42	1.00	1.00	1.00	0.96	
Satd. Flow (perm)	804	1863	1827	1425	1765	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	85	617	441	293	319	74
RTOR Reduction (vph)	0	0	0	161	14	0
Lane Group Flow (vph)	85	617	441	132	379	0
Heavy Vehicles (%)	0%	2%	4%	2%	1%	0%
Parking (#/hr)				0		
Turn Type	Perm	NA	NA	Perm	Prot	
Protected Phases		2	6		4	
Permitted Phases	2			6		
Actuated Green, G (s)	19.7	19.7	19.7	19.7	14.9	
Effective Green, g (s)	19.7	19.7	19.7	19.7	14.9	
Actuated g/C Ratio	0.45	0.45	0.45	0.45	0.34	
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	
Lane Grp Cap (vph)	363	841	825	643	603	
v/s Ratio Prot		c0.33	0.24		c0.21	
v/s Ratio Perm	0.11			0.09		
v/c Ratio	0.23	0.73	0.53	0.21	0.63	
Uniform Delay, d1	7.3	9.8	8.6	7.2	12.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.2	3.1	0.5	0.1	1.8	
Delay (s)	7.6	12.9	9.2	7.3	13.8	
Level of Service	A	B	A	A	B	
Approach Delay (s)		12.3	8.4		13.8	
Approach LOS		B	A		B	

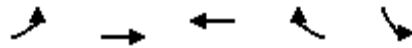
Intersection Summary

HCM 2000 Control Delay	11.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	43.6	Sum of lost time (s)	9.0
Intersection Capacity Utilization	58.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Proposed Commercial Development
Cranston Street at Webster Avenue

Cranston, RI
11/03/2021

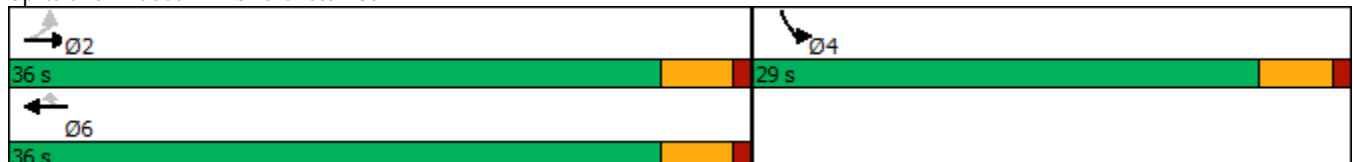


Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Configurations	↶	↶	↶	↶	↶
Traffic Volume (vph)	80	580	415	275	300
Future Volume (vph)	80	580	415	275	300
Lane Group Flow (vph)	85	617	441	293	393
Turn Type	Perm	NA	NA	Perm	Prot
Protected Phases		2	6		4
Permitted Phases	2			6	
Detector Phase	2	2	6	6	4
Switch Phase					
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.5	20.5	20.5	20.5	20.5
Total Split (s)	36.0	36.0	36.0	36.0	29.0
Total Split (%)	55.4%	55.4%	55.4%	55.4%	44.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	None	None
v/c Ratio	0.24	0.75	0.55	0.37	0.65
Control Delay	10.6	17.4	12.5	2.9	18.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	10.6	17.4	12.5	2.9	18.6
Queue Length 50th (ft)	11	110	69	0	72
Queue Length 95th (ft)	44	286	183	35	194
Internal Link Dist (ft)		283	553		305
Turn Bay Length (ft)	100				
Base Capacity (vph)	599	1390	1363	1137	1073
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.14	0.44	0.32	0.26	0.37

Intersection Summary

Cycle Length: 65
 Actuated Cycle Length: 44.5
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated

Splits and Phases: 23: Cranston St



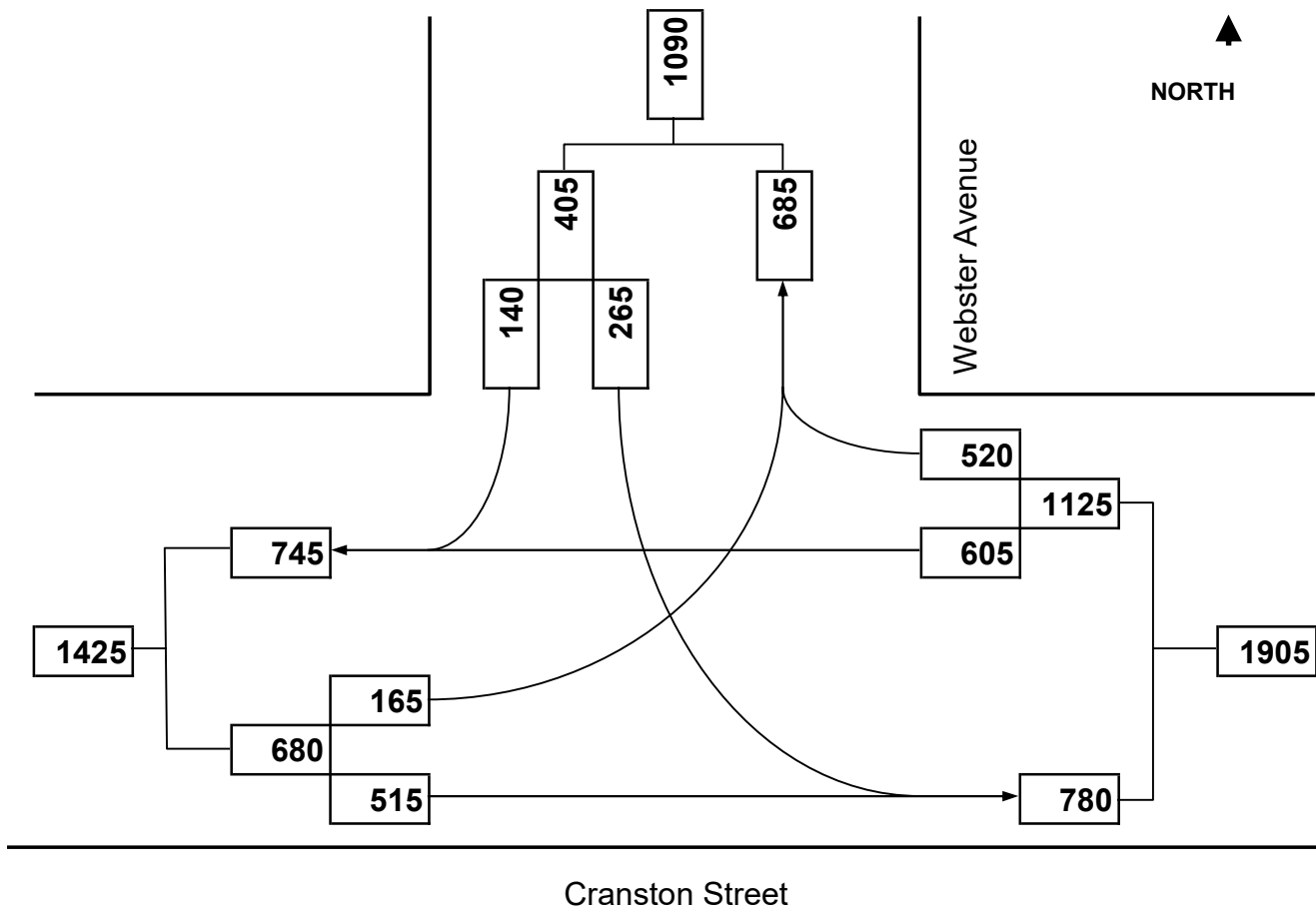


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Turning Movement Diagram

Major Street: Cranston Street
City/Town: Cranston, RI
Reference No.: 7578
Existing: PM Peak

Minor Street: Webster Avenue
Day of Week: Weekday
Peak Period: 4:30 PM - 5:30 PM
Future: n/a



Proposed Commercial Development
Cranston Street at Webster Avenue

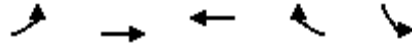
Cranston, RI
11/09/2021



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	165	515	605	520	265	140
Future Volume (vph)	165	515	605	520	265	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	1.00	0.85	0.95	
Flt Protected	0.95	1.00	1.00	1.00	0.97	
Satd. Flow (prot)	1787	1881	1881	1599	1736	
Flt Permitted	0.28	1.00	1.00	1.00	0.97	
Satd. Flow (perm)	519	1881	1881	1599	1736	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	168	526	617	531	270	143
RTOR Reduction (vph)	0	0	0	275	26	0
Lane Group Flow (vph)	168	526	617	256	387	0
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Turn Type	Perm	NA	NA	Perm	Prot	
Protected Phases		2	6		4	
Permitted Phases	2			6		
Actuated Green, G (s)	22.7	22.7	22.7	22.7	15.3	
Effective Green, g (s)	22.7	22.7	22.7	22.7	15.3	
Actuated g/C Ratio	0.48	0.48	0.48	0.48	0.33	
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	
Lane Grp Cap (vph)	250	908	908	772	565	
v/s Ratio Prot		0.28	c0.33		c0.22	
v/s Ratio Perm	0.32			0.16		
v/c Ratio	0.67	0.58	0.68	0.33	0.68	
Uniform Delay, d1	9.3	8.7	9.4	7.5	13.8	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	6.3	0.7	1.9	0.2	3.1	
Delay (s)	15.6	9.5	11.2	7.7	16.9	
Level of Service	B	A	B	A	B	
Approach Delay (s)		11.0	9.6		16.9	
Approach LOS		B	A		B	
Intersection Summary						
HCM 2000 Control Delay			11.3		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.68			
Actuated Cycle Length (s)			47.0		Sum of lost time (s)	9.0
Intersection Capacity Utilization			75.5%		ICU Level of Service	D
Analysis Period (min)			15			
c Critical Lane Group						

Proposed Commercial Development
Cranston Street at Webster Avenue

Cranston, RI
11/03/2021



Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Configurations	↶	↶	↶	↶	↶
Traffic Volume (vph)	165	515	605	520	265
Future Volume (vph)	165	515	605	520	265
Lane Group Flow (vph)	168	526	617	531	413
Turn Type	Perm	NA	NA	Perm	Prot
Protected Phases		2	6		4
Permitted Phases	2			6	
Detector Phase	2	2	6	6	4
Switch Phase					
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.5	20.5	20.5	20.5	20.5
Total Split (s)	44.0	44.0	44.0	44.0	26.0
Total Split (%)	62.9%	62.9%	62.9%	62.9%	37.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	None	None
v/c Ratio	0.69	0.59	0.69	0.51	0.71
Control Delay	26.5	12.3	14.6	2.8	23.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	26.5	12.3	14.6	2.8	23.1
Queue Length 50th (ft)	32	93	117	0	84
Queue Length 95th (ft)	111	197	247	37	#270
Internal Link Dist (ft)		283	553		305
Turn Bay Length (ft)	100				
Base Capacity (vph)	426	1545	1545	1408	877
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.39	0.34	0.40	0.38	0.47

Intersection Summary

Cycle Length: 70

Actuated Cycle Length: 47.9

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 23: Cranston St



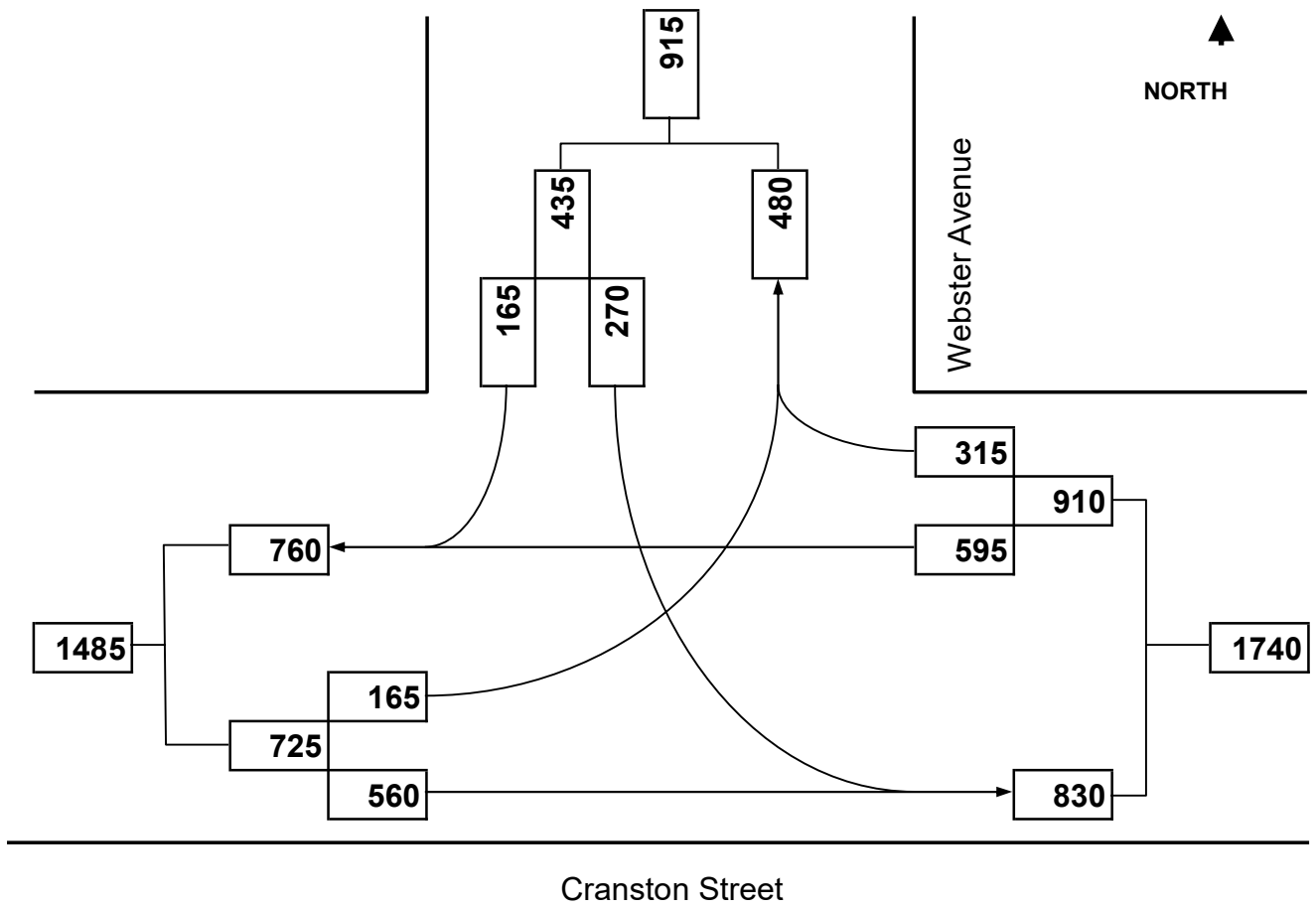


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Turning Movement Diagram

Major Street: Cranston Street
City/Town: Cranston, RI
Reference No.: 7578
Existing: MD Peak

Minor Street: Webster Avenue
Day of Week: Saturday
Peak Period: 12:00 PM - 1:00 PM
Future: n/a



Proposed Commercial Development
Cranston Street at Webster Avenue

Cranston, RI
11/09/2021



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	165	560	595	315	270	165
Future Volume (vph)	165	560	595	315	270	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	1.00	0.85	0.95	
Flt Protected	0.95	1.00	1.00	1.00	0.97	
Satd. Flow (prot)	1787	1881	1881	1439	1731	
Flt Permitted	0.26	1.00	1.00	1.00	0.97	
Satd. Flow (perm)	491	1881	1881	1439	1731	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	172	583	620	328	281	172
RTOR Reduction (vph)	0	0	0	173	30	0
Lane Group Flow (vph)	172	583	620	155	423	0
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Parking (#/hr)				0		
Turn Type	Perm	NA	NA	Perm	Prot	
Protected Phases		2	6		4	
Permitted Phases	2			6		
Actuated Green, G (s)	22.8	22.8	22.8	22.8	16.6	
Effective Green, g (s)	22.8	22.8	22.8	22.8	16.6	
Actuated g/C Ratio	0.47	0.47	0.47	0.47	0.34	
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	
Lane Grp Cap (vph)	231	886	886	677	593	
v/s Ratio Prot		0.31	0.33		c0.24	
v/s Ratio Perm	c0.35			0.11		
v/c Ratio	0.74	0.66	0.70	0.23	0.71	
Uniform Delay, d1	10.4	9.8	10.1	7.6	13.8	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	11.6	1.6	2.2	0.1	3.8	
Delay (s)	22.1	11.4	12.3	7.7	17.6	
Level of Service	C	B	B	A	B	
Approach Delay (s)		13.8	10.7		17.6	
Approach LOS		B	B		B	

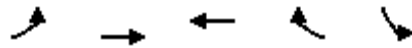
Intersection Summary

HCM 2000 Control Delay	13.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	48.4	Sum of lost time (s)	9.0
Intersection Capacity Utilization	76.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Proposed Commercial Development
Cranston Street at Webster Avenue

Cranston, RI
11/03/2021



Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Configurations	↶	↶	↶	↶	↶
Traffic Volume (vph)	165	560	595	315	270
Future Volume (vph)	165	560	595	315	270
Lane Group Flow (vph)	172	583	620	328	453
Turn Type	Perm	NA	NA	Perm	Prot
Protected Phases		2	6		4
Permitted Phases	2			6	
Detector Phase	2	2	6	6	4
Switch Phase					
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.5	20.5	20.5	20.5	20.5
Total Split (s)	44.0	44.0	44.0	44.0	26.0
Total Split (%)	62.9%	62.9%	62.9%	62.9%	37.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	None	None
v/c Ratio	0.76	0.67	0.71	0.39	0.74
Control Delay	34.7	14.6	15.7	2.6	24.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	34.7	14.6	15.7	2.6	24.0
Queue Length 50th (ft)	37	117	128	0	94
Queue Length 95th (ft)	#143	228	249	31	#310
Internal Link Dist (ft)		283	553		305
Turn Bay Length (ft)	100				
Base Capacity (vph)	398	1526	1526	1229	847
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.43	0.38	0.41	0.27	0.53

Intersection Summary

Cycle Length: 70

Actuated Cycle Length: 49.2

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 23: Cranston St



Cranston Street at Garfield Avenue



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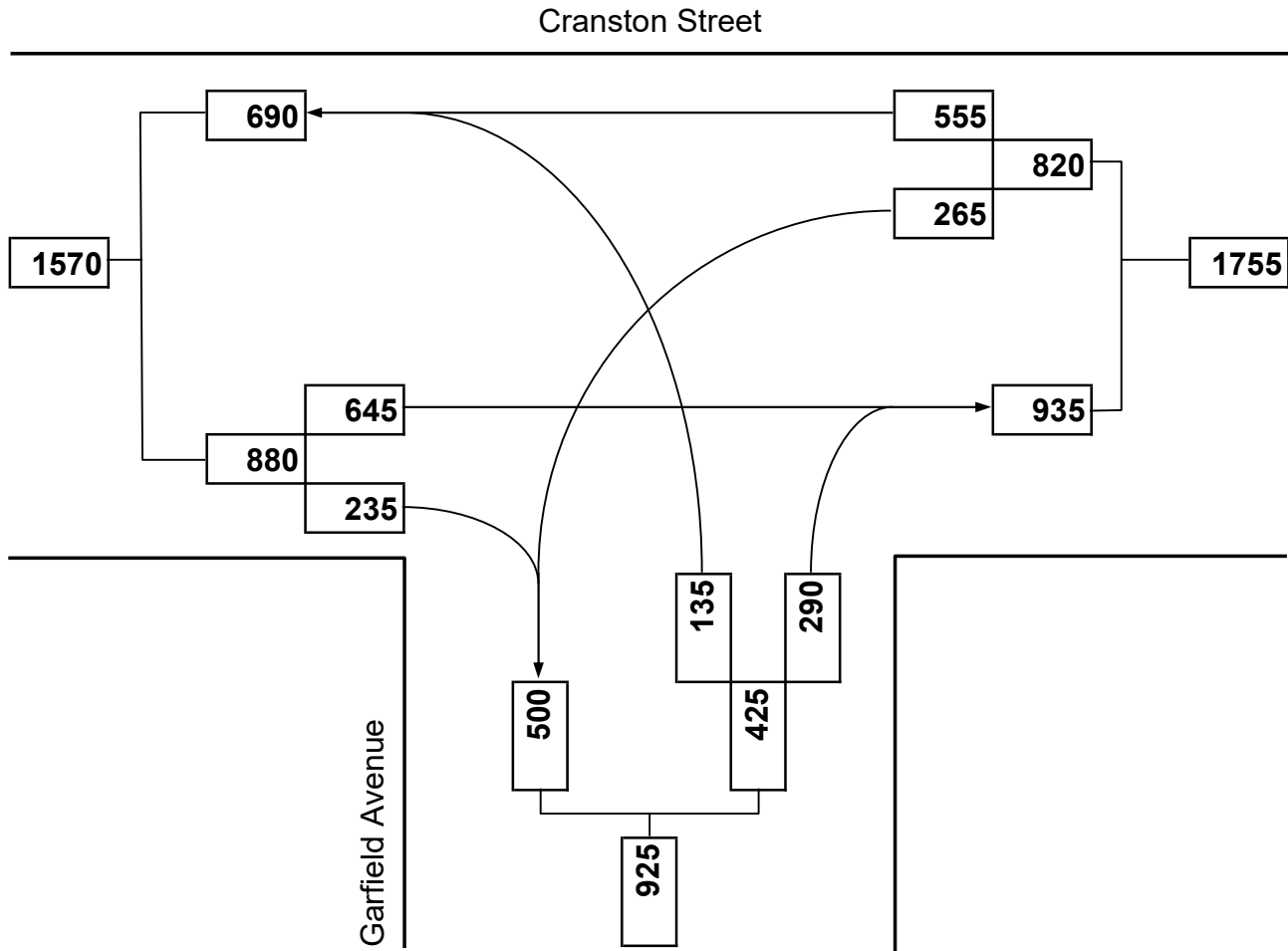
Turning Movement Diagram

Major Street: Cranston Street
City/Town: Cranston, RI
Reference No.: 7578
Existing: AM Peak

Minor Street: Garfield Avenue
Day of Week: Weekday
Peak Period: 7:30 AM - 8:30 AM
Future: n/a



NORTH



Proposed Commercial Development
Cranston Street at Garfield Avenue

Cranston, RI
11/09/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↖	↗
Traffic Volume (vph)	645	235	265	555	135	290
Future Volume (vph)	645	235	265	555	135	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5		5.0	5.0	4.5	4.5
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frt	0.96		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3422		1719	3471	1770	1553
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	3422		1719	3471	1770	1553
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	665	242	273	572	139	299
RTOR Reduction (vph)	47	0	0	0	0	259
Lane Group Flow (vph)	860	0	273	572	139	40
Heavy Vehicles (%)	1%	2%	5%	4%	2%	4%
Turn Type	NA		Prot	NA	Prot	Perm
Protected Phases	2		1	1 2	3	
Permitted Phases						3
Actuated Green, G (s)	41.1		23.0	69.1	11.9	11.9
Effective Green, g (s)	41.1		23.0	69.1	11.9	11.9
Actuated g/C Ratio	0.46		0.26	0.77	0.13	0.13
Clearance Time (s)	4.5		5.0		4.5	4.5
Vehicle Extension (s)	2.5		2.5		2.5	2.5
Lane Grp Cap (vph)	1562		439	2664	234	205
v/s Ratio Prot	c0.25		c0.16	0.16	c0.08	
v/s Ratio Perm						0.03
v/c Ratio	0.55		0.62	0.21	0.59	0.19
Uniform Delay, d1	17.7		29.7	2.9	36.8	34.8
Progression Factor	1.00		1.25	1.58	1.00	1.00
Incremental Delay, d2	1.4		2.1	0.0	3.4	0.3
Delay (s)	19.1		39.1	4.6	40.1	35.1
Level of Service	B		D	A	D	D
Approach Delay (s)	19.1			15.7	36.7	
Approach LOS	B			B	D	

Intersection Summary

HCM 2000 Control Delay	21.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	59.2%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Proposed Commercial Development
Cranston Street at Garfield Avenue

Cranston, RI
11/09/2021



Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑↑	↑	↑
Traffic Volume (vph)	645	265	555	135	290
Future Volume (vph)	645	265	555	135	290
Lane Group Flow (vph)	907	273	572	139	299
Turn Type	NA	Prot	NA	Prot	Perm
Protected Phases	2	1	1 2	3	
Permitted Phases					3
Detector Phase	2	1	1 2	3	3
Switch Phase					
Minimum Initial (s)	10.0	10.0		4.0	4.0
Minimum Split (s)	14.5	15.0		8.5	8.5
Total Split (s)	52.0	18.0		20.0	20.0
Total Split (%)	57.8%	20.0%		22.2%	22.2%
Yellow Time (s)	3.5	3.0		3.5	3.5
All-Red Time (s)	1.0	2.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	5.0		4.5	4.5
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	C-Min	Min		Min	Min
v/c Ratio	0.56	0.62	0.22	0.60	0.64
Control Delay	18.0	44.4	5.5	46.9	11.2
Queue Delay	0.0	0.0	0.0	0.0	0.3
Total Delay	18.0	44.4	5.5	46.9	11.5
Queue Length 50th (ft)	174	168	66	76	0
Queue Length 95th (ft)	234	#263	99	127	68
Internal Link Dist (ft)	225		437	499	
Turn Bay Length (ft)		300			
Base Capacity (vph)	1847	439	2892	308	517
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	17	0	0	0	25
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.50	0.62	0.20	0.45	0.61

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Green, Master Intersection
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 4: Garfield Ave & Cranston St





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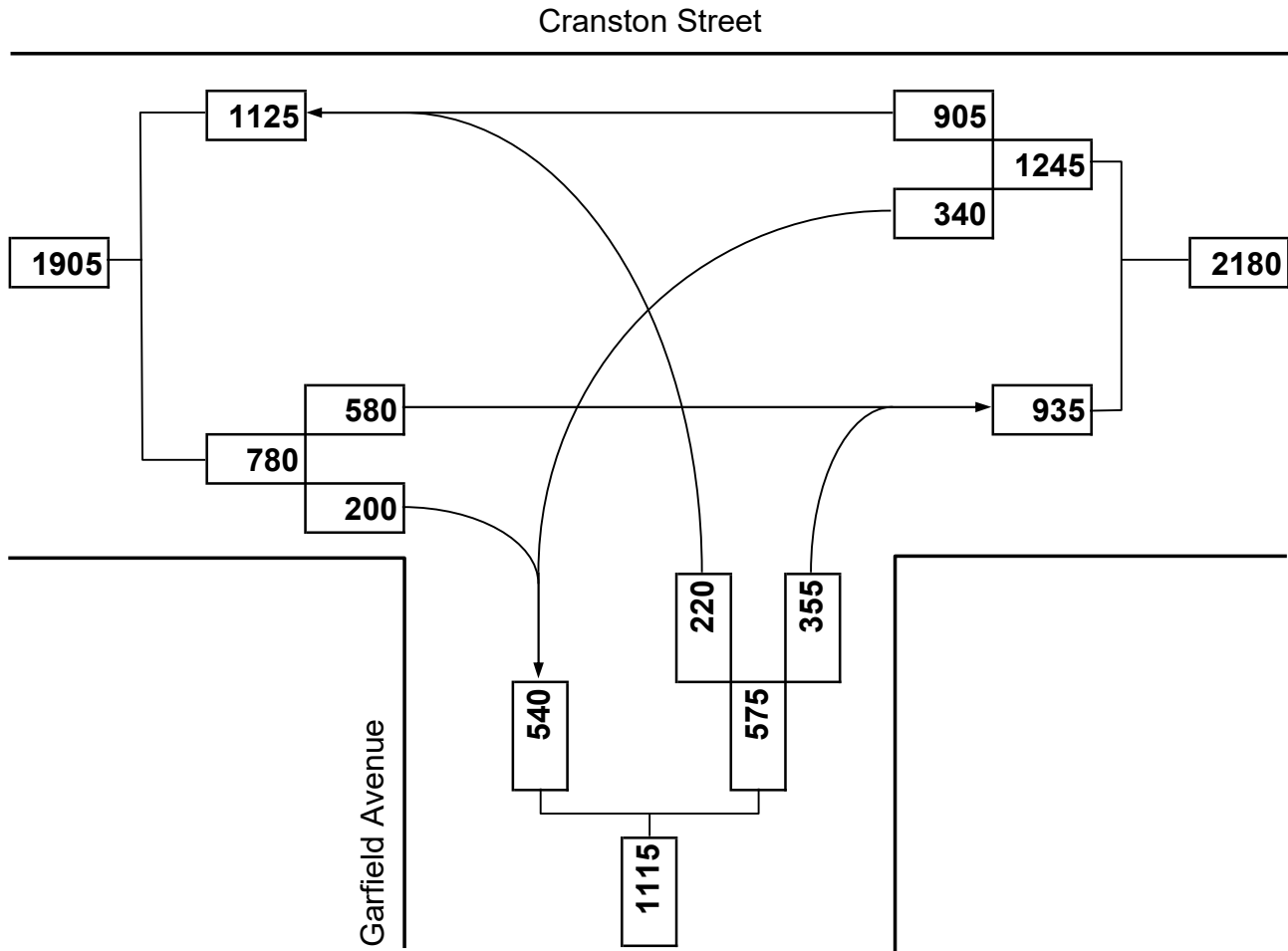
Turning Movement Diagram

Major Street: Cranston Street
City/Town: Cranston, RI
Reference No.: 7578
Existing: PM Peak

Minor Street: Garfield Avenue
Day of Week: Weekday
Peak Period: 4:30 PM - 5:30 PM
Future: n/a



NORTH



Proposed Commercial Development
Cranston Street at Garfield Avenue

Cranston, RI
11/09/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↙	↑↑	↙	↗
Traffic Volume (vph)	580	200	340	905	220	355
Future Volume (vph)	580	200	340	905	220	355
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5		5.0	5.0	4.5	4.5
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frt	0.96		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3445		1770	3574	1787	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	3445		1770	3574	1787	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	611	211	358	953	232	374
RTOR Reduction (vph)	39	0	0	0	0	307
Lane Group Flow (vph)	783	0	358	953	232	67
Heavy Vehicles (%)	1%	0%	2%	1%	1%	2%
Turn Type	NA		Prot	NA	Prot	Perm
Protected Phases	2		1	1 2	3	
Permitted Phases						3
Actuated Green, G (s)	31.5		20.1	56.6	14.4	14.4
Effective Green, g (s)	31.5		20.1	56.6	14.4	14.4
Actuated g/C Ratio	0.39		0.25	0.71	0.18	0.18
Clearance Time (s)	4.5		5.0		4.5	4.5
Vehicle Extension (s)	2.5		2.5		2.5	2.5
Lane Grp Cap (vph)	1356		444	2528	321	284
v/s Ratio Prot	c0.23		c0.20	0.27	c0.13	
v/s Ratio Perm						0.04
v/c Ratio	0.58		0.81	0.38	0.72	0.24
Uniform Delay, d1	19.0		28.1	4.7	30.9	28.1
Progression Factor	1.00		1.03	1.14	1.00	1.00
Incremental Delay, d2	1.8		8.0	0.1	7.3	0.3
Delay (s)	20.8		37.0	5.4	38.3	28.4
Level of Service	C		D	A	D	C
Approach Delay (s)	20.8			14.0	32.2	
Approach LOS	C			B	C	

Intersection Summary

HCM 2000 Control Delay	20.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	65.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Proposed Commercial Development
Cranston Street at Garfield Avenue

Cranston, RI
11/09/2021



Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↖	↑↑	↖	↖
Traffic Volume (vph)	580	340	905	220	355
Future Volume (vph)	580	340	905	220	355
Lane Group Flow (vph)	822	358	953	232	374
Turn Type	NA	Prot	NA	Prot	Perm
Protected Phases	2	1	1 2	3	
Permitted Phases					3
Detector Phase	2	1	1 2	3	3
Switch Phase					
Minimum Initial (s)	10.0	10.0		4.0	4.0
Minimum Split (s)	14.5	15.0		8.5	8.5
Total Split (s)	32.0	26.0		22.0	22.0
Total Split (%)	40.0%	32.5%		27.5%	27.5%
Yellow Time (s)	3.5	3.0		3.5	3.5
All-Red Time (s)	1.0	2.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	5.0		4.5	4.5
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	C-Min	None		None	None
v/c Ratio	0.59	0.80	0.38	0.72	0.63
Control Delay	20.8	41.3	6.5	43.6	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.1
Total Delay	20.8	41.3	6.5	43.6	8.6
Queue Length 50th (ft)	167	197	148	109	0
Queue Length 95th (ft)	230	m#263	m175	177	67
Internal Link Dist (ft)	225		437	499	
Turn Bay Length (ft)		300			
Base Capacity (vph)	1392	475	2468	390	638
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	10
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.59	0.75	0.39	0.59	0.60

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Green, Master Intersection
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Garfield Ave & Cranston St





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Turning Movement Diagram

Major Street: Cranston Street

Minor Street: Garfield Avenue

City/Town: Cranston, RI

Day of Week: Saturday

Reference No.: 7578

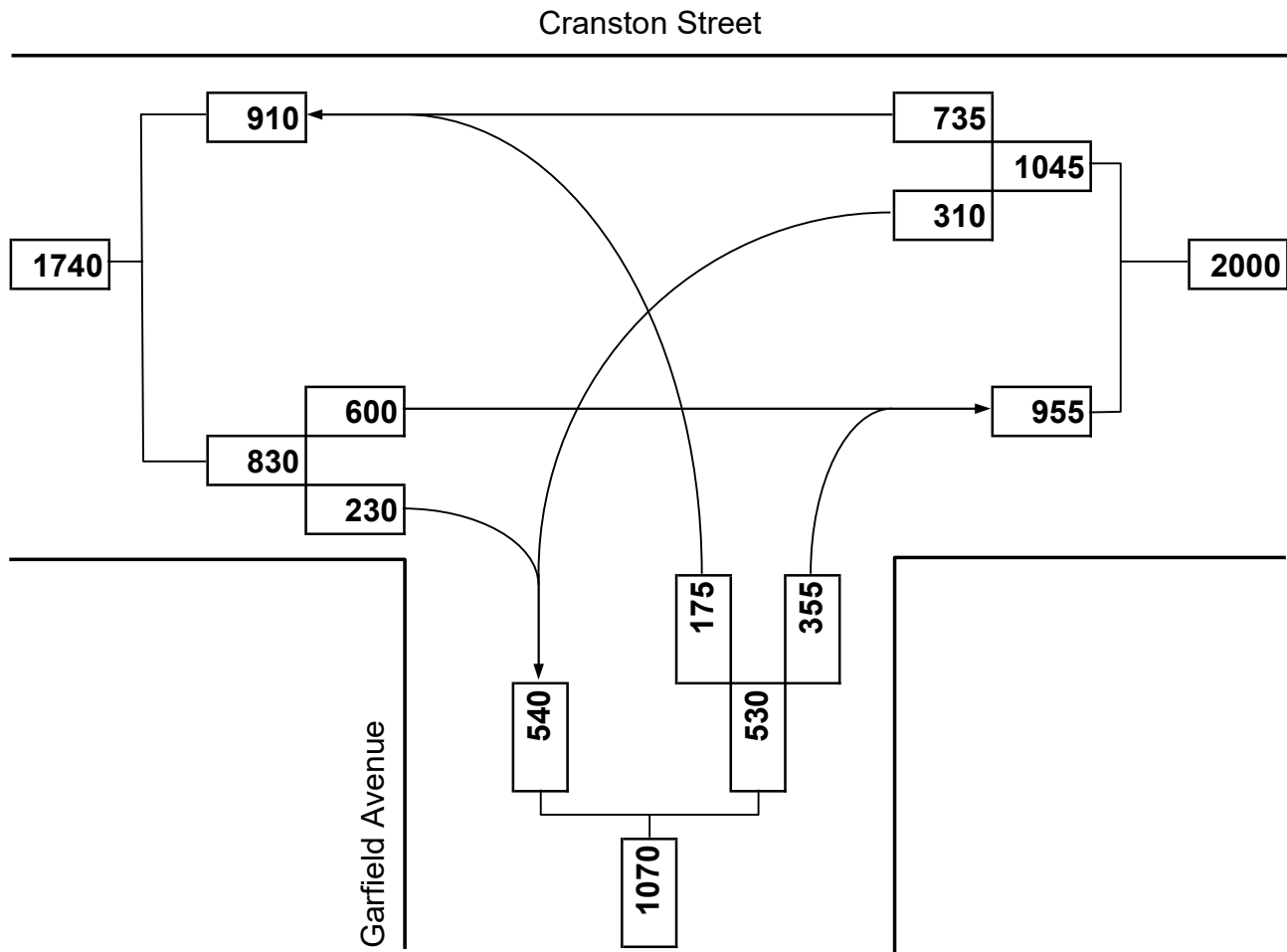
Peak Period: 12:00 PM - 1:00 PM

Existing: MD Peak

Future: n/a



NORTH



Proposed Commercial Development
Cranston Street at Garfield Avenue

Cranston, RI
11/09/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↖	↗
Traffic Volume (vph)	600	230	310	735	175	355
Future Volume (vph)	600	230	310	735	175	355
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5		5.0	5.0	4.5	4.5
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frt	0.96		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3426		1787	3574	1787	1599
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	3426		1787	3574	1787	1599
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	606	232	313	742	177	359
RTOR Reduction (vph)	56	0	0	0	0	304
Lane Group Flow (vph)	782	0	313	742	177	55
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Turn Type	NA		Prot	NA	Prot	Perm
Protected Phases	2		1	1 2	3	
Permitted Phases						3
Actuated Green, G (s)	36.1		26.1	67.2	13.8	13.8
Effective Green, g (s)	36.1		26.1	67.2	13.8	13.8
Actuated g/C Ratio	0.40		0.29	0.75	0.15	0.15
Clearance Time (s)	4.5		5.0		4.5	4.5
Vehicle Extension (s)	2.5		2.5		2.5	2.5
Lane Grp Cap (vph)	1374		518	2668	274	245
v/s Ratio Prot	c0.23		c0.18	0.21	c0.10	
v/s Ratio Perm						0.03
v/c Ratio	0.57		0.60	0.28	0.65	0.22
Uniform Delay, d1	20.9		27.5	3.6	35.8	33.4
Progression Factor	1.00		1.22	1.58	1.00	1.00
Incremental Delay, d2	1.7		1.4	0.0	4.6	0.3
Delay (s)	22.6		35.1	5.8	40.4	33.7
Level of Service	C		D	A	D	C
Approach Delay (s)	22.6			14.5	35.9	
Approach LOS	C			B	D	
Intersection Summary						
HCM 2000 Control Delay			22.0		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.59			
Actuated Cycle Length (s)			90.0		Sum of lost time (s)	14.0
Intersection Capacity Utilization			62.5%		ICU Level of Service	B
Analysis Period (min)			15			
c Critical Lane Group						

Proposed Commercial Development
Cranston Street at Garfield Avenue

Cranston, RI
11/09/2021



Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↖	↑↑	↖	↖
Traffic Volume (vph)	600	310	735	175	355
Future Volume (vph)	600	310	735	175	355
Lane Group Flow (vph)	838	313	742	177	359
Turn Type	NA	Prot	NA	Prot	Perm
Protected Phases	2	1	1 2	3	
Permitted Phases					3
Detector Phase	2	1	1 2	3	3
Switch Phase					
Minimum Initial (s)	10.0	10.0		4.0	4.0
Minimum Split (s)	14.5	15.0		8.5	8.5
Total Split (s)	52.0	18.0		20.0	20.0
Total Split (%)	57.8%	20.0%		22.2%	22.2%
Yellow Time (s)	3.5	3.0		3.5	3.5
All-Red Time (s)	1.0	2.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	5.0		4.5	4.5
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	C-Min	Min		Min	Min
v/c Ratio	0.59	0.60	0.28	0.65	0.66
Control Delay	20.4	40.9	6.9	46.4	9.8
Queue Delay	0.0	0.0	0.0	0.0	0.3
Total Delay	20.4	40.9	6.9	46.4	10.2
Queue Length 50th (ft)	170	194	121	96	0
Queue Length 95th (ft)	216	m#321	146	151	70
Internal Link Dist (ft)	225		437	499	
Turn Bay Length (ft)		300			
Base Capacity (vph)	1851	518	3100	325	584
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	65	0	0	0	33
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.47	0.60	0.24	0.54	0.65

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Green, Master Intersection
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Garfield Ave & Cranston St



Cranston Street at Niantic Avenue



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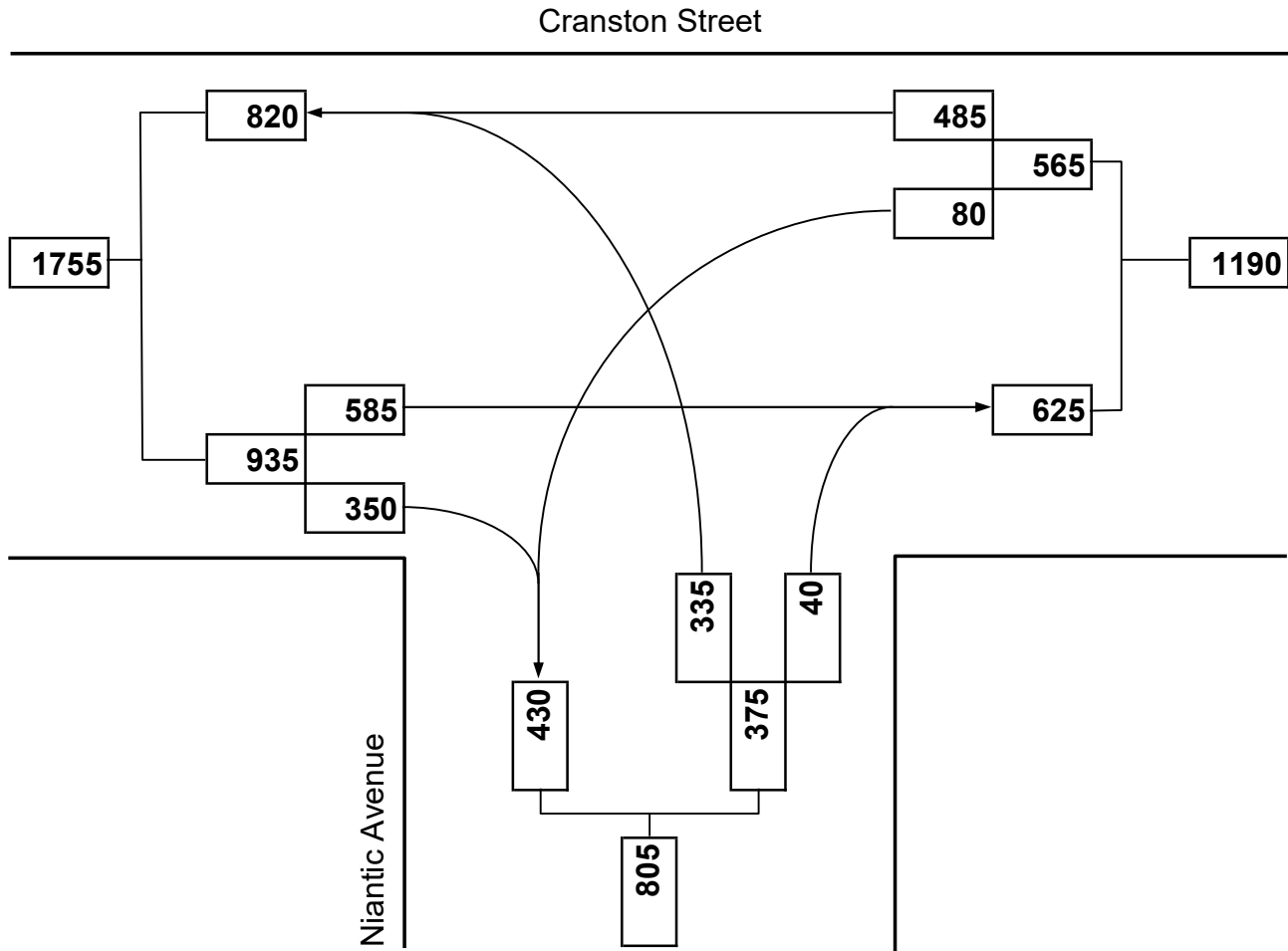
Turning Movement Diagram

Major Street: Cranston Street
City/Town: Cranston, RI
Reference No.: 7578
Existing: AM Peak

Minor Street: Niantic Avenue
Day of Week: Weekday
Peak Period: 7:30 AM - 8:30 AM
Future: n/a



NORTH



Proposed Commercial Development
Cranston Street at Niantic Avenue

Cranston, RI
11/09/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↗	
Traffic Volume (vph)	585	350	80	485	335	35
Future Volume (vph)	585	350	80	485	335	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00		0.95	1.00	
Frt	1.00	0.85		1.00	0.99	
Flt Protected	1.00	1.00		0.99	0.96	
Satd. Flow (prot)	1863	1583		3480	1732	
Flt Permitted	1.00	1.00		0.75	0.96	
Satd. Flow (perm)	1863	1583		2617	1732	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	622	372	85	516	356	37
RTOR Reduction (vph)	0	143	0	0	4	0
Lane Group Flow (vph)	622	229	0	601	389	0
Heavy Vehicles (%)	2%	2%	3%	3%	4%	0%
Turn Type	NA	Perm	Perm	NA	Prot	
Protected Phases	1			1	2	
Permitted Phases		1	1			
Actuated Green, G (s)	55.4	55.4		55.4	24.6	
Effective Green, g (s)	55.4	55.4		55.4	24.6	
Actuated g/C Ratio	0.62	0.62		0.62	0.27	
Clearance Time (s)	5.0	5.0		5.0	5.0	
Vehicle Extension (s)	2.5	2.5		2.5	2.5	
Lane Grp Cap (vph)	1146	974		1610	473	
v/s Ratio Prot	c0.33				c0.22	
v/s Ratio Perm		0.14		0.23		
v/c Ratio	0.54	0.24		0.37	0.82	
Uniform Delay, d1	10.0	7.8		8.6	30.6	
Progression Factor	0.97	2.42		1.31	1.00	
Incremental Delay, d2	1.6	0.5		0.4	10.8	
Delay (s)	11.3	19.4		11.7	41.4	
Level of Service	B	B		B	D	
Approach Delay (s)	14.3			11.7	41.4	
Approach LOS	B			B	D	

Intersection Summary

HCM 2000 Control Delay	18.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	79.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Proposed Commercial Development
Cranston Street at Niantic Avenue

Cranston, RI
11/09/2021



Lane Group	EBT	EBR	WBL	WBT	NBL
Lane Configurations	↑	↗		↖	↘
Traffic Volume (vph)	585	350	80	485	335
Future Volume (vph)	585	350	80	485	335
Lane Group Flow (vph)	622	372	0	601	393
Turn Type	NA	Perm	Perm	NA	Prot
Protected Phases	1			1	2
Permitted Phases		1	1		
Detector Phase	1	1	1	1	2
Switch Phase					
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	15.0	15.0	15.0	15.0	15.0
Total Split (s)	54.0	54.0	54.0	54.0	36.0
Total Split (%)	60.0%	60.0%	60.0%	60.0%	40.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0
Lead/Lag	Lead	Lead	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes
Recall Mode	C-Min	C-Min	C-Min	C-Min	None
v/c Ratio	0.54	0.33		0.37	0.82
Control Delay	12.8	3.6		13.1	44.5
Queue Delay	0.9	0.0		1.3	0.0
Total Delay	13.7	3.6		14.4	44.5
Queue Length 50th (ft)	276	15		128	205
Queue Length 95th (ft)	431	148		m135	284
Internal Link Dist (ft)	437			193	468
Turn Bay Length (ft)					
Base Capacity (vph)	1147	1117		1612	600
Starvation Cap Reductn	271	0		762	0
Spillback Cap Reductn	126	0		0	0
Storage Cap Reductn	0	0		0	0
Reduced v/c Ratio	0.71	0.33		0.71	0.66

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 35 (39%), Referenced to phase 1:EBWB, Start of Green
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 18: Niantic Ave & Cranston St





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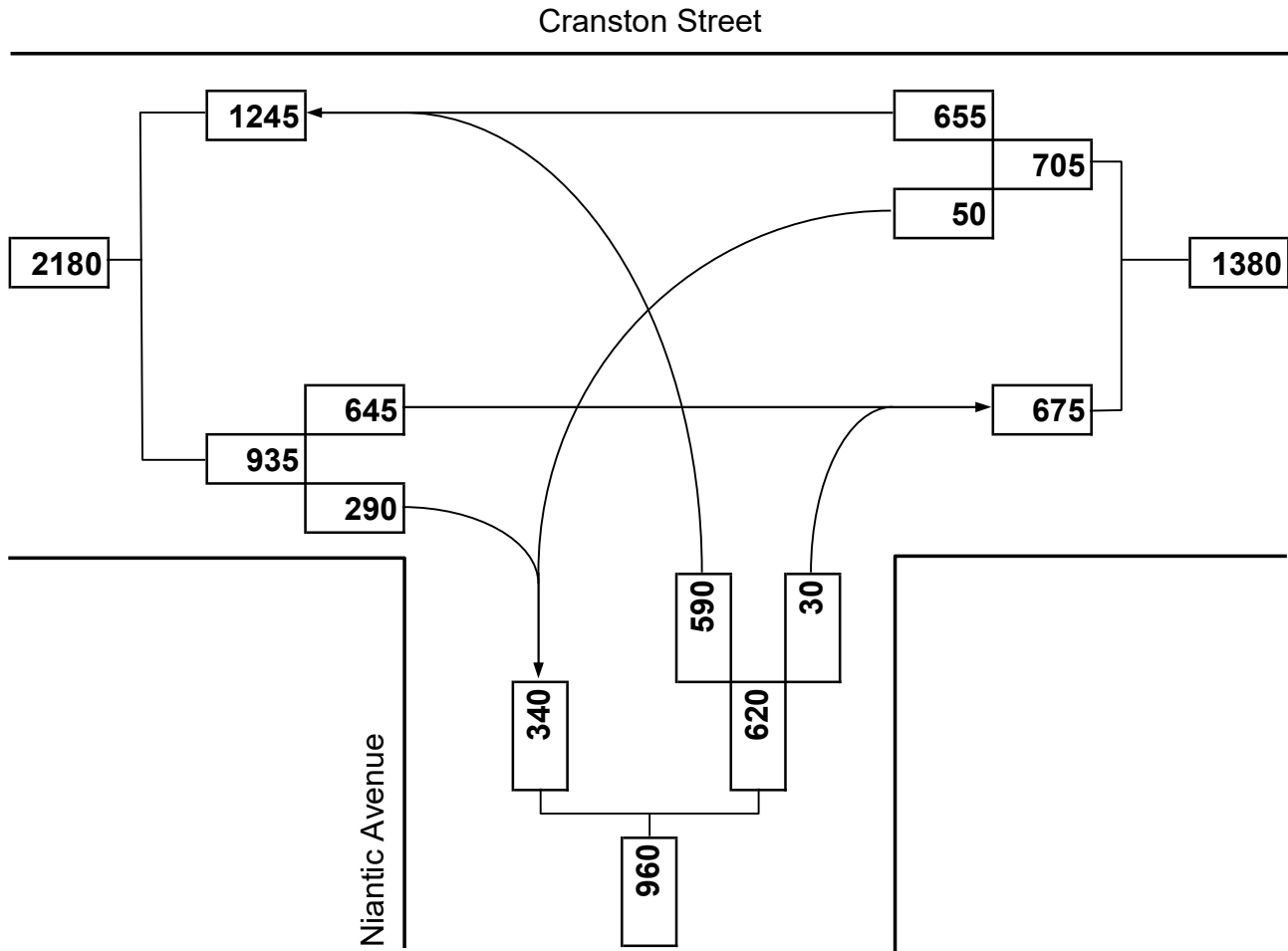
Turning Movement Diagram

Major Street: Cranston Street
City/Town: Cranston, RI
Reference No.: 7578
Existing: PM Peak

Minor Street: Niantic Avenue
Day of Week: Weekday
Peak Period: 4:30 PM - 5:30 PM
Future: n/a

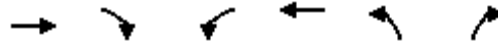


NORTH



Proposed Commercial Development
Cranston Street at Niantic Avenue

Cranston, RI
11/09/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑↑	↑↑	
Traffic Volume (vph)	645	290	50	655	590	30
Future Volume (vph)	645	290	50	655	590	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00		0.95	1.00	
Frt	1.00	0.85		1.00	0.99	
Flt Protected	1.00	1.00		1.00	0.95	
Satd. Flow (prot)	1881	1439		3559	1785	
Flt Permitted	1.00	1.00		0.76	0.95	
Satd. Flow (perm)	1881	1439		2716	1785	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	652	293	51	662	596	30
RTOR Reduction (vph)	0	156	0	0	2	0
Lane Group Flow (vph)	652	137	0	713	624	0
Heavy Vehicles (%)	1%	1%	2%	1%	1%	0%
Parking (#/hr)		0				
Turn Type	NA	Perm	Perm	NA	Prot	
Protected Phases	1			1	2	
Permitted Phases		1	1			
Actuated Green, G (s)	37.4	37.4		37.4	32.6	
Effective Green, g (s)	37.4	37.4		37.4	32.6	
Actuated g/C Ratio	0.47	0.47		0.47	0.41	
Clearance Time (s)	5.0	5.0		5.0	5.0	
Vehicle Extension (s)	2.5	2.5		2.5	2.5	
Lane Grp Cap (vph)	879	672		1269	727	
v/s Ratio Prot	c0.35				c0.35	
v/s Ratio Perm		0.10		0.26		
v/c Ratio	0.74	0.20		0.56	0.86	
Uniform Delay, d1	17.4	12.5		15.4	21.6	
Progression Factor	0.95	1.76		1.85	1.00	
Incremental Delay, d2	4.6	0.6		1.0	9.8	
Delay (s)	21.0	22.7		29.6	31.4	
Level of Service	C	C		C	C	
Approach Delay (s)	21.5			29.6	31.4	
Approach LOS	C			C	C	

Intersection Summary

HCM 2000 Control Delay	26.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	99.0%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Proposed Commercial Development
Cranston Street at Niantic Avenue

Cranston, RI
11/09/2021



Lane Group	EBT	EBR	WBL	WBT	NBL
Lane Configurations	↑	↗		↖	↘
Traffic Volume (vph)	645	290	50	655	590
Future Volume (vph)	645	290	50	655	590
Lane Group Flow (vph)	652	293	0	713	626
Turn Type	NA	Perm	Perm	NA	Prot
Protected Phases	1			1	2
Permitted Phases		1	1		
Detector Phase	1	1	1	1	2
Switch Phase					
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	15.0	15.0	15.0	15.0	15.0
Total Split (s)	51.0	51.0	51.0	51.0	29.0
Total Split (%)	63.8%	63.8%	63.8%	63.8%	36.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0
Lead/Lag	Lead	Lead	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes
Recall Mode	C-Min	C-Min	C-Min	C-Min	Min
v/c Ratio	0.74	0.35		0.56	0.86
Control Delay	20.3	3.1		28.2	38.9
Queue Delay	0.6	0.0		2.7	0.0
Total Delay	20.9	3.1		30.9	38.9
Queue Length 50th (ft)	324	16		206	281
Queue Length 95th (ft)	372	18		m211	#580
Internal Link Dist (ft)	437			193	468
Turn Bay Length (ft)					
Base Capacity (vph)	1081	951		1561	730
Starvation Cap Reductn	101	0		705	0
Spillback Cap Reductn	149	0		0	0
Storage Cap Reductn	0	0		0	0
Reduced v/c Ratio	0.70	0.31		0.83	0.86

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 22 (28%), Referenced to phase 1:EBWB, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 18: Niantic Ave & Cranston St





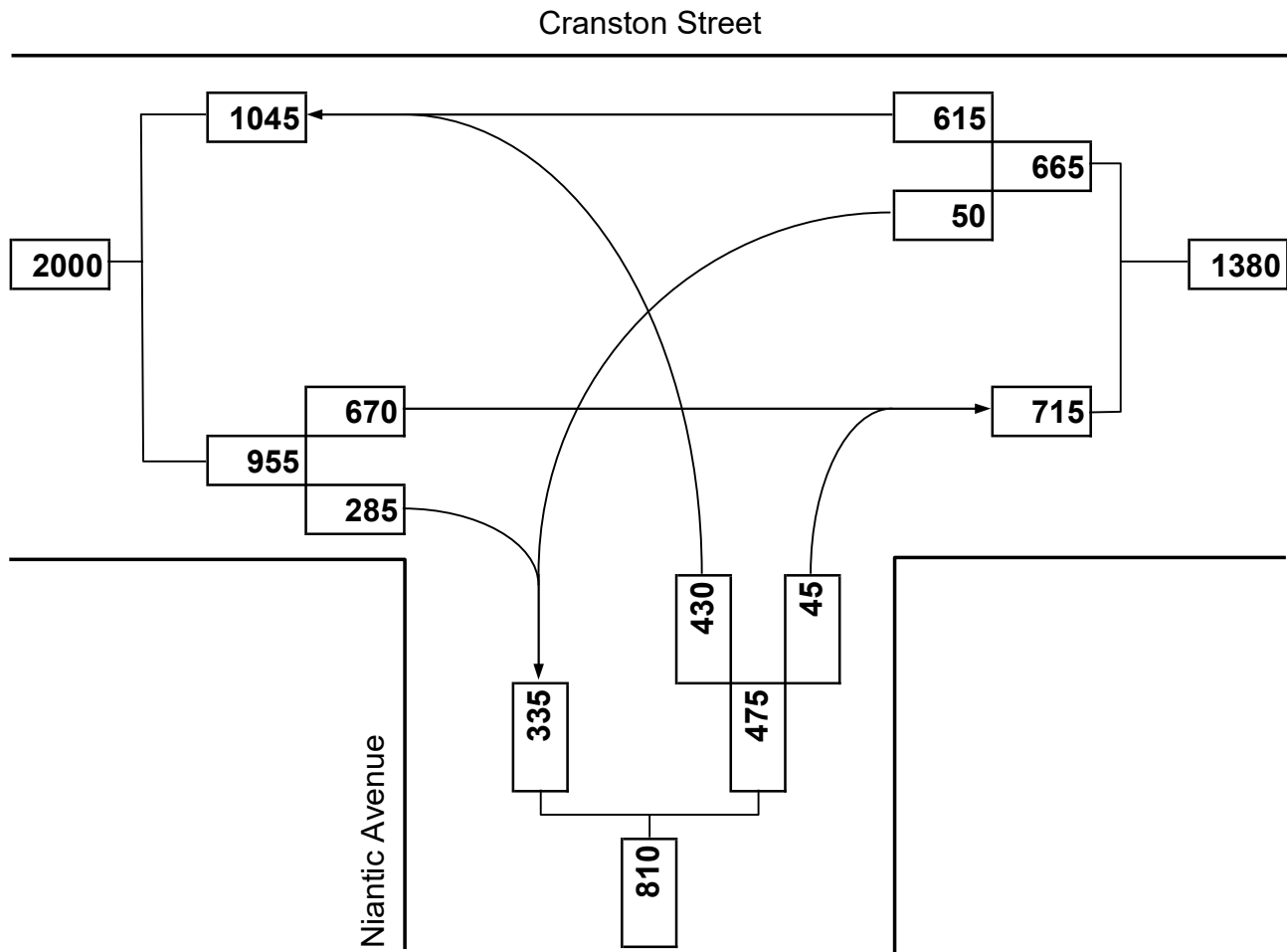
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Turning Movement Diagram

Major Street:	Cranston Street	Minor Street:	Niantic Avenue
City/Town:	Cranston, RI	Day of Week:	Saturday
Reference No.:	7578	Peak Period:	12:00 PM - 1:00 PM
Existing:	MD Peak	Future:	n/a



NORTH



Proposed Commercial Development
Cranston Street at Niantic Avenue

Cranston, RI
11/09/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Volume (vph)	670	285	50	615	430	45
Future Volume (vph)	670	285	50	615	430	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00		0.95	1.00	
Frt	1.00	0.85		1.00	0.99	
Flt Protected	1.00	1.00		1.00	0.96	
Satd. Flow (prot)	1881	1599		3561	1777	
Flt Permitted	1.00	1.00		0.83	0.96	
Satd. Flow (perm)	1881	1599		2950	1777	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	677	288	51	621	434	45
RTOR Reduction (vph)	0	121	0	0	4	0
Lane Group Flow (vph)	677	167	0	672	475	0
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Turn Type	NA	Perm	Perm	NA	Prot	
Protected Phases	1			1	2	
Permitted Phases		1	1			
Actuated Green, G (s)	52.3	52.3		52.3	27.7	
Effective Green, g (s)	52.3	52.3		52.3	27.7	
Actuated g/C Ratio	0.58	0.58		0.58	0.31	
Clearance Time (s)	5.0	5.0		5.0	5.0	
Vehicle Extension (s)	2.5	2.5		2.5	2.5	
Lane Grp Cap (vph)	1093	929		1714	546	
v/s Ratio Prot	c0.36				c0.27	
v/s Ratio Perm		0.10		0.23		
v/c Ratio	0.62	0.18		0.39	0.87	
Uniform Delay, d1	12.3	8.8		10.2	29.4	
Progression Factor	1.06	2.47		1.79	1.00	
Incremental Delay, d2	2.3	0.4		0.2	13.7	
Delay (s)	15.3	22.2		18.5	43.1	
Level of Service	B	C		B	D	
Approach Delay (s)	17.4			18.5	43.1	
Approach LOS	B			B	D	

Intersection Summary

HCM 2000 Control Delay	23.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	90.1%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Proposed Commercial Development
Cranston Street at Niantic Avenue

Cranston, RI
11/09/2021



Lane Group	EBT	EBR	WBL	WBT	NBL
Lane Configurations	↑	↗		↖	↘
Traffic Volume (vph)	670	285	50	615	430
Future Volume (vph)	670	285	50	615	430
Lane Group Flow (vph)	677	288	0	672	479
Turn Type	NA	Perm	Perm	NA	Prot
Protected Phases	1			1	2
Permitted Phases		1	1		
Detector Phase	1	1	1	1	2
Switch Phase					
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	15.0	15.0	15.0	15.0	15.0
Total Split (s)	54.0	54.0	54.0	54.0	36.0
Total Split (%)	60.0%	60.0%	60.0%	60.0%	40.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0
Lead/Lag	Lead	Lead	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes
Recall Mode	C-Min	C-Min	C-Min	C-Min	None
v/c Ratio	0.62	0.27		0.39	0.87
Control Delay	16.9	4.0		20.0	46.1
Queue Delay	1.2	0.0		4.0	0.0
Total Delay	18.1	4.0		24.0	46.1
Queue Length 50th (ft)	351	33		183	246
Queue Length 95th (ft)	490	107		m154	#390
Internal Link Dist (ft)	437			193	468
Turn Bay Length (ft)					
Base Capacity (vph)	1098	1053		1721	621
Starvation Cap Reductn	220	0		945	0
Spillback Cap Reductn	101	0		0	0
Storage Cap Reductn	0	0		0	0
Reduced v/c Ratio	0.77	0.27		0.87	0.77

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 35 (39%), Referenced to phase 1:EBWB, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 18: Niantic Ave & Cranston St



Cranston Street at Huntington Avenue/Route 10 NB On-Ramp

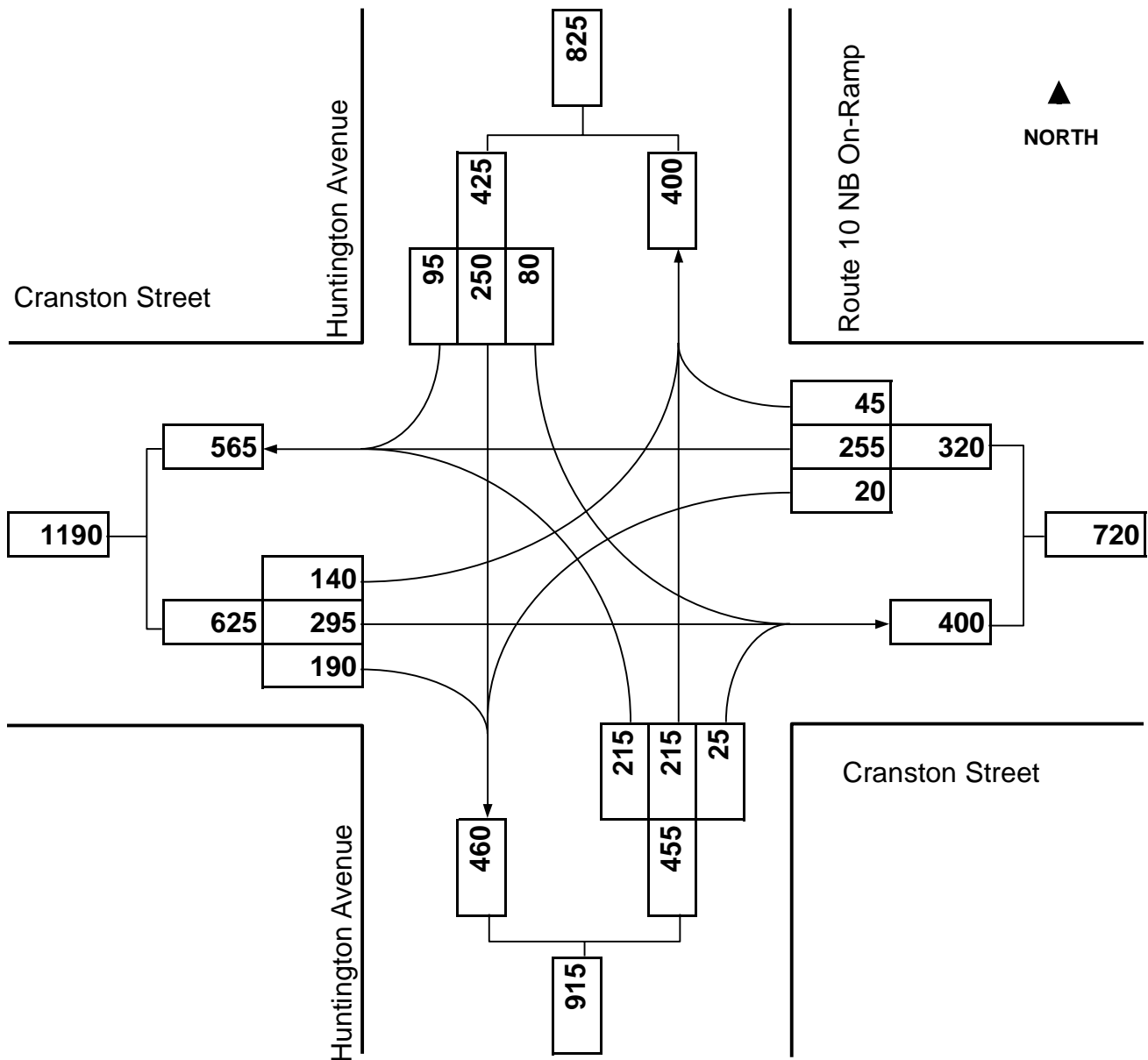


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Turning Movement Diagram

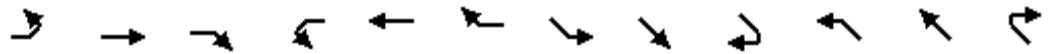
Major Street: Cranston Street
City/Town: Cranston, RI
Reference No.: 7578
Existing: AM Peak

Minor Street: Huntington Ave./Route 10 NB On-Ramp
Day of Week: Weekday
Peak Period: 7:30 AM - 8:30 AM
Future: n/a



Proposed Commercial Development
 Cranston Street at Huntington Avenue/Route 10 NB On-Ramp

Cranston, RI
 11/09/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations	↖	↗		↖	↗		↖	↕		↖	↗	↖
Traffic Volume (vph)	140	295	190	20	255	45	80	250	95	215	215	25
Future Volume (vph)	140	295	190	20	255	45	80	250	95	215	215	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	1.00	1.00
Frt	1.00	0.94		1.00	0.98		1.00	0.96		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1787	1771		1805	1823		1787	3426		1787	1881	1599
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1787	1771		1805	1823		1787	3426		1787	1881	1599
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	146	307	198	21	266	47	83	260	99	224	224	26
RTOR Reduction (vph)	0	16	0	0	6	0	0	50	0	0	0	21
Lane Group Flow (vph)	146	489	0	21	307	0	83	309	0	224	224	5
Heavy Vehicles (%)	1%	1%	1%	0%	2%	1%	1%	1%	1%	1%	1%	1%
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases												8
Actuated Green, G (s)	12.3	42.6		2.9	33.2		6.3	16.5		8.0	18.2	18.2
Effective Green, g (s)	12.3	42.6		2.9	33.2		6.3	16.5		8.0	18.2	18.2
Actuated g/C Ratio	0.14	0.47		0.03	0.37		0.07	0.18		0.09	0.20	0.20
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)	2.6	2.6		2.4	2.6		2.4	2.4		2.4	2.6	2.6
Lane Grp Cap (vph)	244	838		58	672		125	628		158	380	323
v/s Ratio Prot	c0.08	c0.28		0.01	0.17		0.05	0.09		c0.13	c0.12	
v/s Ratio Perm												0.00
v/c Ratio	0.60	0.58		0.36	0.46		0.66	0.49		1.42	0.59	0.02
Uniform Delay, d1	36.5	17.2		42.6	21.6		40.8	33.0		41.0	32.5	28.7
Progression Factor	0.82	0.86		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	2.9	2.5		2.5	2.2		11.0	0.4		220.9	2.0	0.0
Delay (s)	33.0	17.4		45.2	23.8		51.9	33.4		261.9	34.5	28.8
Level of Service	C	B		D	C		D	C		F	C	C
Approach Delay (s)		20.9			25.1			36.9			141.7	
Approach LOS		C			C			D			F	

Intersection Summary

HCM 2000 Control Delay	55.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	69.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Proposed Commercial Development
 Cranston Street at Huntington Avenue/Route 10 NB On-Ramp

Cranston, RI
 11/09/2021

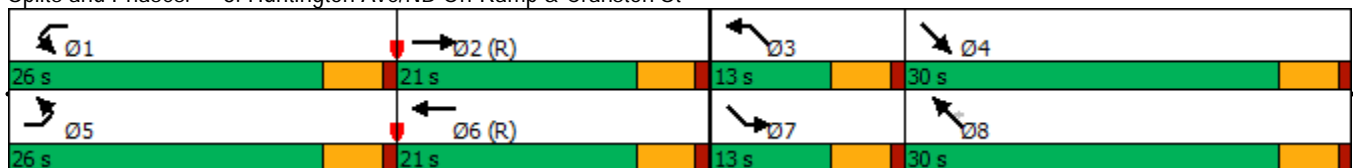


Lane Group	EBL	EBT	WBL	WBT	SEL	SET	NWL	NWT	NWR
Lane Configurations	↶	↷	↶	↷	↶	↷	↶	↷	↷
Traffic Volume (vph)	140	295	20	255	80	250	215	215	25
Future Volume (vph)	140	295	20	255	80	250	215	215	25
Lane Group Flow (vph)	146	505	21	313	83	359	224	224	26
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	5	2	1	6	7	4	3	8	
Permitted Phases									8
Detector Phase	5	2	1	6	7	4	3	8	8
Switch Phase									
Minimum Initial (s)	4.0	10.0	4.0	10.0	4.0	10.0	4.0	10.0	10.0
Minimum Split (s)	9.0	15.0	9.0	15.0	9.0	15.0	9.0	15.0	15.0
Total Split (s)	26.0	21.0	26.0	21.0	13.0	30.0	13.0	30.0	30.0
Total Split (%)	28.9%	23.3%	28.9%	23.3%	14.4%	33.3%	14.4%	33.3%	33.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None
v/c Ratio	0.60	0.54	0.17	0.45	0.57	0.56	1.42	0.59	0.06
Control Delay	38.5	16.6	42.4	25.2	55.3	30.8	254.3	39.6	0.2
Queue Delay	0.1	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.6	18.3	42.4	25.2	55.3	30.8	254.3	39.6	0.2
Queue Length 50th (ft)	65	272	12	127	46	81	~173	121	0
Queue Length 95th (ft)	m105	244	34	243	#94	116	#314	182	0
Internal Link Dist (ft)		193		360		327		664	
Turn Bay Length (ft)			50		100				50
Base Capacity (vph)	416	931	421	698	158	996	158	522	548
Starvation Cap Reductn	14	259	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.75	0.05	0.45	0.53	0.36	1.42	0.43	0.05

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 67 (74%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: Huntington Ave/NB On-Ramp & Cranston St



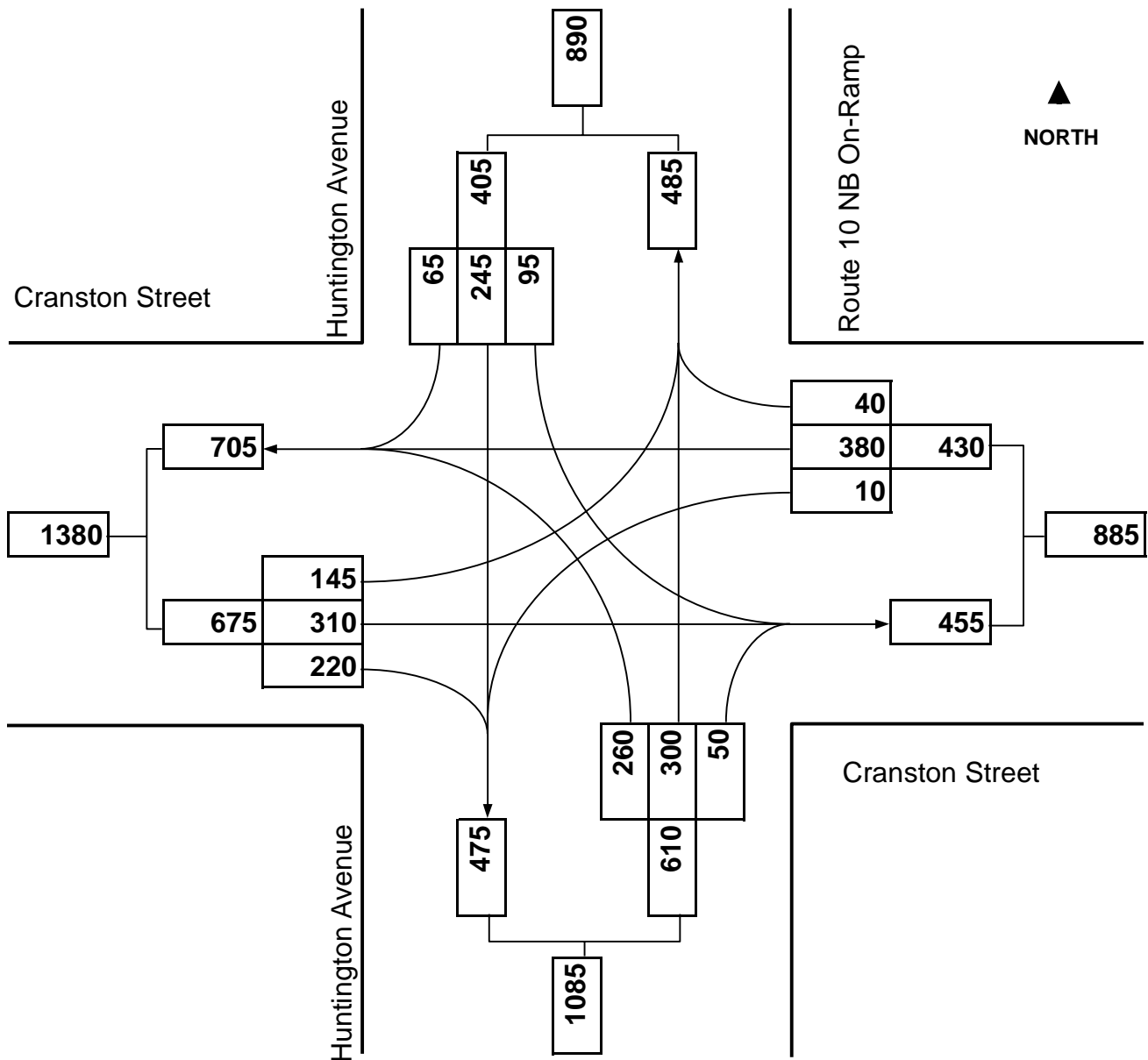


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Turning Movement Diagram

Major Street: Cranston Street
City/Town: Cranston, RI
Reference No.: 7578
Existing: PM Peak

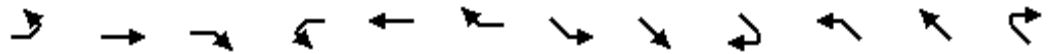
Minor Street: Huntington Ave./Route 10 NB On-Ramp
Day of Week: Weekday
Peak Period: 4:30 PM - 5:30 PM
Future: n/a



Proposed Commercial Development
 Cranston Street at Huntington Avenue/Route 10 NB On-Ramp

Cranston, RI

11/09/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations	↖	↗		↖	↗		↖	↕		↖	↗	↖
Traffic Volume (vph)	145	310	220	10	380	40	95	245	65	260	300	50
Future Volume (vph)	145	310	220	10	380	40	95	245	65	260	300	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	1.00	1.00
Frt	1.00	0.94		1.00	0.99		1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1787	1764		1787	1854		1787	3462		1787	1881	1599
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1787	1764		1787	1854		1787	3462		1787	1881	1599
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	149	320	227	10	392	41	98	253	67	268	309	52
RTOR Reduction (vph)	0	27	0	0	4	0	0	32	0	0	0	39
Lane Group Flow (vph)	149	520	0	10	429	0	98	288	0	268	309	13
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases												8
Actuated Green, G (s)	9.4	30.6		1.3	22.5		8.0	15.1		13.0	20.1	20.1
Effective Green, g (s)	9.4	30.6		1.3	22.5		8.0	15.1		13.0	20.1	20.1
Actuated g/C Ratio	0.12	0.38		0.02	0.28		0.10	0.19		0.16	0.25	0.25
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)	2.6	2.6		2.4	2.6		2.4	2.4		2.4	2.6	2.6
Lane Grp Cap (vph)	209	674		29	521		178	653		290	472	401
v/s Ratio Prot	c0.08	c0.30		0.01	0.23		0.05	0.08		c0.15	c0.16	
v/s Ratio Perm												0.01
v/c Ratio	0.71	0.77		0.34	0.82		0.55	0.44		0.92	0.65	0.03
Uniform Delay, d1	34.0	21.6		38.9	26.9		34.3	28.7		33.0	26.8	22.6
Progression Factor	0.73	0.56		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	8.4	6.8		4.6	13.7		2.8	0.3		33.3	3.0	0.0
Delay (s)	33.3	19.0		43.6	40.6		37.0	29.0		66.3	29.8	22.6
Level of Service	C	B		D	D		D	C		E	C	C
Approach Delay (s)		22.0			40.6			30.9			44.8	
Approach LOS		C			D			C			D	

Intersection Summary

HCM 2000 Control Delay	34.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	73.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Proposed Commercial Development
 Cranston Street at Huntington Avenue/Route 10 NB On-Ramp

Cranston, RI
 11/09/2021

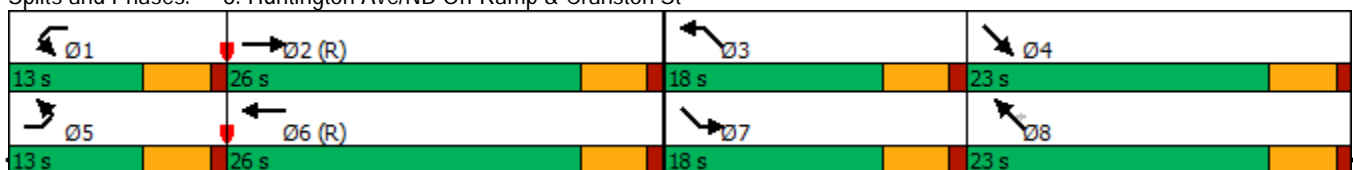


Lane Group	EBL	EBT	WBL	WBT	SEL	SET	NWL	NWT	NWR
Lane Configurations	↶	↷	↶	↷	↶	↷	↶	↷	↷
Traffic Volume (vph)	145	310	10	380	95	245	260	300	50
Future Volume (vph)	145	310	10	380	95	245	260	300	50
Lane Group Flow (vph)	149	547	10	433	98	320	268	309	52
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	5	2	1	6	7	4	3	8	
Permitted Phases									8
Detector Phase	5	2	1	6	7	4	3	8	8
Switch Phase									
Minimum Initial (s)	4.0	10.0	4.0	10.0	4.0	10.0	4.0	10.0	10.0
Minimum Split (s)	9.0	15.0	9.0	15.0	9.0	15.0	9.0	15.0	15.0
Total Split (s)	13.0	26.0	13.0	26.0	18.0	23.0	18.0	23.0	23.0
Total Split (%)	16.3%	32.5%	16.3%	32.5%	22.5%	28.8%	22.5%	28.8%	28.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Min	C-Min	None	C-Min	None	None	None	None	None
v/c Ratio	0.71	0.68	0.08	0.79	0.48	0.50	0.92	0.66	0.10
Control Delay	44.3	17.1	36.0	39.4	40.5	28.1	72.4	35.8	0.4
Queue Delay	0.0	4.6	0.0	0.0	0.0	1.4	47.4	0.0	0.0
Total Delay	44.3	21.8	36.0	39.5	40.5	29.5	119.8	35.8	0.4
Queue Length 50th (ft)	43	269	5	205	47	66	134	143	0
Queue Length 95th (ft)	m#158	m#120	20	#372	88	100	#273	#253	0
Internal Link Dist (ft)		193		360		327		664	
Turn Bay Length (ft)			50		100				50
Base Capacity (vph)	209	809	178	549	290	809	290	483	532
Starvation Cap Reductn	0	191	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	1	0	306	54	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.89	0.06	0.79	0.34	0.64	1.14	0.64	0.10

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 55 (69%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: Huntington Ave/NB On-Ramp & Cranston St



Existing Conditions
 Timing Plan: Weekday PM Peak Hour

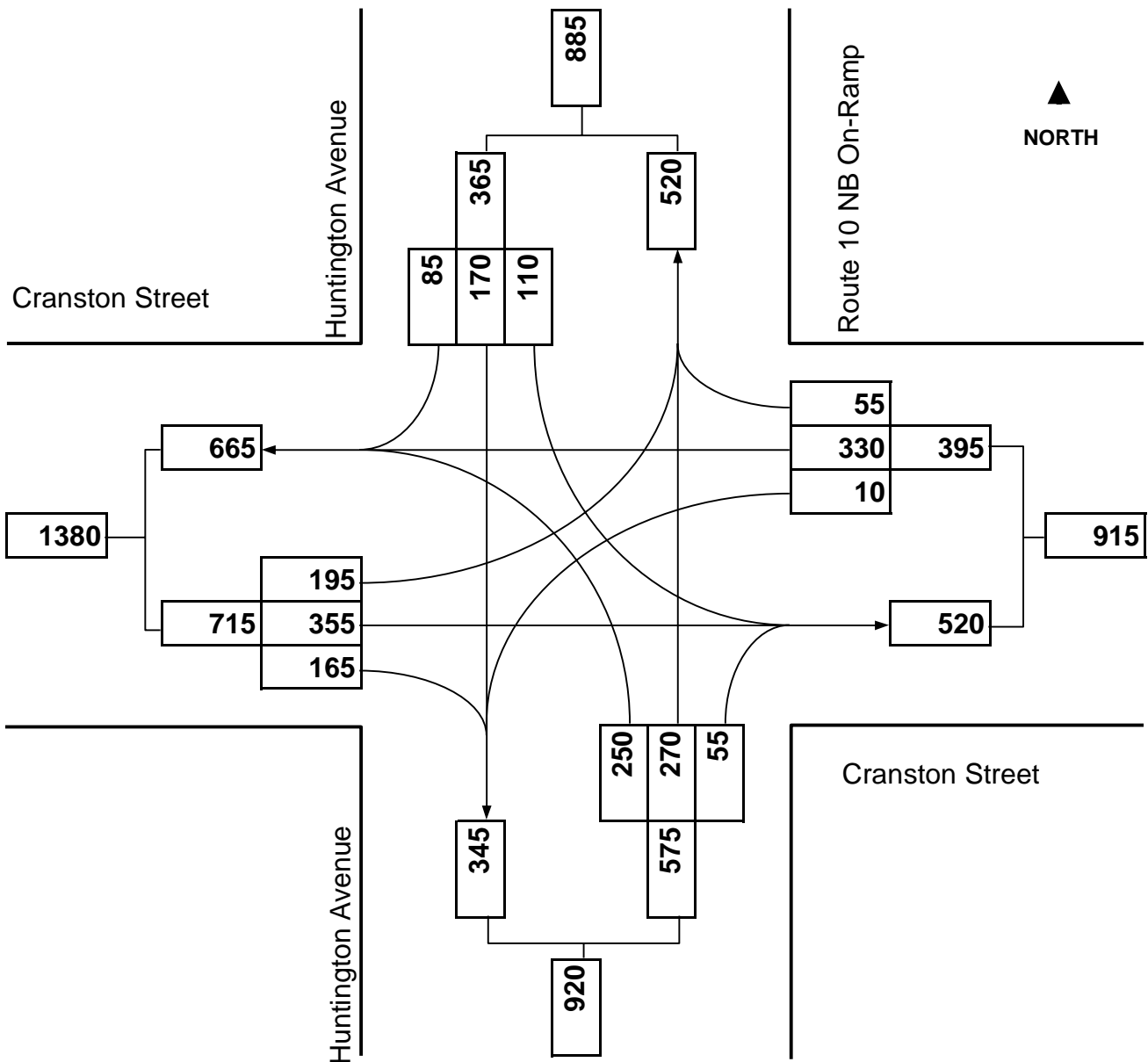


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Turning Movement Diagram

Major Street: Cranston Street
City/Town: Cranston, RI
Reference No.: 7578
Existing: MD Peak

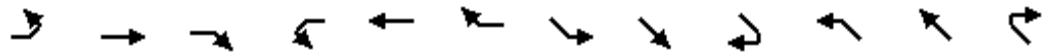
Minor Street: Huntington Ave./Route 10 NB On-Ramp
Day of Week: Saturday
Peak Period: 12:00 PM - 1:00 PM
Future: n/a



Proposed Commercial Development
 Cranston Street at Huntington Avenue/Route 10 NB On-Ramp

Cranston, RI

11/09/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations	↖	↗		↖	↗		↖	↕		↖	↗	↖
Traffic Volume (vph)	195	355	165	10	330	55	110	170	85	250	270	55
Future Volume (vph)	195	355	165	10	330	55	110	170	85	250	270	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	1.00	1.00
Frt	1.00	0.95		1.00	0.98		1.00	0.95		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1787	1792		1805	1841		1787	3396		1787	1881	1599
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1787	1792		1805	1841		1787	3396		1787	1881	1599
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	205	374	174	11	347	58	116	179	89	263	284	58
RTOR Reduction (vph)	0	12	0	0	5	0	0	71	0	0	0	46
Lane Group Flow (vph)	205	536	0	11	400	0	116	197	0	263	284	12
Heavy Vehicles (%)	1%	1%	1%	0%	1%	1%	1%	1%	1%	1%	1%	1%
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases												8
Actuated Green, G (s)	15.1	42.5		1.3	28.7		7.8	18.2		8.0	18.4	18.4
Effective Green, g (s)	15.1	42.5		1.3	28.7		7.8	18.2		8.0	18.4	18.4
Actuated g/C Ratio	0.17	0.47		0.01	0.32		0.09	0.20		0.09	0.20	0.20
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)	2.6	2.6		2.4	2.6		2.4	2.4		2.4	2.6	2.6
Lane Grp Cap (vph)	299	846		26	587		154	686		158	384	326
v/s Ratio Prot	c0.11	c0.30		0.01	0.22		0.06	0.06		c0.15	c0.15	
v/s Ratio Perm												0.01
v/c Ratio	0.69	0.63		0.42	0.68		0.75	0.29		1.66	0.74	0.04
Uniform Delay, d1	35.2	17.9		44.0	26.7		40.2	30.4		41.0	33.6	28.7
Progression Factor	0.81	0.60		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	4.8	2.9		7.1	6.3		17.6	0.2		325.3	7.0	0.0
Delay (s)	33.2	13.7		51.1	32.9		57.8	30.6		366.3	40.5	28.7
Level of Service	C	B		D	C		E	C		F	D	C
Approach Delay (s)		19.0			33.4			38.8			181.0	
Approach LOS		B			C			D			F	

Intersection Summary

HCM 2000 Control Delay	70.7	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	70.9%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Proposed Commercial Development
 Cranston Street at Huntington Avenue/Route 10 NB On-Ramp

Cranston, RI
 11/09/2021

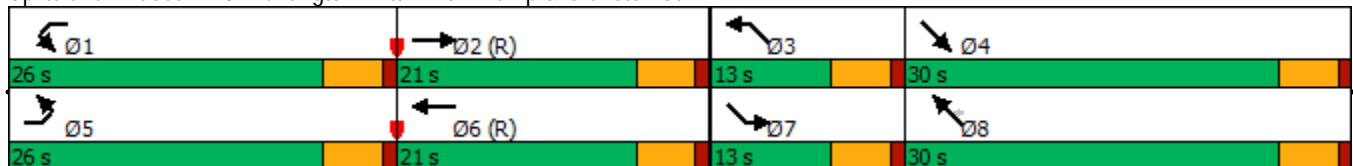


Lane Group	EBL	EBT	WBL	WBT	SEL	SET	NWL	NWT	NWR
Lane Configurations	↶	↷	↶	↷	↶	↷	↶	↷	↷
Traffic Volume (vph)	195	355	10	330	110	170	250	270	55
Future Volume (vph)	195	355	10	330	110	170	250	270	55
Lane Group Flow (vph)	205	548	11	405	116	268	263	284	58
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	5	2	1	6	7	4	3	8	
Permitted Phases									8
Detector Phase	5	2	1	6	7	4	3	8	8
Switch Phase									
Minimum Initial (s)	4.0	10.0	4.0	10.0	4.0	10.0	4.0	10.0	10.0
Minimum Split (s)	9.0	15.0	9.0	15.0	9.0	15.0	9.0	15.0	15.0
Total Split (s)	26.0	21.0	26.0	21.0	13.0	30.0	13.0	30.0	30.0
Total Split (%)	28.9%	23.3%	28.9%	23.3%	14.4%	33.3%	14.4%	33.3%	33.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None
v/c Ratio	0.68	0.59	0.10	0.69	0.75	0.35	1.66	0.74	0.13
Control Delay	37.5	14.0	41.3	37.2	70.4	20.5	354.6	44.8	0.6
Queue Delay	0.4	1.5	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Total Delay	37.9	15.5	41.3	37.2	70.4	20.6	354.6	44.8	0.6
Queue Length 50th (ft)	72	295	6	196	65	45	-219	152	0
Queue Length 95th (ft)	m127	m#457	23	#457	#150	72	#370	218	0
Internal Link Dist (ft)		193		360		327		664	
Turn Bay Length (ft)			50		100				50
Base Capacity (vph)	416	935	421	591	158	1007	158	522	548
Starvation Cap Reductn	39	211	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	161	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.76	0.03	0.69	0.73	0.32	1.66	0.54	0.11

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 67 (74%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: Huntington Ave/NB On-Ramp & Cranston St



D

Future 2024 No Build Weekday AM / PM / Saturday MD Peak Hour

Cranston Street at Webster Avenue

Cranston Street at Garfield Avenue

Cranston Street at Niantic Avenue

Cranston Street at Huntington Avenue/Route 10 NB On-Ramp

Cranston Street at Webster Avenue

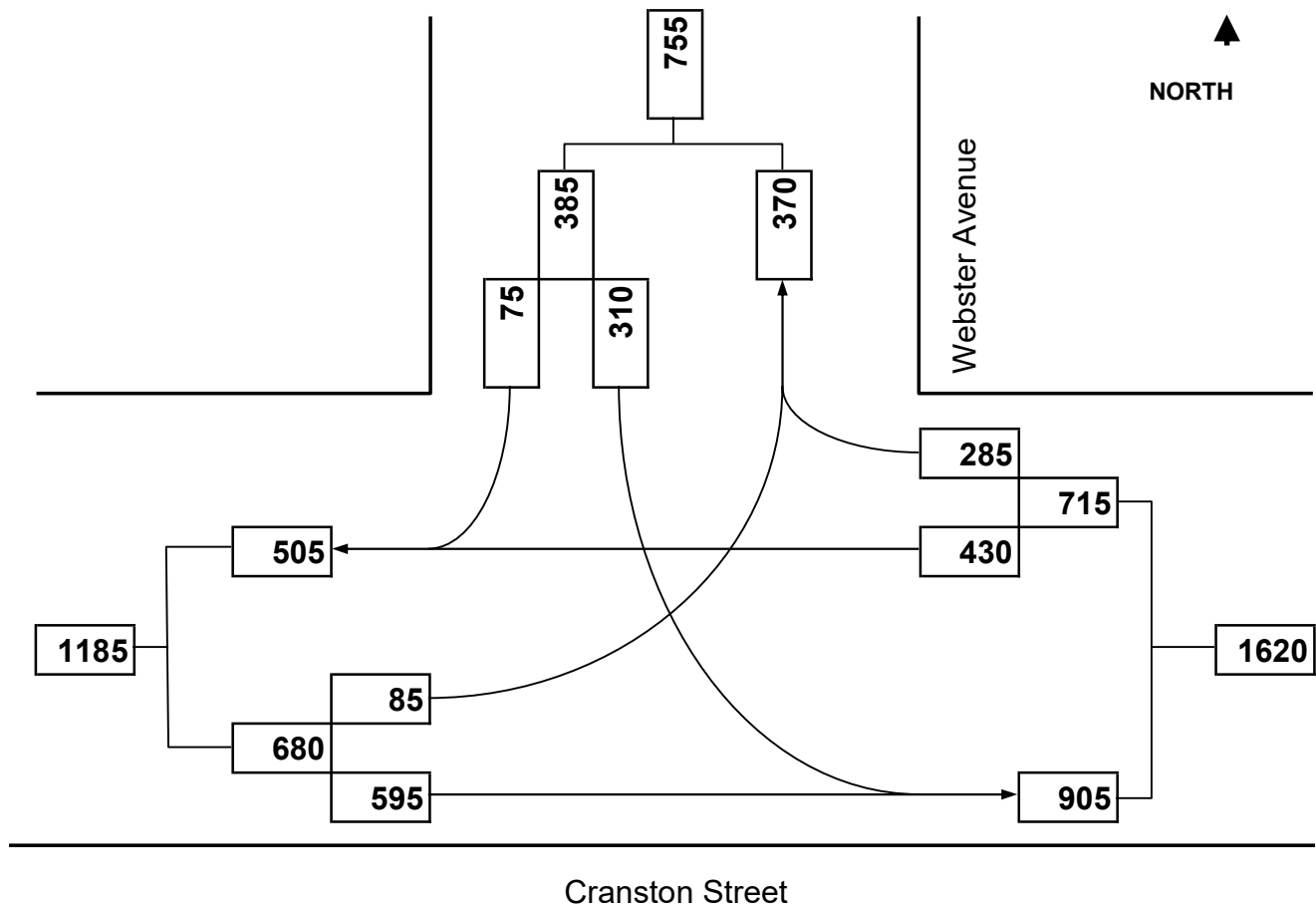


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Turning Movement Diagram

Major Street: Cranston Street
City/Town: Cranston, RI
Reference No.: 7578
Existing: n/a

Minor Street: Webster Avenue
Day of Week: Weekday
Peak Period: AM Peak Hour
Future: 2024 No Build



Proposed Commercial Development
Cranston Street at Webster Avenue

Cranston, RI
11/09/2021



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	85	595	430	285	310	75
Future Volume (vph)	85	595	430	285	310	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	1.00	0.85	0.97	
Flt Protected	0.95	1.00	1.00	1.00	0.96	
Satd. Flow (prot)	1805	1863	1827	1425	1764	
Flt Permitted	0.41	1.00	1.00	1.00	0.96	
Satd. Flow (perm)	771	1863	1827	1425	1764	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	90	633	457	303	330	80
RTOR Reduction (vph)	0	0	0	165	14	0
Lane Group Flow (vph)	90	633	457	138	396	0
Heavy Vehicles (%)	0%	2%	4%	2%	1%	0%
Parking (#/hr)				0		
Turn Type	Perm	NA	NA	Perm	Prot	
Protected Phases		2	6		4	
Permitted Phases	2			6		
Actuated Green, G (s)	20.4	20.4	20.4	20.4	15.5	
Effective Green, g (s)	20.4	20.4	20.4	20.4	15.5	
Actuated g/C Ratio	0.45	0.45	0.45	0.45	0.35	
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	
Lane Grp Cap (vph)	350	846	830	647	608	
v/s Ratio Prot		c0.34	0.25		c0.22	
v/s Ratio Perm	0.12			0.10		
v/c Ratio	0.26	0.75	0.55	0.21	0.65	
Uniform Delay, d1	7.6	10.1	8.9	7.4	12.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.3	3.5	0.6	0.1	2.2	
Delay (s)	7.9	13.6	9.6	7.5	14.6	
Level of Service	A	B	A	A	B	
Approach Delay (s)		12.9	8.7		14.6	
Approach LOS		B	A		B	

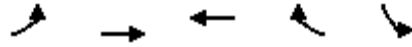
Intersection Summary

HCM 2000 Control Delay	11.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	44.9	Sum of lost time (s)	9.0
Intersection Capacity Utilization	60.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Proposed Commercial Development
Cranston Street at Webster Avenue

Cranston, RI
11/03/2021

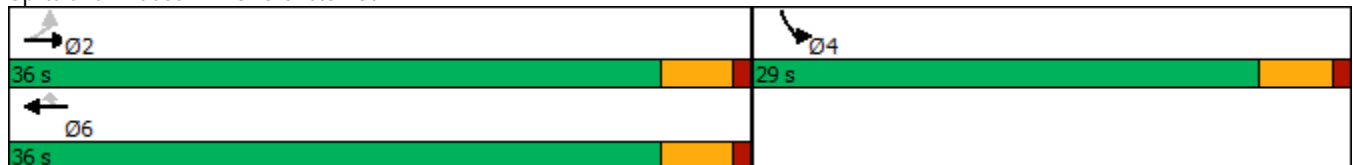


Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Configurations	↶	↶	↶	↶	↶
Traffic Volume (vph)	85	595	430	285	310
Future Volume (vph)	85	595	430	285	310
Lane Group Flow (vph)	90	633	457	303	410
Turn Type	Perm	NA	NA	Perm	Prot
Protected Phases		2	6		4
Permitted Phases	2			6	
Detector Phase	2	2	6	6	4
Switch Phase					
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.5	20.5	20.5	20.5	20.5
Total Split (s)	36.0	36.0	36.0	36.0	29.0
Total Split (%)	55.4%	55.4%	55.4%	55.4%	44.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	None	None
v/c Ratio	0.26	0.76	0.56	0.38	0.67
Control Delay	11.2	18.2	13.0	2.9	19.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	11.2	18.2	13.0	2.9	19.4
Queue Length 50th (ft)	13	120	76	0	79
Queue Length 95th (ft)	46	297	192	35	204
Internal Link Dist (ft)		283	553		305
Turn Bay Length (ft)	100				
Base Capacity (vph)	562	1359	1333	1121	1044
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.16	0.47	0.34	0.27	0.39

Intersection Summary

Cycle Length: 65
Actuated Cycle Length: 45.7
Natural Cycle: 55
Control Type: Actuated-Uncoordinated

Splits and Phases: 23: Cranston St



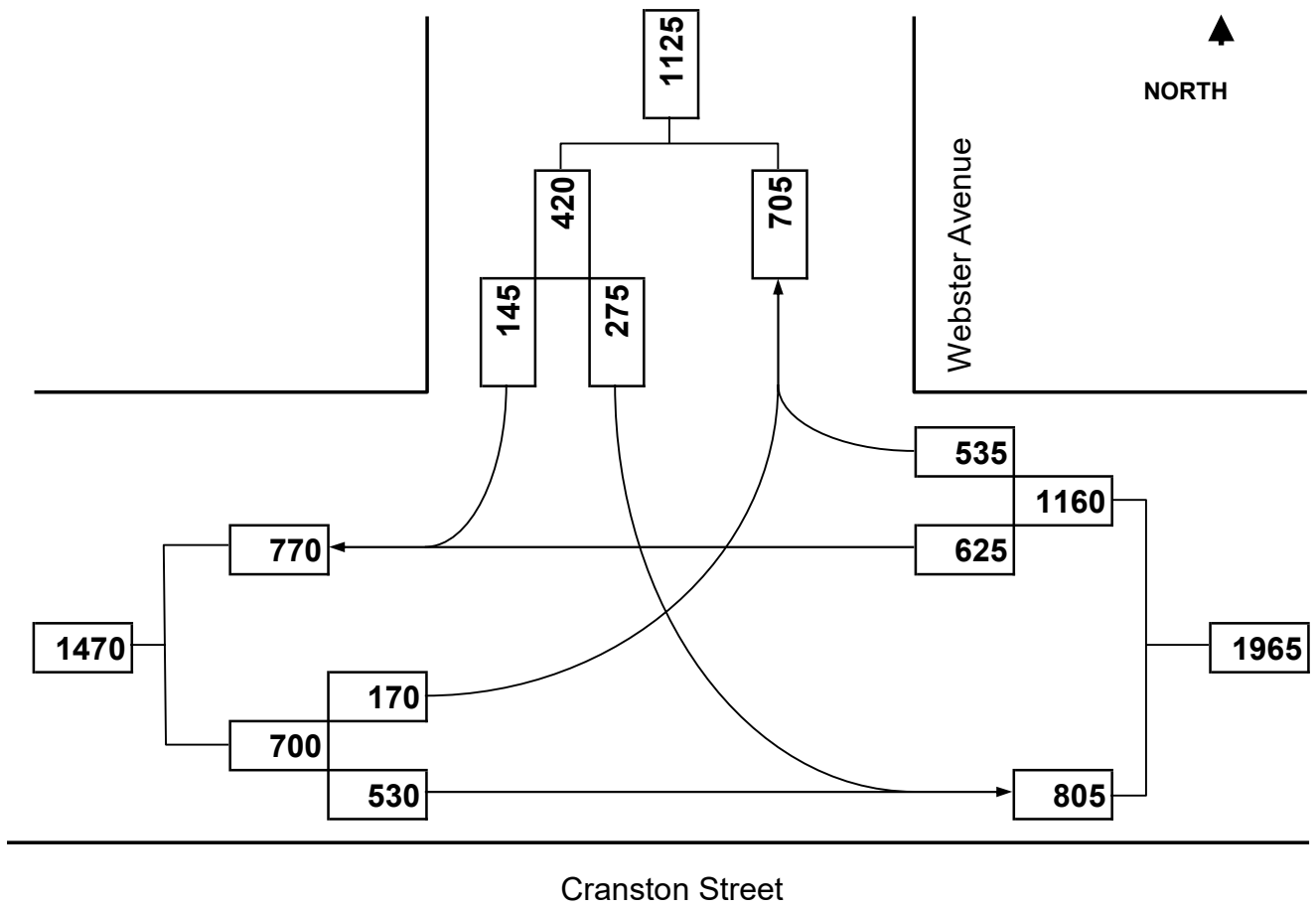


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Turning Movement Diagram

Major Street: Cranston Street
City/Town: Cranston, RI
Reference No.: 7578
Existing: n/a

Minor Street: Webster Avenue
Day of Week: Weekday
Peak Period: PM Peak Hour
Future: 2024 No Build



Proposed Commercial Development
Cranston Street at Webster Avenue

Cranston, RI
11/09/2021



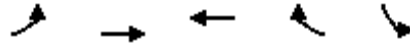
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	170	530	625	535	275	145
Future Volume (vph)	170	530	625	535	275	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	1.00	0.85	0.95	
Flt Protected	0.95	1.00	1.00	1.00	0.97	
Satd. Flow (prot)	1787	1881	1881	1599	1737	
Flt Permitted	0.26	1.00	1.00	1.00	0.97	
Satd. Flow (perm)	485	1881	1881	1599	1737	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	173	541	638	546	281	148
RTOR Reduction (vph)	0	0	0	280	26	0
Lane Group Flow (vph)	173	541	638	266	403	0
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Turn Type	Perm	NA	NA	Perm	Prot	
Protected Phases		2	6		4	
Permitted Phases	2			6		
Actuated Green, G (s)	23.8	23.8	23.8	23.8	16.1	
Effective Green, g (s)	23.8	23.8	23.8	23.8	16.1	
Actuated g/C Ratio	0.49	0.49	0.49	0.49	0.33	
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	
Lane Grp Cap (vph)	236	915	915	778	571	
v/s Ratio Prot		0.29	0.34		c0.23	
v/s Ratio Perm	c0.36			0.17		
v/c Ratio	0.73	0.59	0.70	0.34	0.71	
Uniform Delay, d1	10.0	9.0	9.8	7.7	14.3	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	10.6	0.9	2.2	0.2	3.7	
Delay (s)	20.6	9.9	11.9	7.9	18.0	
Level of Service	C	A	B	A	B	
Approach Delay (s)		12.5	10.1		18.0	
Approach LOS		B	B		B	

Intersection Summary

HCM 2000 Control Delay	12.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	48.9	Sum of lost time (s)	9.0
Intersection Capacity Utilization	77.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Proposed Commercial Development
Cranston Street at Webster Avenue

Cranston, RI
11/03/2021



Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Configurations	↖	↑	↑	↗	↘
Traffic Volume (vph)	170	530	625	535	275
Future Volume (vph)	170	530	625	535	275
Lane Group Flow (vph)	173	541	638	546	429
Turn Type	Perm	NA	NA	Perm	Prot
Protected Phases		2	6		4
Permitted Phases	2			6	
Detector Phase	2	2	6	6	4
Switch Phase					
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.5	20.5	20.5	20.5	20.5
Total Split (s)	44.0	44.0	44.0	44.0	26.0
Total Split (%)	62.9%	62.9%	62.9%	62.9%	37.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	None	None
v/c Ratio	0.75	0.60	0.71	0.52	0.73
Control Delay	33.4	12.8	15.3	2.8	24.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	33.4	12.8	15.3	2.8	24.2
Queue Length 50th (ft)	36	102	130	0	94
Queue Length 95th (ft)	#145	205	260	38	#287
Internal Link Dist (ft)		283	553		305
Turn Bay Length (ft)	100				
Base Capacity (vph)	391	1519	1519	1396	837
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.44	0.36	0.42	0.39	0.51

Intersection Summary

Cycle Length: 70

Actuated Cycle Length: 49.6

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 23: Cranston St



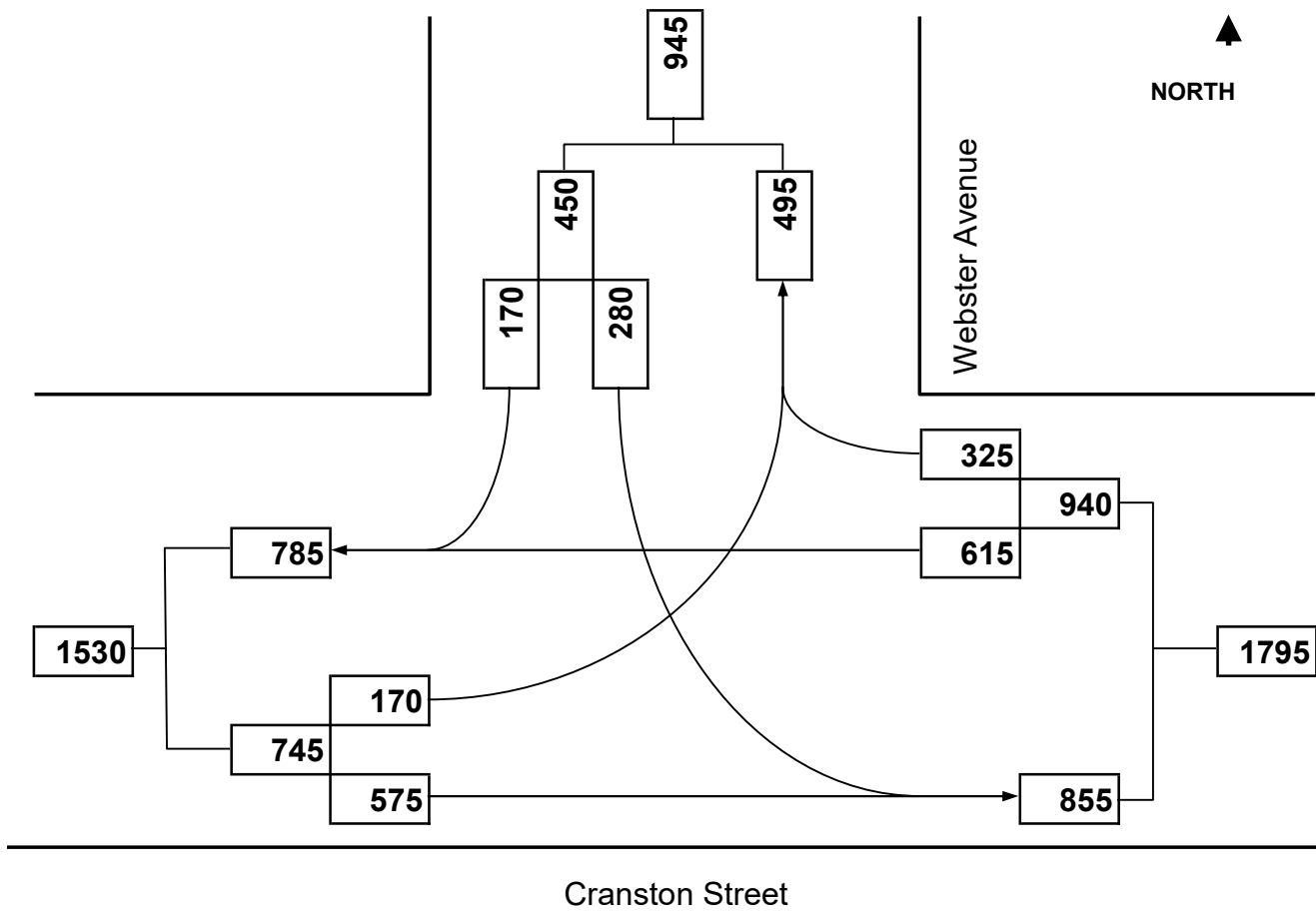


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Turning Movement Diagram

Major Street: Cranston Street
City/Town: Cranston, RI
Reference No.: 7578
Existing: n/a

Minor Street: Webster Avenue
Day of Week: Saturday
Peak Period: MD Peak Hour
Future: 2024 No Build



Proposed Commercial Development
Cranston Street at Webster Avenue

Cranston, RI
11/09/2021



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	170	575	615	325	280	170
Future Volume (vph)	170	575	615	325	280	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	1.00	0.85	0.95	
Flt Protected	0.95	1.00	1.00	1.00	0.97	
Satd. Flow (prot)	1787	1881	1881	1439	1731	
Flt Permitted	0.24	1.00	1.00	1.00	0.97	
Satd. Flow (perm)	458	1881	1881	1439	1731	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	177	599	641	339	292	177
RTOR Reduction (vph)	0	0	0	178	29	0
Lane Group Flow (vph)	177	599	641	161	440	0
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Parking (#/hr)				0		
Turn Type	Perm	NA	NA	Perm	Prot	
Protected Phases		2	6		4	
Permitted Phases	2			6		
Actuated Green, G (s)	23.8	23.8	23.8	23.8	17.3	
Effective Green, g (s)	23.8	23.8	23.8	23.8	17.3	
Actuated g/C Ratio	0.48	0.48	0.48	0.48	0.35	
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	
Lane Grp Cap (vph)	217	893	893	683	597	
v/s Ratio Prot		0.32	0.34		c0.25	
v/s Ratio Perm	c0.39			0.11		
v/c Ratio	0.82	0.67	0.72	0.24	0.74	
Uniform Delay, d1	11.3	10.1	10.5	7.8	14.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	20.0	1.8	2.6	0.1	4.4	
Delay (s)	31.3	11.9	13.1	7.9	18.8	
Level of Service	C	B	B	A	B	
Approach Delay (s)		16.4	11.3		18.8	
Approach LOS		B	B		B	

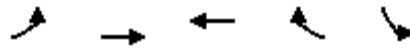
Intersection Summary

HCM 2000 Control Delay	14.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	50.1	Sum of lost time (s)	9.0
Intersection Capacity Utilization	78.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Proposed Commercial Development
Cranston Street at Webster Avenue

Cranston, RI
11/03/2021



Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Configurations	↗	↑	↑	↗	↘
Traffic Volume (vph)	170	575	615	325	280
Future Volume (vph)	170	575	615	325	280
Lane Group Flow (vph)	177	599	641	339	469
Turn Type	Perm	NA	NA	Perm	Prot
Protected Phases		2	6		4
Permitted Phases	2			6	
Detector Phase	2	2	6	6	4
Switch Phase					
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.5	20.5	20.5	20.5	20.5
Total Split (s)	44.0	44.0	44.0	44.0	26.0
Total Split (%)	62.9%	62.9%	62.9%	62.9%	37.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	None	None
v/c Ratio	0.82	0.68	0.73	0.40	0.76
Control Delay	44.8	15.0	16.4	2.6	25.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	44.8	15.0	16.4	2.6	25.5
Queue Length 50th (ft)	43	130	144	0	103
Queue Length 95th (ft)	#157	237	262	31	#327
Internal Link Dist (ft)		283	553		305
Turn Bay Length (ft)	100				
Base Capacity (vph)	362	1485	1485	1207	816
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.49	0.40	0.43	0.28	0.57

Intersection Summary

Cycle Length: 70

Actuated Cycle Length: 50.8

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 23: Cranston St



Cranston Street at Garfield Avenue



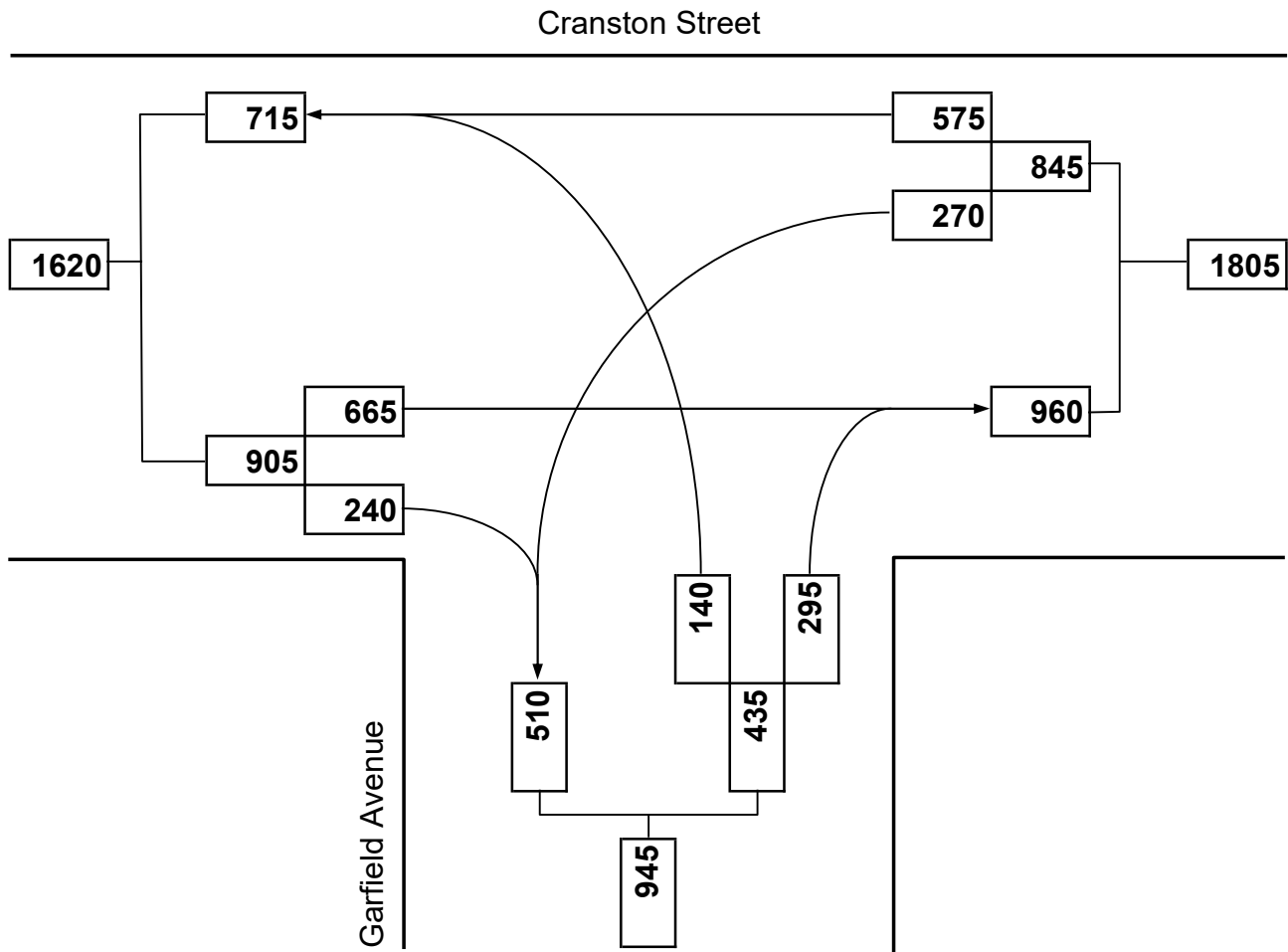
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Turning Movement Diagram

Major Street:	Cranston Street	Minor Street:	Garfield Avenue
City/Town:	Cranston, RI	Day of Week:	Weekday
Reference No.:	7578	Peak Period:	AM Peak Hour
Existing:	n/a	Future:	2024 No Build



NORTH



Proposed Commercial Development
Cranston Street at Garfield Avenue

Cranston, RI
11/09/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↖	↗
Traffic Volume (vph)	665	240	270	575	140	295
Future Volume (vph)	665	240	270	575	140	295
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5		5.0	5.0	4.5	4.5
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frt	0.96		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3423		1719	3471	1770	1553
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	3423		1719	3471	1770	1553
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	686	247	278	593	144	304
RTOR Reduction (vph)	47	0	0	0	0	263
Lane Group Flow (vph)	886	0	278	593	144	41
Heavy Vehicles (%)	1%	2%	5%	4%	2%	4%
Turn Type	NA		Prot	NA	Prot	Perm
Protected Phases	2		1	1 2	3	
Permitted Phases						3
Actuated Green, G (s)	40.5		23.4	68.9	12.1	12.1
Effective Green, g (s)	40.5		23.4	68.9	12.1	12.1
Actuated g/C Ratio	0.45		0.26	0.77	0.13	0.13
Clearance Time (s)	4.5		5.0		4.5	4.5
Vehicle Extension (s)	2.5		2.5		2.5	2.5
Lane Grp Cap (vph)	1540		446	2657	237	208
v/s Ratio Prot	c0.26		c0.16	0.17	c0.08	
v/s Ratio Perm						0.03
v/c Ratio	0.58		0.62	0.22	0.61	0.20
Uniform Delay, d1	18.4		29.4	3.0	36.7	34.6
Progression Factor	1.00		1.23	1.54	1.00	1.00
Incremental Delay, d2	1.6		2.0	0.0	3.7	0.3
Delay (s)	19.9		38.2	4.6	40.4	35.0
Level of Service	B		D	A	D	C
Approach Delay (s)	19.9			15.3	36.7	
Approach LOS	B			B	D	
Intersection Summary						
HCM 2000 Control Delay			21.5		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.59			
Actuated Cycle Length (s)			90.0		Sum of lost time (s)	14.0
Intersection Capacity Utilization			60.4%		ICU Level of Service	B
Analysis Period (min)			15			
c Critical Lane Group						

Proposed Commercial Development
Cranston Street at Garfield Avenue

Cranston, RI
11/09/2021



Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↵	↑↑	↵	↵
Traffic Volume (vph)	665	270	575	140	295
Future Volume (vph)	665	270	575	140	295
Lane Group Flow (vph)	933	278	593	144	304
Turn Type	NA	Prot	NA	Prot	Perm
Protected Phases	2	1	1 2	3	
Permitted Phases					3
Detector Phase	2	1	1 2	3	3
Switch Phase					
Minimum Initial (s)	10.0	10.0		4.0	4.0
Minimum Split (s)	14.5	15.0		8.5	8.5
Total Split (s)	52.0	18.0		20.0	20.0
Total Split (%)	57.8%	20.0%		22.2%	22.2%
Yellow Time (s)	3.5	3.0		3.5	3.5
All-Red Time (s)	1.0	2.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	5.0		4.5	4.5
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	C-Min	Min		Min	Min
v/c Ratio	0.59	0.62	0.22	0.61	0.65
Control Delay	18.6	43.8	5.5	47.0	11.1
Queue Delay	0.0	0.0	0.0	0.0	0.3
Total Delay	18.7	43.8	5.5	47.0	11.3
Queue Length 50th (ft)	184	165	71	78	0
Queue Length 95th (ft)	240	m#280	107	131	69
Internal Link Dist (ft)	225		437	499	
Turn Bay Length (ft)		300			
Base Capacity (vph)	1846	446	2906	309	523
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	47	0	0	0	26
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.52	0.62	0.20	0.47	0.61

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Green, Master Intersection
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Garfield Ave & Cranston St





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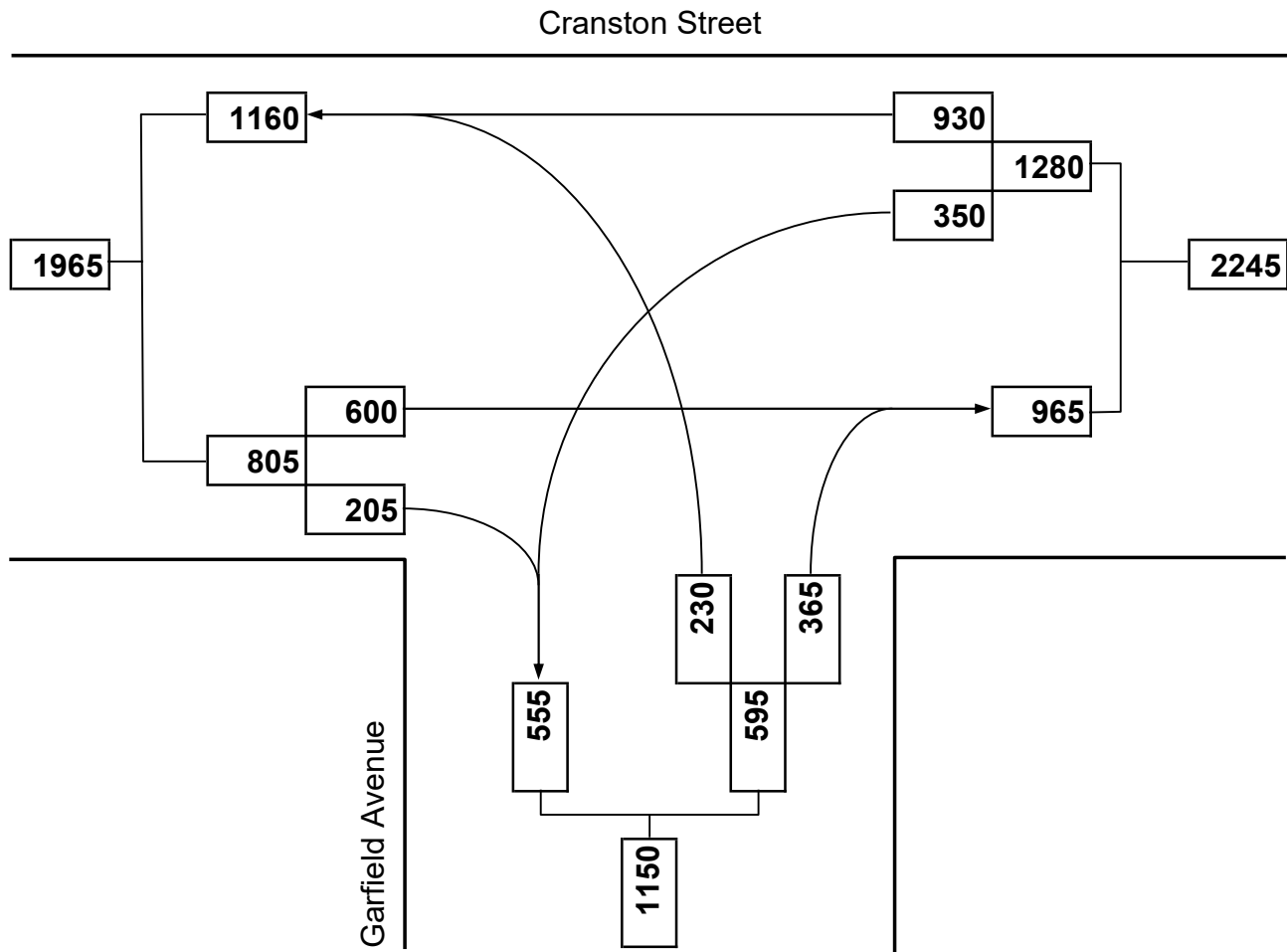
Turning Movement Diagram

Major Street: Cranston Street
City/Town: Cranston, RI
Reference No.: 7578
Existing: n/a

Minor Street: Garfield Avenue
Day of Week: Weekday
Peak Period: PM Peak Hour
Future: 2024 No Build



NORTH



Proposed Commercial Development
Cranston Street at Garfield Avenue

Cranston, RI
11/09/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↖	↗
Traffic Volume (vph)	600	205	350	930	230	365
Future Volume (vph)	600	205	350	930	230	365
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5		5.0	5.0	4.5	4.5
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frt	0.96		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3446		1770	3574	1787	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	3446		1770	3574	1787	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	632	216	368	979	242	384
RTOR Reduction (vph)	39	0	0	0	0	313
Lane Group Flow (vph)	809	0	368	979	242	71
Heavy Vehicles (%)	1%	0%	2%	1%	1%	2%
Turn Type	NA		Prot	NA	Prot	Perm
Protected Phases	2		1	1 2	3	
Permitted Phases						3
Actuated Green, G (s)	31.1		20.2	56.3	14.7	14.7
Effective Green, g (s)	31.1		20.2	56.3	14.7	14.7
Actuated g/C Ratio	0.39		0.25	0.70	0.18	0.18
Clearance Time (s)	4.5		5.0		4.5	4.5
Vehicle Extension (s)	2.5		2.5		2.5	2.5
Lane Grp Cap (vph)	1339		446	2515	328	290
v/s Ratio Prot	c0.23		c0.21	0.27	c0.14	
v/s Ratio Perm						0.04
v/c Ratio	0.60		0.83	0.39	0.74	0.24
Uniform Delay, d1	19.5		28.2	4.8	30.8	27.9
Progression Factor	1.00		1.03	1.15	1.00	1.00
Incremental Delay, d2	2.0		9.0	0.1	7.9	0.3
Delay (s)	21.6		38.1	5.6	38.8	28.2
Level of Service	C		D	A	D	C
Approach Delay (s)	21.6			14.5	32.3	
Approach LOS	C			B	C	
Intersection Summary						
HCM 2000 Control Delay			20.6		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.70			
Actuated Cycle Length (s)			80.0		Sum of lost time (s)	14.0
Intersection Capacity Utilization			66.9%		ICU Level of Service	C
Analysis Period (min)			15			
c Critical Lane Group						

Proposed Commercial Development
Cranston Street at Garfield Avenue

Cranston, RI
11/09/2021



Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↖	↑↑	↖	↖
Traffic Volume (vph)	600	350	930	230	365
Future Volume (vph)	600	350	930	230	365
Lane Group Flow (vph)	848	368	979	242	384
Turn Type	NA	Prot	NA	Prot	Perm
Protected Phases	2	1	1 2	3	
Permitted Phases					3
Detector Phase	2	1	1 2	3	3
Switch Phase					
Minimum Initial (s)	10.0	10.0		4.0	4.0
Minimum Split (s)	14.5	15.0		8.5	8.5
Total Split (s)	32.0	26.0		22.0	22.0
Total Split (%)	40.0%	32.5%		27.5%	27.5%
Yellow Time (s)	3.5	3.0		3.5	3.5
All-Red Time (s)	1.0	2.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	5.0		4.5	4.5
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	C-Min	None		None	None
v/c Ratio	0.62	0.82	0.39	0.74	0.64
Control Delay	21.4	42.3	6.7	44.6	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.1
Total Delay	21.4	42.3	6.7	44.6	8.6
Queue Length 50th (ft)	175	203	158	114	0
Queue Length 95th (ft)	240	m#265	m176	185	69
Internal Link Dist (ft)	225		437	499	
Turn Bay Length (ft)		300			
Base Capacity (vph)	1378	473	2453	390	646
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	15
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.62	0.78	0.40	0.62	0.61

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Green, Master Intersection
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Garfield Ave & Cranston St





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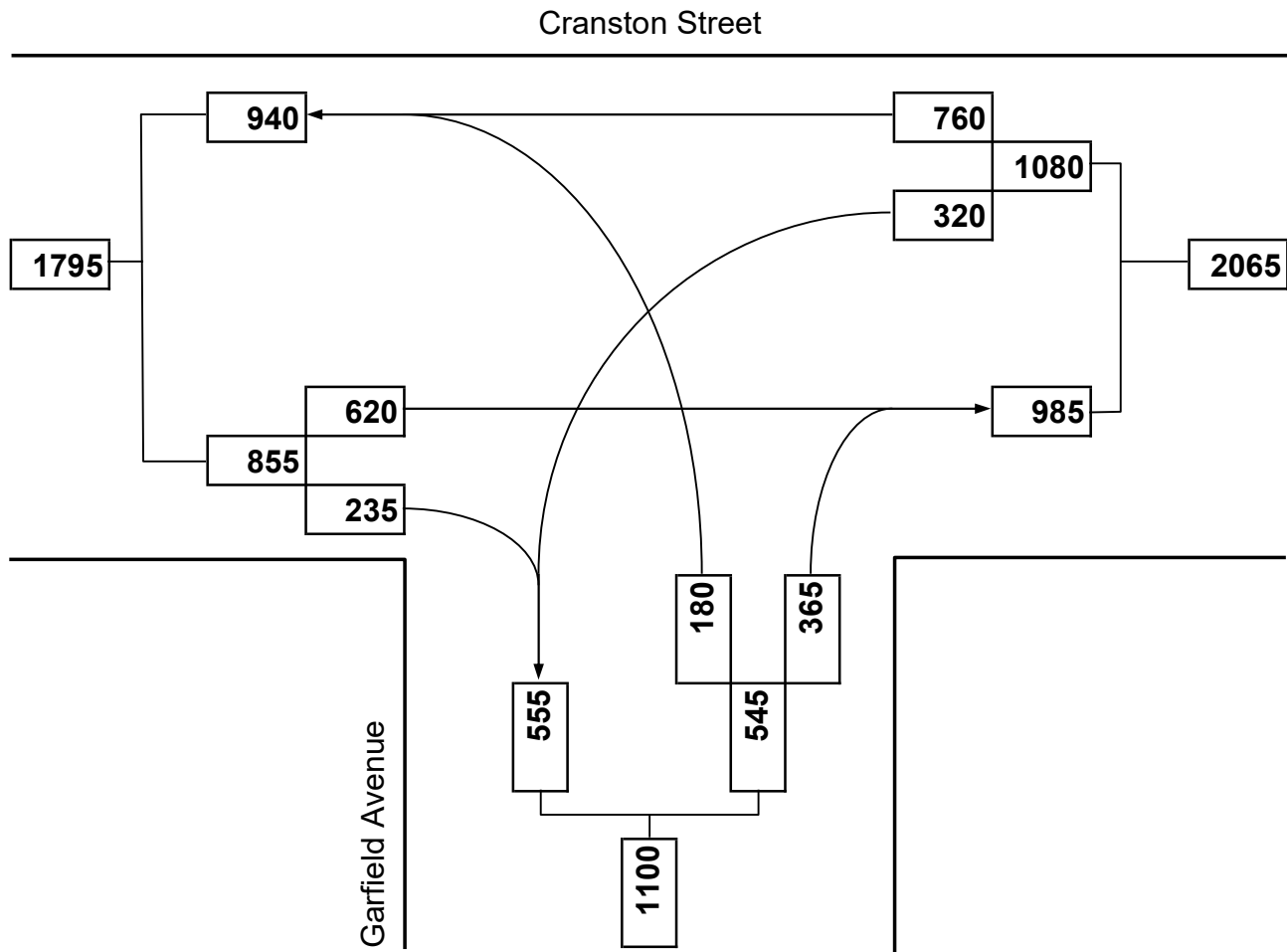
Turning Movement Diagram

Major Street: Cranston Street
City/Town: Cranston, RI
Reference No.: 7578
Existing: n/a

Minor Street: Garfield Avenue
Day of Week: Saturday
Peak Period: MD Peak Hour
Future: 2024 No Build



NORTH



Proposed Commercial Development
Cranston Street at Garfield Avenue

Cranston, RI
11/09/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↙	↑↑	↙	↗
Traffic Volume (vph)	620	235	320	760	180	365
Future Volume (vph)	620	235	320	760	180	365
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5		5.0	5.0	4.5	4.5
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frt	0.96		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3427		1787	3574	1787	1599
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	3427		1787	3574	1787	1599
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	626	237	323	768	182	369
RTOR Reduction (vph)	56	0	0	0	0	312
Lane Group Flow (vph)	807	0	323	768	182	57
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Turn Type	NA		Prot	NA	Prot	Perm
Protected Phases	2		1	1 2	3	
Permitted Phases						3
Actuated Green, G (s)	35.7		26.3	67.0	14.0	14.0
Effective Green, g (s)	35.7		26.3	67.0	14.0	14.0
Actuated g/C Ratio	0.40		0.29	0.74	0.16	0.16
Clearance Time (s)	4.5		5.0		4.5	4.5
Vehicle Extension (s)	2.5		2.5		2.5	2.5
Lane Grp Cap (vph)	1359		522	2660	277	248
v/s Ratio Prot	c0.24		c0.18	0.21	c0.10	
v/s Ratio Perm						0.04
v/c Ratio	0.59		0.62	0.29	0.66	0.23
Uniform Delay, d1	21.4		27.5	3.7	35.7	33.3
Progression Factor	1.00		1.20	1.48	1.00	1.00
Incremental Delay, d2	1.9		1.5	0.0	4.9	0.3
Delay (s)	23.3		34.4	5.6	40.7	33.6
Level of Service	C		C	A	D	C
Approach Delay (s)	23.3			14.1	36.0	
Approach LOS	C			B	D	

Intersection Summary

HCM 2000 Control Delay	22.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	64.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Proposed Commercial Development
Cranston Street at Garfield Avenue

Cranston, RI
11/09/2021



Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↖	↑↑	↖	↗
Traffic Volume (vph)	620	320	760	180	365
Future Volume (vph)	620	320	760	180	365
Lane Group Flow (vph)	863	323	768	182	369
Turn Type	NA	Prot	NA	Prot	Perm
Protected Phases	2	1	1 2	3	
Permitted Phases					3
Detector Phase	2	1	1 2	3	3
Switch Phase					
Minimum Initial (s)	10.0	10.0		4.0	4.0
Minimum Split (s)	14.5	15.0		8.5	8.5
Total Split (s)	52.0	18.0		20.0	20.0
Total Split (%)	57.8%	20.0%		22.2%	22.2%
Yellow Time (s)	3.5	3.0		3.5	3.5
All-Red Time (s)	1.0	2.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	5.0		4.5	4.5
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	C-Min	Min		Min	Min
v/c Ratio	0.61	0.62	0.29	0.65	0.66
Control Delay	21.0	40.9	6.7	46.4	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.3
Total Delay	21.0	40.9	6.7	46.4	10.1
Queue Length 50th (ft)	182	195	119	99	0
Queue Length 95th (ft)	219	m#346	147	154	71
Internal Link Dist (ft)	225		437	499	
Turn Bay Length (ft)		300			
Base Capacity (vph)	1853	522	3109	327	594
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	73	0	0	0	31
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.48	0.62	0.25	0.56	0.66

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Green, Master Intersection
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Garfield Ave & Cranston St



Cranston Street at Niantic Avenue



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Turning Movement Diagram

Major Street: Cranston Street

Minor Street: Niantic Avenue

City/Town: Cranston, RI

Day of Week: Weekday

Reference No.: 7578

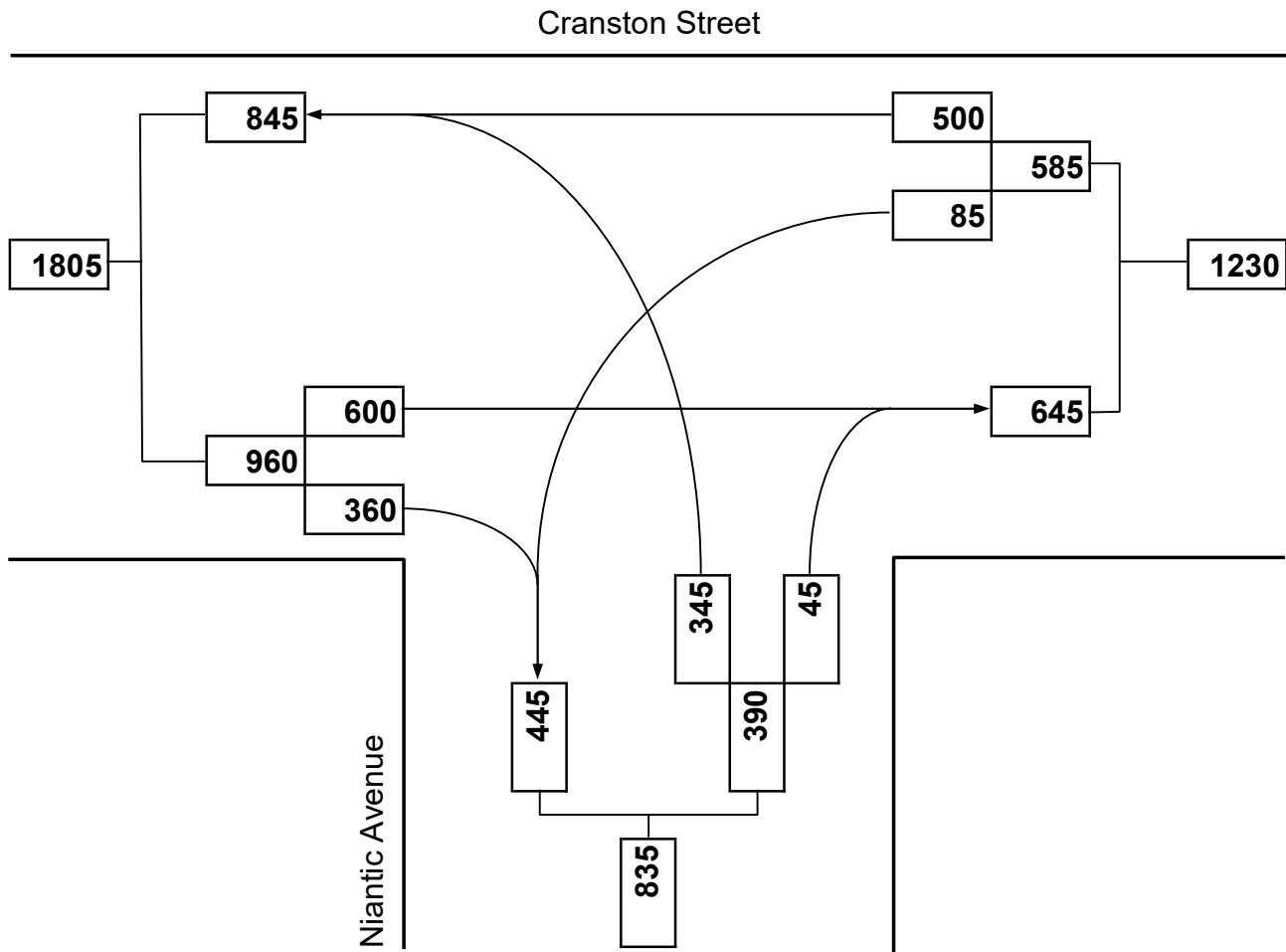
Peak Period: AM Peak Hour

Existing: n/a

Future: 2024 No Build



NORTH



Proposed Commercial Development
Cranston Street at Niantic Avenue

Cranston, RI
11/09/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↖	
Traffic Volume (vph)	600	360	85	500	345	45
Future Volume (vph)	600	360	85	500	345	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00		0.95	1.00	
Frt	1.00	0.85		1.00	0.98	
Flt Protected	1.00	1.00		0.99	0.96	
Satd. Flow (prot)	1863	1583		3480	1730	
Flt Permitted	1.00	1.00		0.72	0.96	
Satd. Flow (perm)	1863	1583		2538	1730	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	638	383	90	532	367	48
RTOR Reduction (vph)	0	151	0	0	6	0
Lane Group Flow (vph)	638	232	0	622	409	0
Heavy Vehicles (%)	2%	2%	3%	3%	4%	0%
Turn Type	NA	Perm	Perm	NA	Prot	
Protected Phases	1			1	2	
Permitted Phases		1	1			
Actuated Green, G (s)	54.6	54.6		54.6	25.4	
Effective Green, g (s)	54.6	54.6		54.6	25.4	
Actuated g/C Ratio	0.61	0.61		0.61	0.28	
Clearance Time (s)	5.0	5.0		5.0	5.0	
Vehicle Extension (s)	2.5	2.5		2.5	2.5	
Lane Grp Cap (vph)	1130	960		1539	488	
v/s Ratio Prot	c0.34				c0.24	
v/s Ratio Perm		0.15		0.25		
v/c Ratio	0.56	0.24		0.40	0.84	
Uniform Delay, d1	10.6	8.2		9.2	30.4	
Progression Factor	0.95	2.39		1.34	1.00	
Incremental Delay, d2	1.8	0.5		0.5	11.8	
Delay (s)	11.8	20.0		12.8	42.2	
Level of Service	B	C		B	D	
Approach Delay (s)	14.9			12.8	42.2	
Approach LOS	B			B	D	

Intersection Summary

HCM 2000 Control Delay	19.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	82.2%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Proposed Commercial Development
Cranston Street at Niantic Avenue

Cranston, RI
11/09/2021



Lane Group	EBT	EBR	WBL	WBT	NBL
Lane Configurations	↑	↗		↖	↘
Traffic Volume (vph)	600	360	85	500	345
Future Volume (vph)	600	360	85	500	345
Lane Group Flow (vph)	638	383	0	622	415
Turn Type	NA	Perm	Perm	NA	Prot
Protected Phases	1			1	2
Permitted Phases		1	1		
Detector Phase	1	1	1	1	2
Switch Phase					
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	15.0	15.0	15.0	15.0	15.0
Total Split (s)	54.0	54.0	54.0	54.0	36.0
Total Split (%)	60.0%	60.0%	60.0%	60.0%	40.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0
Lead/Lag	Lead	Lead	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes
Recall Mode	C-Min	C-Min	C-Min	C-Min	None
v/c Ratio	0.56	0.34		0.40	0.84
Control Delay	13.2	3.6		14.2	45.1
Queue Delay	1.0	0.0		1.6	0.0
Total Delay	14.3	3.6		15.8	45.1
Queue Length 50th (ft)	291	13		130	215
Queue Length 95th (ft)	443	152		m145	303
Internal Link Dist (ft)	437			193	468
Turn Bay Length (ft)					
Base Capacity (vph)	1130	1111		1540	601
Starvation Cap Reductn	254	0		704	0
Spillback Cap Reductn	118	0		0	0
Storage Cap Reductn	0	0		0	0
Reduced v/c Ratio	0.73	0.34		0.74	0.69

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 35 (39%), Referenced to phase 1:EBWB, Start of Green
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 18: Niantic Ave & Cranston St





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Turning Movement Diagram

Major Street: Cranston Street

Minor Street: Niantic Avenue

City/Town: Cranston, RI

Day of Week: Weekday

Reference No.: 7578

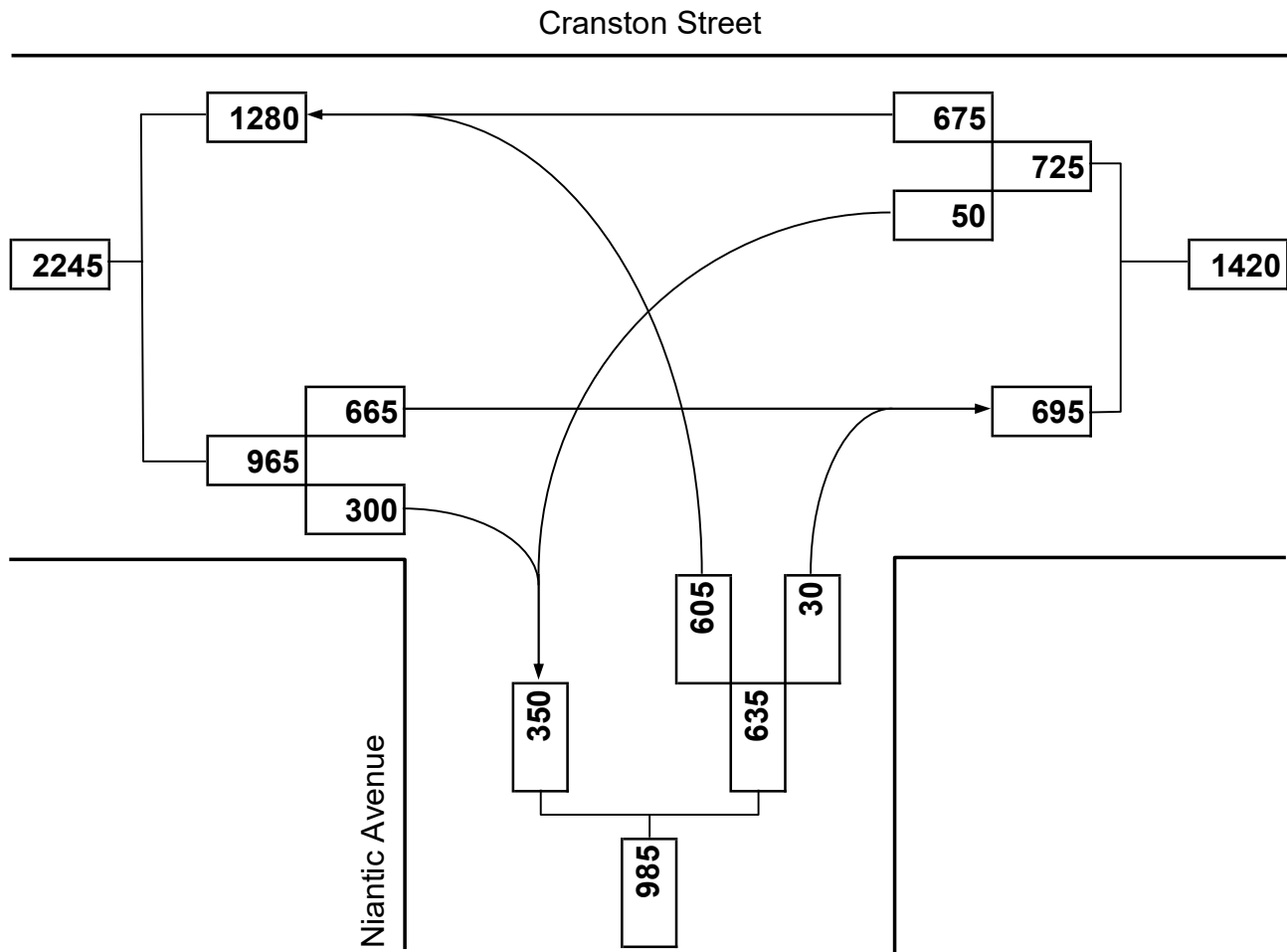
Peak Period: PM Peak Hour

Existing: n/a

Future: 2024 No Build



NORTH





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑↑	↑↑	
Traffic Volume (vph)	665	300	50	675	605	30
Future Volume (vph)	665	300	50	675	605	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00		0.95	1.00	
Frt	1.00	0.85		1.00	0.99	
Flt Protected	1.00	1.00		1.00	0.95	
Satd. Flow (prot)	1881	1439		3559	1785	
Flt Permitted	1.00	1.00		0.76	0.95	
Satd. Flow (perm)	1881	1439		2704	1785	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	672	303	51	682	611	30
RTOR Reduction (vph)	0	159	0	0	2	0
Lane Group Flow (vph)	672	144	0	733	639	0
Heavy Vehicles (%)	1%	1%	2%	1%	1%	0%
Parking (#/hr)		0				
Turn Type	NA	Perm	Perm	NA	Prot	
Protected Phases	1			1	2	
Permitted Phases		1	1			
Actuated Green, G (s)	38.1	38.1		38.1	31.9	
Effective Green, g (s)	38.1	38.1		38.1	31.9	
Actuated g/C Ratio	0.48	0.48		0.48	0.40	
Clearance Time (s)	5.0	5.0		5.0	5.0	
Vehicle Extension (s)	2.5	2.5		2.5	2.5	
Lane Grp Cap (vph)	895	685		1287	711	
v/s Ratio Prot	c0.36				c0.36	
v/s Ratio Perm		0.10		0.27		
v/c Ratio	0.75	0.21		0.57	0.90	
Uniform Delay, d1	17.1	12.2		15.1	22.5	
Progression Factor	0.95	1.71		1.89	1.00	
Incremental Delay, d2	4.6	0.6		1.0	14.1	
Delay (s)	20.8	21.4		29.4	36.7	
Level of Service	C	C		C	D	
Approach Delay (s)	21.0			29.4	36.7	
Approach LOS	C			C	D	

Intersection Summary

HCM 2000 Control Delay	27.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	100.3%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Proposed Commercial Development
Cranston Street at Niantic Avenue

Cranston, RI
11/09/2021



Lane Group	EBT	EBR	WBL	WBT	NBL
Lane Configurations	↑	↗		↖	↘
Traffic Volume (vph)	665	300	50	675	605
Future Volume (vph)	665	300	50	675	605
Lane Group Flow (vph)	672	303	0	733	641
Turn Type	NA	Perm	Perm	NA	Prot
Protected Phases	1			1	2
Permitted Phases		1	1		
Detector Phase	1	1	1	1	2
Switch Phase					
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	15.0	15.0	15.0	15.0	15.0
Total Split (s)	51.0	51.0	51.0	51.0	29.0
Total Split (%)	63.8%	63.8%	63.8%	63.8%	36.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0
Lead/Lag	Lead	Lead	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes
Recall Mode	C-Min	C-Min	C-Min	C-Min	Min
v/c Ratio	0.75	0.36		0.57	0.90
Control Delay	20.1	3.0		28.1	43.7
Queue Delay	0.7	0.0		4.4	0.0
Total Delay	20.9	3.0		32.5	43.7
Queue Length 50th (ft)	334	13		212	301
Queue Length 95th (ft)	384	18		m209	#597
Internal Link Dist (ft)	437			193	468
Turn Bay Length (ft)					
Base Capacity (vph)	1081	956		1554	714
Starvation Cap Reductn	109	0		728	0
Spillback Cap Reductn	155	0		0	0
Storage Cap Reductn	0	0		0	0
Reduced v/c Ratio	0.73	0.32		0.89	0.90

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 22 (28%), Referenced to phase 1:EBWB, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 18: Niantic Ave & Cranston St





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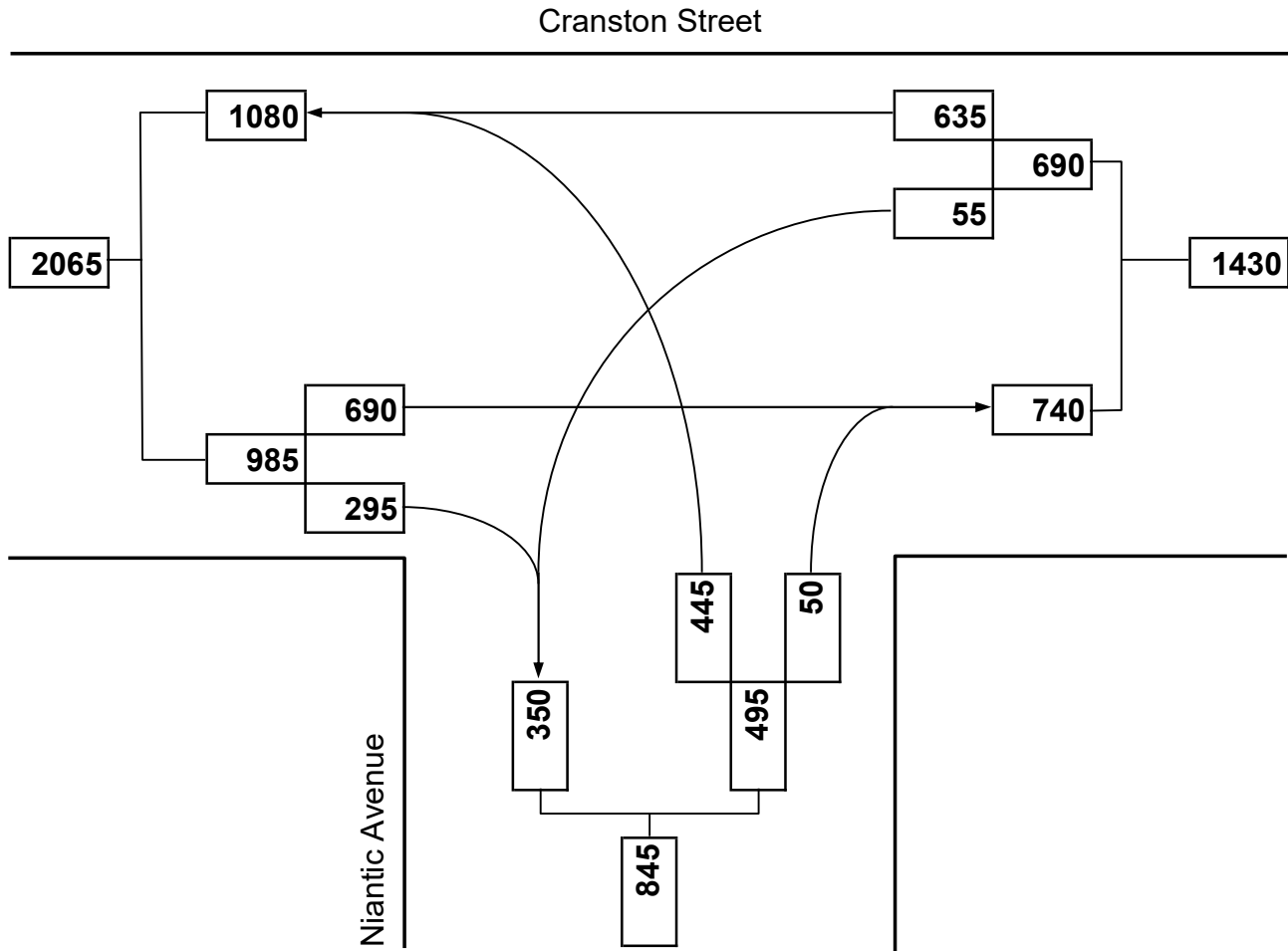
Turning Movement Diagram

Major Street: Cranston Street
City/Town: Cranston, RI
Reference No.: 7578
Existing: n/a

Minor Street: Niantic Avenue
Day of Week: Saturday
Peak Period: MD Peak Hour
Future: 2024 No Build



NORTH



Proposed Commercial Development
Cranston Street at Niantic Avenue

Cranston, RI
11/09/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑↑	↑↑	
Traffic Volume (vph)	690	295	55	635	445	50
Future Volume (vph)	690	295	55	635	445	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00		0.95	1.00	
Frt	1.00	0.85		1.00	0.99	
Flt Protected	1.00	1.00		1.00	0.96	
Satd. Flow (prot)	1881	1599		3560	1776	
Flt Permitted	1.00	1.00		0.79	0.96	
Satd. Flow (perm)	1881	1599		2822	1776	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	697	298	56	641	449	51
RTOR Reduction (vph)	0	128	0	0	5	0
Lane Group Flow (vph)	697	170	0	697	495	0
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Turn Type	NA	Perm	Perm	NA	Prot	
Protected Phases	1			1	2	
Permitted Phases		1	1			
Actuated Green, G (s)	51.4	51.4		51.4	28.6	
Effective Green, g (s)	51.4	51.4		51.4	28.6	
Actuated g/C Ratio	0.57	0.57		0.57	0.32	
Clearance Time (s)	5.0	5.0		5.0	5.0	
Vehicle Extension (s)	2.5	2.5		2.5	2.5	
Lane Grp Cap (vph)	1074	913		1611	564	
v/s Ratio Prot	c0.37				c0.28	
v/s Ratio Perm		0.11		0.25		
v/c Ratio	0.65	0.19		0.43	0.88	
Uniform Delay, d1	13.2	9.3		11.0	29.0	
Progression Factor	1.09	2.81		1.72	1.00	
Incremental Delay, d2	2.6	0.4		0.1	14.3	
Delay (s)	16.9	26.4		19.0	43.4	
Level of Service	B	C		B	D	
Approach Delay (s)	19.8			19.0	43.4	
Approach LOS	B			B	D	

Intersection Summary

HCM 2000 Control Delay	24.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	95.7%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Proposed Commercial Development
Cranston Street at Niantic Avenue

Cranston, RI
11/09/2021



Lane Group	EBT	EBR	WBL	WBT	NBL
Lane Configurations	↑	↗		↖	↘
Traffic Volume (vph)	690	295	55	635	445
Future Volume (vph)	690	295	55	635	445
Lane Group Flow (vph)	697	298	0	697	500
Turn Type	NA	Perm	Perm	NA	Prot
Protected Phases	1			1	2
Permitted Phases		1	1		
Detector Phase	1	1	1	1	2
Switch Phase					
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	15.0	15.0	15.0	15.0	15.0
Total Split (s)	54.0	54.0	54.0	54.0	36.0
Total Split (%)	60.0%	60.0%	60.0%	60.0%	40.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0
Lead/Lag	Lead	Lead	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes
Recall Mode	C-Min	C-Min	C-Min	C-Min	None
v/c Ratio	0.65	0.29		0.43	0.88
Control Delay	18.5	4.5		20.4	46.5
Queue Delay	1.7	0.0		4.7	0.0
Total Delay	20.1	4.5		25.1	46.5
Queue Length 50th (ft)	380	45		177	256
Queue Length 95th (ft)	501	108		m159	#419
Internal Link Dist (ft)	437			193	468
Turn Bay Length (ft)					
Base Capacity (vph)	1082	1046		1623	623
Starvation Cap Reductn	219	0		838	0
Spillback Cap Reductn	82	0		0	0
Storage Cap Reductn	0	0		0	0
Reduced v/c Ratio	0.81	0.28		0.89	0.80

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 35 (39%), Referenced to phase 1:EBWB, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 18: Niantic Ave & Cranston St



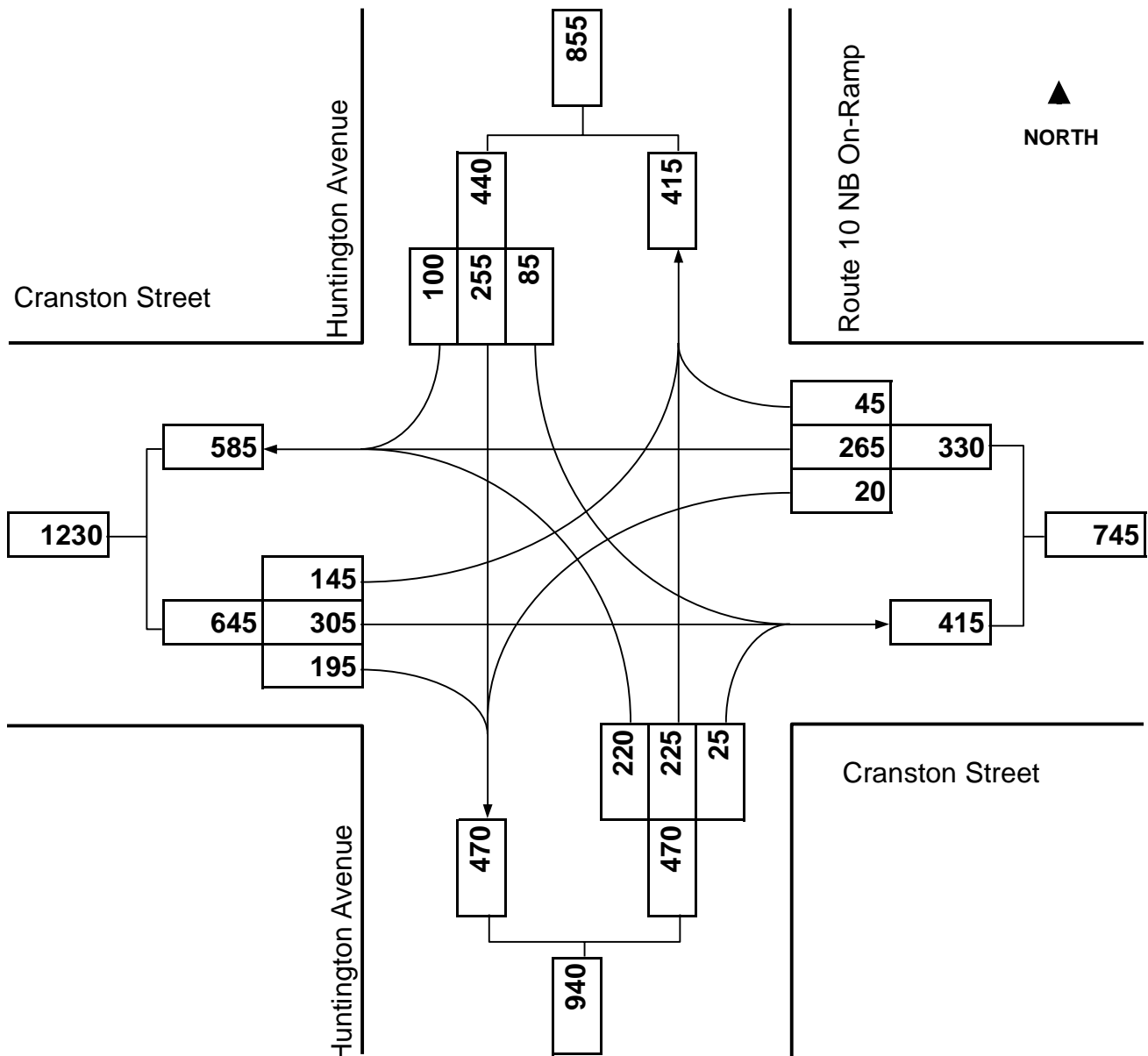
Cranston Street at Huntington Avenue/Route 10 NB On-Ramp



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Turning Movement Diagram

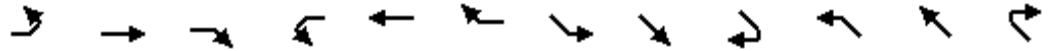
Major Street:	Cranston Street	Minor Street:	Huntington Ave./Route 10 NB On-Ramp
City/Town:	Cranston, RI	Day of Week:	Weekday
Reference No.:	7578	Peak Period:	AM Peak Hour
Existing:	n/a	Future:	2024 No Build



Proposed Commercial Development
 Cranston Street at Huntington Avenue/Route 10 NB On-Ramp

Cranston, RI

11/09/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations	↖	↗		↖	↗		↖	↕		↖	↗	↖
Traffic Volume (vph)	145	305	195	20	265	45	85	255	100	220	225	25
Future Volume (vph)	145	305	195	20	265	45	85	255	100	220	225	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	1.00	1.00
Frt	1.00	0.94		1.00	0.98		1.00	0.96		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1787	1771		1805	1825		1787	3424		1787	1881	1599
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1787	1771		1805	1825		1787	3424		1787	1881	1599
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	151	318	203	21	276	47	89	266	104	229	234	26
RTOR Reduction (vph)	0	16	0	0	5	0	0	51	0	0	0	21
Lane Group Flow (vph)	151	505	0	21	318	0	89	319	0	229	234	5
Heavy Vehicles (%)	1%	1%	1%	0%	2%	1%	1%	1%	1%	1%	1%	1%
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases												8
Actuated Green, G (s)	12.5	42.1		2.9	32.5		6.4	17.0		8.0	18.6	18.6
Effective Green, g (s)	12.5	42.1		2.9	32.5		6.4	17.0		8.0	18.6	18.6
Actuated g/C Ratio	0.14	0.47		0.03	0.36		0.07	0.19		0.09	0.21	0.21
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)	2.6	2.6		2.4	2.6		2.4	2.4		2.4	2.6	2.6
Lane Grp Cap (vph)	248	828		58	659		127	646		158	388	330
v/s Ratio Prot	c0.08	c0.28		0.01	0.17		0.05	0.09		c0.13	c0.12	
v/s Ratio Perm												0.00
v/c Ratio	0.61	0.61		0.36	0.48		0.70	0.49		1.45	0.60	0.02
Uniform Delay, d1	36.5	17.8		42.6	22.2		40.9	32.7		41.0	32.4	28.4
Progression Factor	0.84	0.82		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	3.0	2.8		2.5	2.5		14.6	0.4		234.0	2.3	0.0
Delay (s)	33.6	17.3		45.2	24.8		55.5	33.0		275.0	34.7	28.4
Level of Service	C	B		D	C		E	C		F	C	C
Approach Delay (s)		21.0			26.0			37.4			146.9	
Approach LOS		C			C			D			F	

Intersection Summary

HCM 2000 Control Delay	57.0	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	70.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Proposed Commercial Development
 Cranston Street at Huntington Avenue/Route 10 NB On-Ramp

Cranston, RI
 11/09/2021

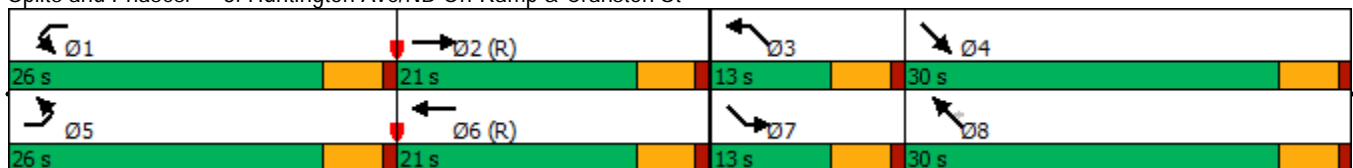


Lane Group	EBL	EBT	WBL	WBT	SEL	SET	NWL	NWT	NWR
Lane Configurations	↶	↷	↶	↷	↶	↷	↶	↷	↷
Traffic Volume (vph)	145	305	20	265	85	255	220	225	25
Future Volume (vph)	145	305	20	265	85	255	220	225	25
Lane Group Flow (vph)	151	521	21	323	89	370	229	234	26
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	5	2	1	6	7	4	3	8	
Permitted Phases									8
Detector Phase	5	2	1	6	7	4	3	8	8
Switch Phase									
Minimum Initial (s)	4.0	10.0	4.0	10.0	4.0	10.0	4.0	10.0	10.0
Minimum Split (s)	9.0	15.0	9.0	15.0	9.0	15.0	9.0	15.0	15.0
Total Split (s)	26.0	21.0	26.0	21.0	13.0	30.0	13.0	30.0	30.0
Total Split (%)	28.9%	23.3%	28.9%	23.3%	14.4%	33.3%	14.4%	33.3%	33.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None
v/c Ratio	0.61	0.56	0.17	0.47	0.60	0.56	1.45	0.60	0.06
Control Delay	38.9	16.7	42.4	26.3	57.2	30.5	266.8	39.6	0.2
Queue Delay	0.1	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.9	18.6	42.4	26.3	57.2	30.5	266.8	39.6	0.2
Queue Length 50th (ft)	60	281	12	134	49	83	~179	126	0
Queue Length 95th (ft)	m105	#411	34	256	#106	118	#320	188	0
Internal Link Dist (ft)		193		360		327		664	
Turn Bay Length (ft)			50		100				50
Base Capacity (vph)	416	923	421	683	158	996	158	522	548
Starvation Cap Reductn	15	246	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.77	0.05	0.47	0.56	0.37	1.45	0.45	0.05

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 67 (74%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: Huntington Ave/NB On-Ramp & Cranston St



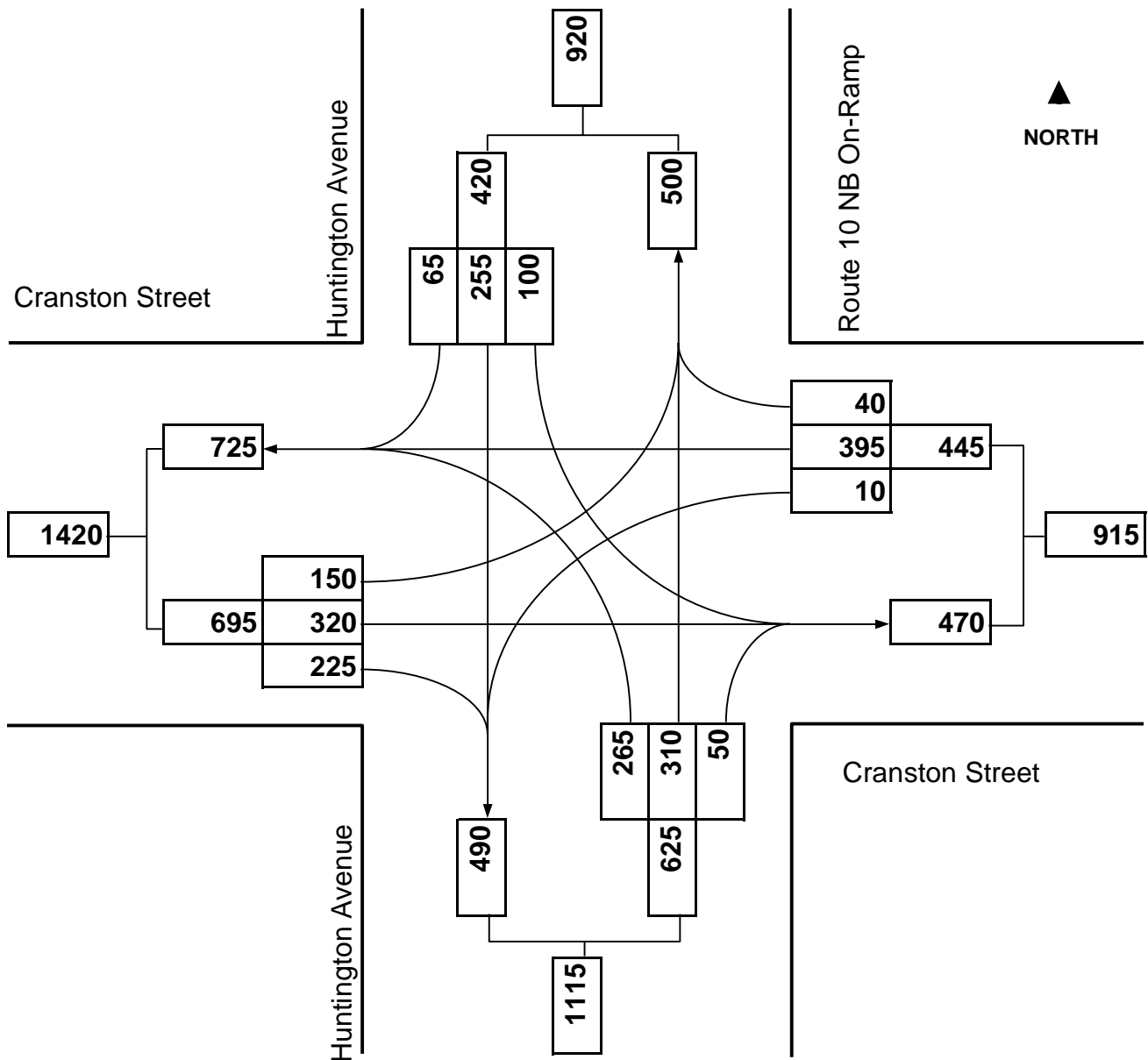


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Turning Movement Diagram

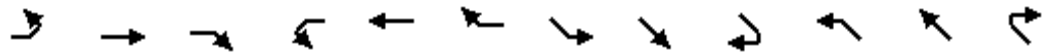
Major Street: Cranston Street
City/Town: Cranston, RI
Reference No.: 7578
Existing: n/a

Minor Street: Huntington Ave./Route 10 NB On-Ramp
Day of Week: Weekday
Peak Period: PM Peak Hour
Future: 2024 No Build



Proposed Commercial Development
 Cranston Street at Huntington Avenue/Route 10 NB On-Ramp

Cranston, RI
 11/09/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	150	320	225	10	395	40	100	255	65	265	310	50
Future Volume (vph)	150	320	225	10	395	40	100	255	65	265	310	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	1.00	1.00
Frt	1.00	0.94		1.00	0.99		1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1787	1765		1787	1855		1787	3465		1787	1881	1599
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1787	1765		1787	1855		1787	3465		1787	1881	1599
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	155	330	232	10	407	41	103	263	67	273	320	52
RTOR Reduction (vph)	0	27	0	0	4	0	0	29	0	0	0	39
Lane Group Flow (vph)	155	535	0	10	444	0	103	301	0	273	320	13
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases												8
Actuated Green, G (s)	9.5	30.3		1.3	22.1		8.2	15.4		13.0	20.2	20.2
Effective Green, g (s)	9.5	30.3		1.3	22.1		8.2	15.4		13.0	20.2	20.2
Actuated g/C Ratio	0.12	0.38		0.02	0.28		0.10	0.19		0.16	0.25	0.25
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)	2.6	2.6		2.4	2.6		2.4	2.4		2.4	2.6	2.6
Lane Grp Cap (vph)	212	668		29	512		183	667		290	474	403
v/s Ratio Prot	c0.09	c0.30		0.01	0.24		0.06	0.09		c0.15	c0.17	
v/s Ratio Perm												0.01
v/c Ratio	0.73	0.80		0.34	0.87		0.56	0.45		0.94	0.68	0.03
Uniform Delay, d1	34.0	22.2		38.9	27.5		34.2	28.6		33.1	26.9	22.5
Progression Factor	0.74	0.56		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	9.3	7.8		4.6	17.6		3.0	0.3		37.3	3.5	0.0
Delay (s)	34.5	20.2		43.6	45.2		37.2	28.9		70.4	30.5	22.6
Level of Service	C	C		D	D		D	C		E	C	C
Approach Delay (s)		23.3			45.2			30.9			46.7	
Approach LOS		C			D			C			D	

Intersection Summary

HCM 2000 Control Delay	35.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	74.4%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Proposed Commercial Development
 Cranston Street at Huntington Avenue/Route 10 NB On-Ramp

Cranston, RI
 11/09/2021

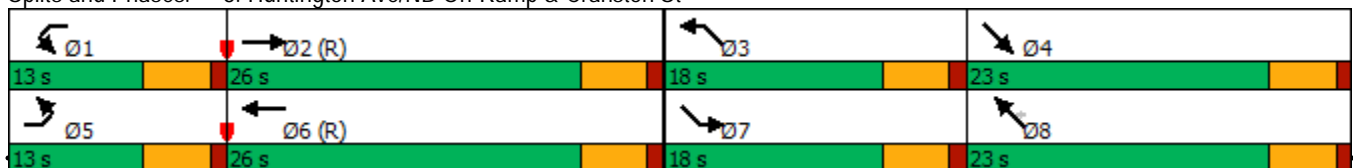


Lane Group	EBL	EBT	WBL	WBT	SEL	SET	NWL	NWT	NWR
Lane Configurations	↶	↷	↶	↷	↶	↷	↶	↷	↷
Traffic Volume (vph)	150	320	10	395	100	255	265	310	50
Future Volume (vph)	150	320	10	395	100	255	265	310	50
Lane Group Flow (vph)	155	562	10	448	103	330	273	320	52
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	5	2	1	6	7	4	3	8	
Permitted Phases									8
Detector Phase	5	2	1	6	7	4	3	8	8
Switch Phase									
Minimum Initial (s)	4.0	10.0	4.0	10.0	4.0	10.0	4.0	10.0	10.0
Minimum Split (s)	9.0	15.0	9.0	15.0	9.0	15.0	9.0	15.0	15.0
Total Split (s)	13.0	26.0	13.0	26.0	18.0	23.0	18.0	23.0	23.0
Total Split (%)	16.3%	32.5%	16.3%	32.5%	22.5%	28.8%	22.5%	28.8%	28.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Min	C-Min	None	C-Min	None	None	None	None	None
v/c Ratio	0.73	0.70	0.08	0.83	0.50	0.51	0.94	0.68	0.10
Control Delay	45.7	17.8	36.0	43.2	40.7	28.4	75.8	36.6	0.4
Queue Delay	0.0	4.9	0.0	0.1	0.0	1.6	46.1	0.0	0.0
Total Delay	45.7	22.7	36.0	43.2	40.7	30.0	121.9	36.6	0.4
Queue Length 50th (ft)	49	278	5	214	49	69	136	148	0
Queue Length 95th (ft)	m#161	m#129	20	#390	92	103	#280	#268	0
Internal Link Dist (ft)		193		360		327		664	
Turn Bay Length (ft)			50		100				50
Base Capacity (vph)	213	802	178	539	290	807	290	483	532
Starvation Cap Reductn	0	174	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	1	0	309	69	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.89	0.06	0.83	0.36	0.66	1.24	0.66	0.10

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 55 (69%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: Huntington Ave/NB On-Ramp & Cranston St



2024 No Build Conditions
 Timing Plan: Weekday PM Peak Hour

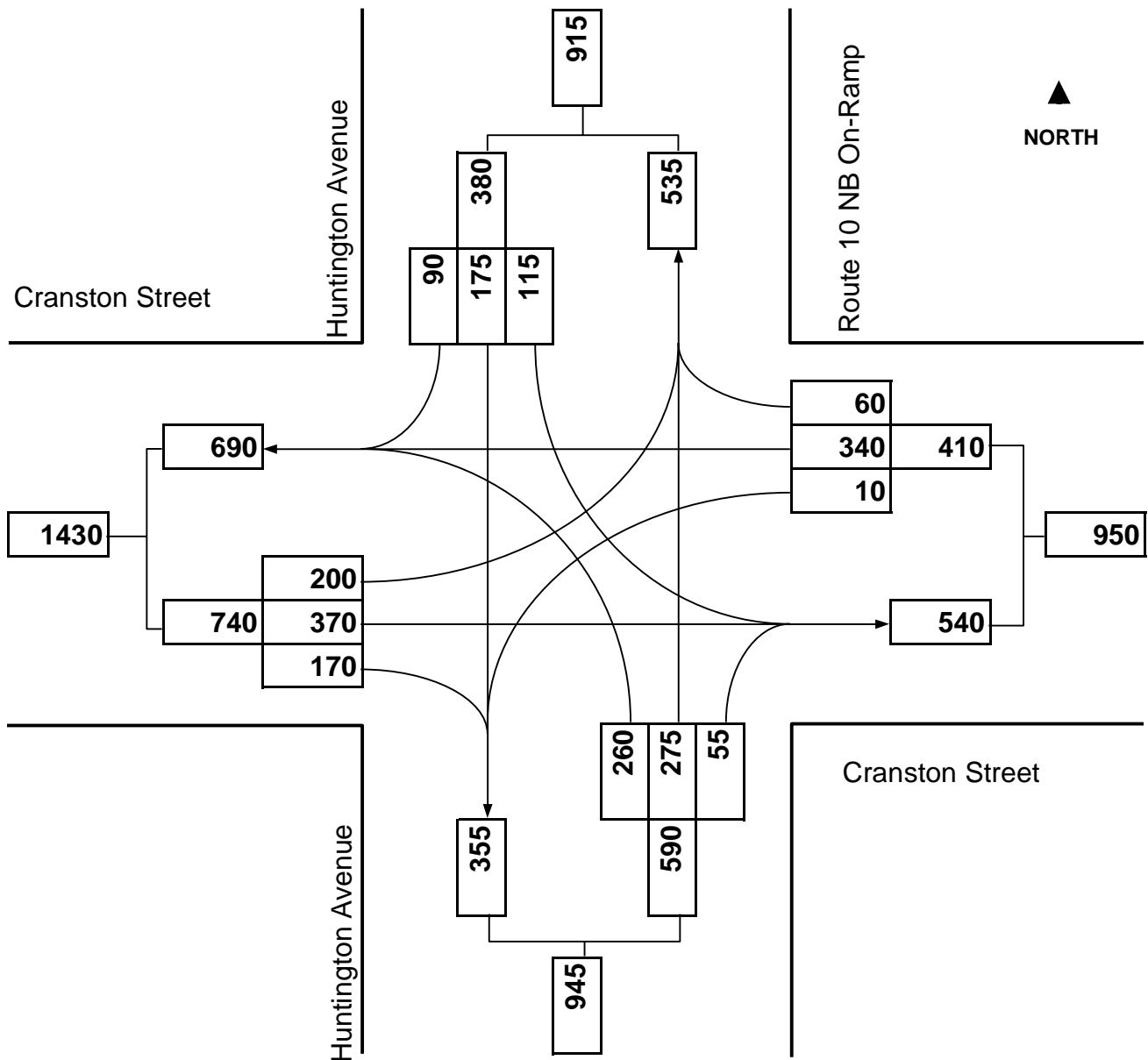


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Turning Movement Diagram

Major Street: Cranston Street
City/Town: Cranston, RI
Reference No.: 7578
Existing: n/a

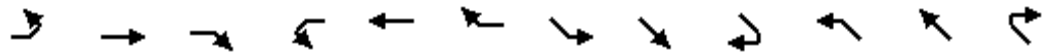
Minor Street: Huntington Ave./Route 10 NB On-Ramp
Day of Week: Saturday
Peak Period: MD Peak Hour
Future: 2024 No Build



Proposed Commercial Development
 Cranston Street at Huntington Avenue/Route 10 NB On-Ramp

Cranston, RI

11/09/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations	↖	↗		↖	↗		↖	↕		↖	↗	↖
Traffic Volume (vph)	200	370	170	10	340	60	115	175	90	260	275	55
Future Volume (vph)	200	370	170	10	340	60	115	175	90	260	275	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	1.00	1.00
Frt	1.00	0.95		1.00	0.98		1.00	0.95		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1787	1792		1805	1839		1787	3392		1787	1881	1599
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1787	1792		1805	1839		1787	3392		1787	1881	1599
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	211	389	179	11	358	63	121	184	95	274	289	58
RTOR Reduction (vph)	0	12	0	0	6	0	0	75	0	0	0	46
Lane Group Flow (vph)	211	556	0	11	415	0	121	204	0	274	289	12
Heavy Vehicles (%)	1%	1%	1%	0%	1%	1%	1%	1%	1%	1%	1%	1%
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases												8
Actuated Green, G (s)	15.4	42.2		1.3	28.1		7.9	18.5		8.0	18.6	18.6
Effective Green, g (s)	15.4	42.2		1.3	28.1		7.9	18.5		8.0	18.6	18.6
Actuated g/C Ratio	0.17	0.47		0.01	0.31		0.09	0.21		0.09	0.21	0.21
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)	2.6	2.6		2.4	2.6		2.4	2.4		2.4	2.6	2.6
Lane Grp Cap (vph)	305	840		26	574		156	697		158	388	330
v/s Ratio Prot	c0.12	0.31		0.01	c0.23		0.07	0.06		c0.15	c0.15	
v/s Ratio Perm												0.01
v/c Ratio	0.69	0.66		0.42	0.72		0.78	0.29		1.73	0.74	0.04
Uniform Delay, d1	35.1	18.4		44.0	27.5		40.2	30.2		41.0	33.5	28.5
Progression Factor	0.88	0.55		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	4.9	3.2		7.1	7.7		20.1	0.2		355.4	7.3	0.0
Delay (s)	35.7	13.3		51.1	35.2		60.3	30.4		396.4	40.7	28.6
Level of Service	D	B		D	D		E	C		F	D	C
Approach Delay (s)		19.4			35.6			39.4			196.5	
Approach LOS		B			D			D			F	

Intersection Summary

HCM 2000 Control Delay	75.4	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	72.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Proposed Commercial Development
 Cranston Street at Huntington Avenue/Route 10 NB On-Ramp

Cranston, RI
 11/09/2021

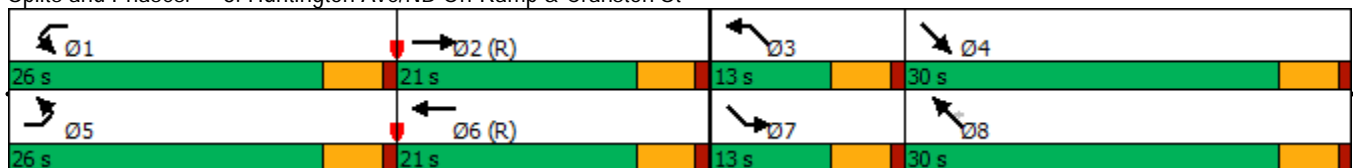


Lane Group	EBL	EBT	WBL	WBT	SEL	SET	NWL	NWT	NWR
Lane Configurations	↶	↷	↶	↷	↶	↷	↶	↷	↷
Traffic Volume (vph)	200	370	10	340	115	175	260	275	55
Future Volume (vph)	200	370	10	340	115	175	260	275	55
Lane Group Flow (vph)	211	568	11	421	121	279	274	289	58
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	5	2	1	6	7	4	3	8	
Permitted Phases									8
Detector Phase	5	2	1	6	7	4	3	8	8
Switch Phase									
Minimum Initial (s)	4.0	10.0	4.0	10.0	4.0	10.0	4.0	10.0	10.0
Minimum Split (s)	9.0	15.0	9.0	15.0	9.0	15.0	9.0	15.0	15.0
Total Split (s)	26.0	21.0	26.0	21.0	13.0	30.0	13.0	30.0	30.0
Total Split (%)	28.9%	23.3%	28.9%	23.3%	14.4%	33.3%	14.4%	33.3%	33.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None
v/c Ratio	0.69	0.61	0.10	0.73	0.78	0.36	1.73	0.74	0.13
Control Delay	39.7	13.9	41.3	39.4	73.3	20.2	383.8	44.8	0.6
Queue Delay	0.5	1.3	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Total Delay	40.2	15.2	41.3	39.4	73.3	20.3	383.8	44.8	0.6
Queue Length 50th (ft)	77	156	6	208	69	46	-233	155	0
Queue Length 95th (ft)	m132	m#481	23	#484	#158	74	#384	221	0
Internal Link Dist (ft)		193		360		327		664	
Turn Bay Length (ft)			50		100				50
Base Capacity (vph)	416	930	421	580	158	1010	158	522	548
Starvation Cap Reductn	42	181	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	1	0	142	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.76	0.03	0.73	0.77	0.32	1.73	0.55	0.11

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 67 (74%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: Huntington Ave/NB On-Ramp & Cranston St



D

Future 2024 Build Weekday AM / PM / Saturday MD Peak Hour
(Preferred Build Alternative)

Cranston Street at Webster Avenue
Cranston Street at Garfield Avenue/Main Site Access Driveway
Cranston Street at Niantic Avenue
Cranston Street at Huntington Avenue/Route 10 NB On-Ramp

Cranston Street at Webster Avenue

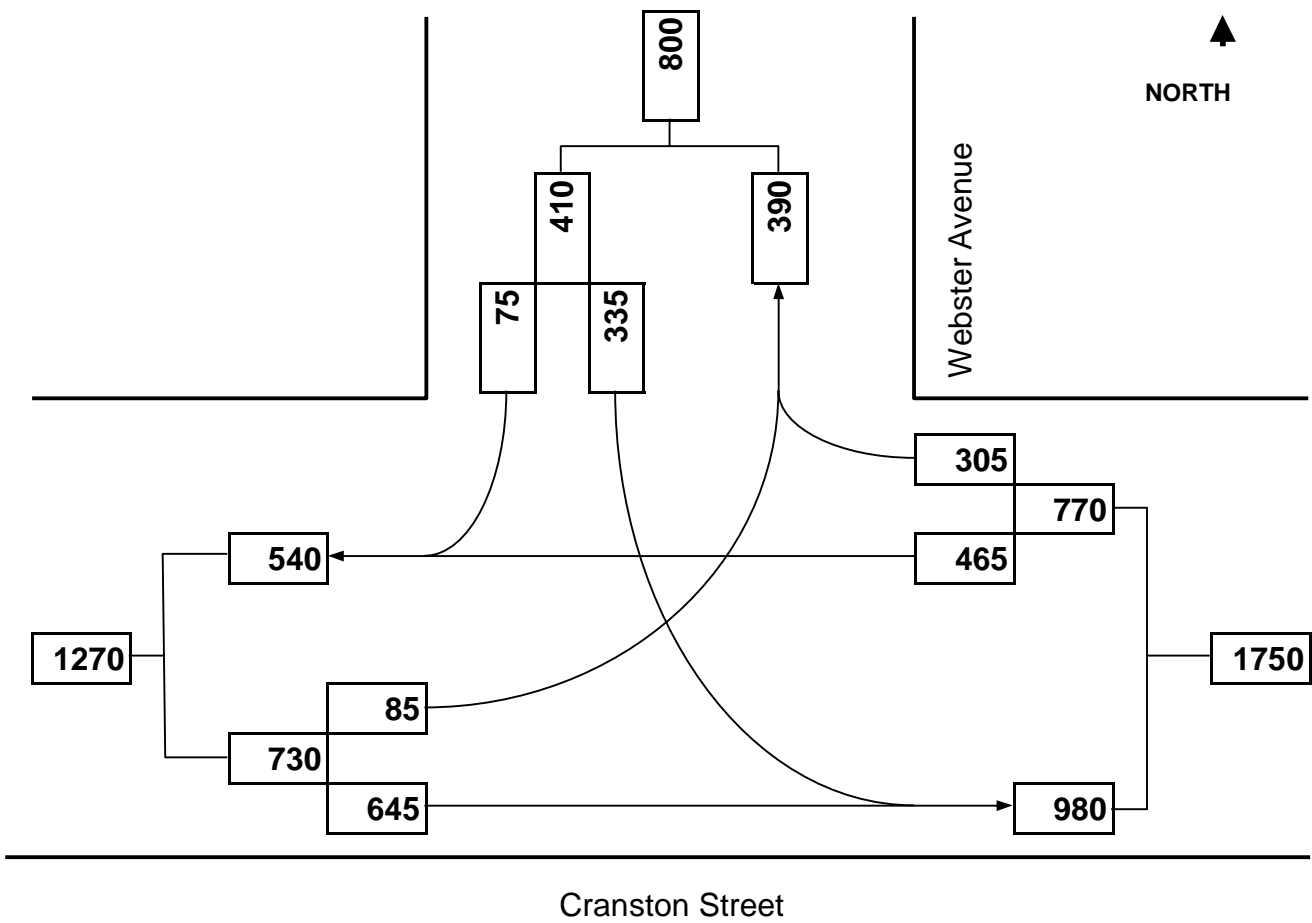


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Turning Movement Diagram

Major Street: Cranston Street
City/Town: Cranston, RI
Reference No.: 7578
Existing: n/a

Minor Street: Webster Avenue
Day of Week: Weekday
Peak Period: AM Peak Hour
Future: 2024 Build



Proposed Commercial Development
Cranston Street at Webster Avenue

Cranston, RI
04/07/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	85	645	465	305	335	75
Future Volume (vph)	85	645	465	305	335	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	1.00	0.85	0.98	
Flt Protected	0.95	1.00	1.00	1.00	0.96	
Satd. Flow (prot)	1805	1863	1827	1425	1766	
Flt Permitted	0.37	1.00	1.00	1.00	0.96	
Satd. Flow (perm)	706	1863	1827	1425	1766	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	90	686	495	324	356	80
RTOR Reduction (vph)	0	0	0	172	13	0
Lane Group Flow (vph)	90	686	495	152	423	0
Heavy Vehicles (%)	0%	2%	4%	2%	1%	0%
Parking (#/hr)				0		
Turn Type	Perm	NA	NA	Perm	Prot	
Protected Phases		2	6		4	
Permitted Phases	2			6		
Actuated Green, G (s)	22.8	22.8	22.8	22.8	16.7	
Effective Green, g (s)	22.8	22.8	22.8	22.8	16.7	
Actuated g/C Ratio	0.47	0.47	0.47	0.47	0.34	
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	
Lane Grp Cap (vph)	331	875	858	669	608	
v/s Ratio Prot		c0.37	0.27		c0.24	
v/s Ratio Perm	0.13			0.11		
v/c Ratio	0.27	0.78	0.58	0.23	0.70	
Uniform Delay, d1	7.8	10.8	9.3	7.6	13.7	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.3	4.5	0.8	0.1	3.2	
Delay (s)	8.1	15.3	10.1	7.8	16.9	
Level of Service	A	B	B	A	B	
Approach Delay (s)		14.4	9.2		16.9	
Approach LOS		B	A		B	

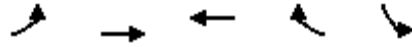
Intersection Summary

HCM 2000 Control Delay	12.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	48.5	Sum of lost time (s)	9.0
Intersection Capacity Utilization	64.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Proposed Commercial Development
Cranston Street at Webster Avenue

Cranston, RI
04/07/2022



Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Configurations	↶	↶	↶	↶	↶
Traffic Volume (vph)	85	645	465	305	335
Future Volume (vph)	85	645	465	305	335
Lane Group Flow (vph)	90	686	495	324	436
Turn Type	Perm	NA	NA	Perm	Prot
Protected Phases		2	6		4
Permitted Phases	2			6	
Detector Phase	2	2	6	6	4
Switch Phase					
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.5	20.5	20.5	20.5	20.5
Total Split (s)	36.0	36.0	36.0	36.0	29.0
Total Split (%)	55.4%	55.4%	55.4%	55.4%	44.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	None	None
v/c Ratio	0.28	0.80	0.59	0.39	0.71
Control Delay	11.8	20.3	13.6	2.9	21.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	11.8	20.3	13.6	2.9	21.9
Queue Length 50th (ft)	14	152	95	0	102
Queue Length 95th (ft)	48	#339	212	36	222
Internal Link Dist (ft)		283	553		305
Turn Bay Length (ft)	100				
Base Capacity (vph)	483	1275	1251	1078	962
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.19	0.54	0.40	0.30	0.45

Intersection Summary

Cycle Length: 65

Actuated Cycle Length: 49.3

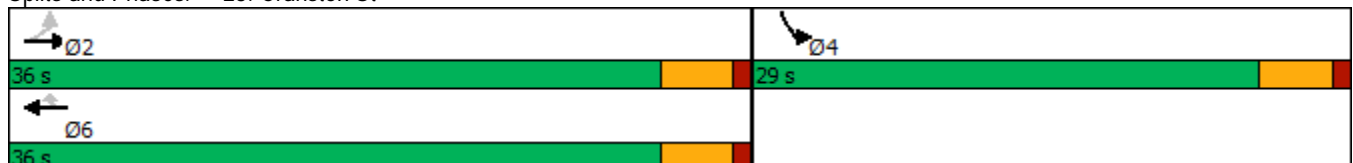
Natural Cycle: 55

Control Type: Actuated-Uncoordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 23: Cranston St



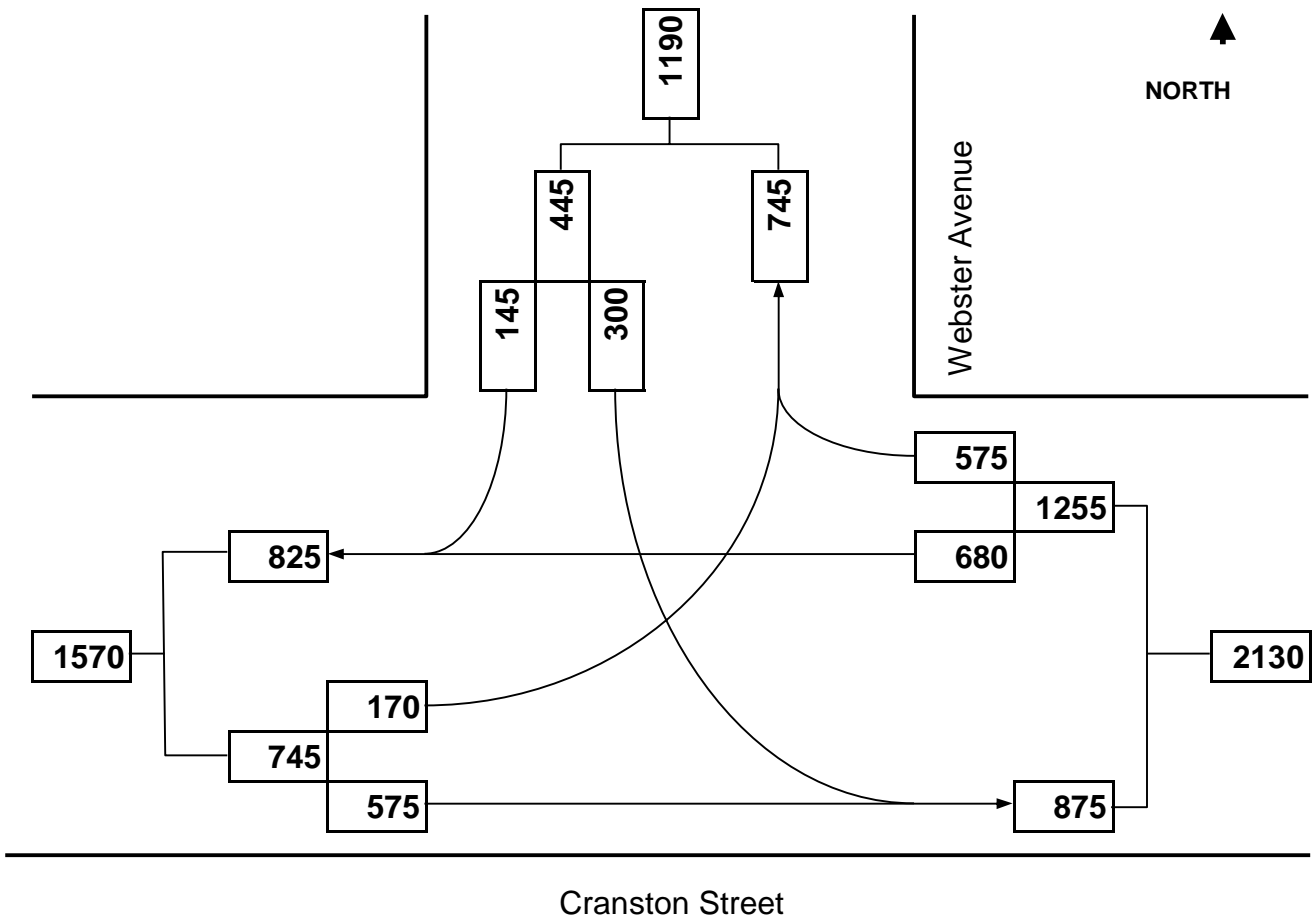


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Turning Movement Diagram

Major Street: Cranston Street
City/Town: Cranston, RI
Reference No.: 7578
Existing: n/a

Minor Street: Webster Avenue
Day of Week: Weekday
Peak Period: PM Peak Hour
Future: 2024 Build



Proposed Commercial Development
Cranston Street at Webster Avenue

Cranston, RI
04/07/2022



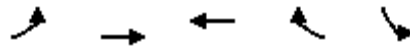
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	170	575	680	575	300	145
Future Volume (vph)	170	575	680	575	300	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	1.00	0.85	0.96	
Flt Protected	0.95	1.00	1.00	1.00	0.97	
Satd. Flow (prot)	1787	1881	1881	1599	1740	
Flt Permitted	0.22	1.00	1.00	1.00	0.97	
Satd. Flow (perm)	419	1881	1881	1599	1740	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	173	587	694	587	306	148
RTOR Reduction (vph)	0	0	0	290	24	0
Lane Group Flow (vph)	173	587	694	297	430	0
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Turn Type	Perm	NA	NA	Perm	Prot	
Protected Phases		2	6		4	
Permitted Phases	2			6		
Actuated Green, G (s)	27.0	27.0	27.0	27.0	17.3	
Effective Green, g (s)	27.0	27.0	27.0	27.0	17.3	
Actuated g/C Ratio	0.51	0.51	0.51	0.51	0.32	
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	
Lane Grp Cap (vph)	212	952	952	810	564	
v/s Ratio Prot		0.31	0.37		c0.25	
v/s Ratio Perm	c0.41			0.19		
v/c Ratio	0.82	0.62	0.73	0.37	0.76	
Uniform Delay, d1	11.1	9.4	10.3	8.0	16.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	20.5	1.0	2.6	0.2	5.8	
Delay (s)	31.5	10.5	12.9	8.2	21.9	
Level of Service	C	B	B	A	C	
Approach Delay (s)		15.3	10.8		21.9	
Approach LOS		B	B		C	

Intersection Summary

HCM 2000 Control Delay	14.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	53.3	Sum of lost time (s)	9.0
Intersection Capacity Utilization	81.9%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Proposed Commercial Development
Cranston Street at Webster Avenue

Cranston, RI
04/07/2022



Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Configurations	↖	↗	↗	↖	↖↗
Traffic Volume (vph)	170	575	680	575	300
Future Volume (vph)	170	575	680	575	300
Lane Group Flow (vph)	173	587	694	587	454
Turn Type	Perm	NA	NA	Perm	Prot
Protected Phases		2	6		4
Permitted Phases	2			6	
Detector Phase	2	2	6	6	4
Switch Phase					
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.5	20.5	20.5	20.5	20.5
Total Split (s)	44.0	44.0	44.0	44.0	26.0
Total Split (%)	62.9%	62.9%	62.9%	62.9%	37.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	None	None
v/c Ratio	0.83	0.62	0.74	0.54	0.78
Control Delay	46.1	13.2	16.2	2.8	28.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	46.1	13.2	16.2	2.8	28.9
Queue Length 50th (ft)	45	129	167	0	117
Queue Length 95th (ft)	#162	230	297	39	#316
Internal Link Dist (ft)		283	553		305
Turn Bay Length (ft)	100				
Base Capacity (vph)	315	1412	1412	1347	768
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.55	0.42	0.49	0.44	0.59

Intersection Summary

Cycle Length: 70

Actuated Cycle Length: 54

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 23: Cranston St



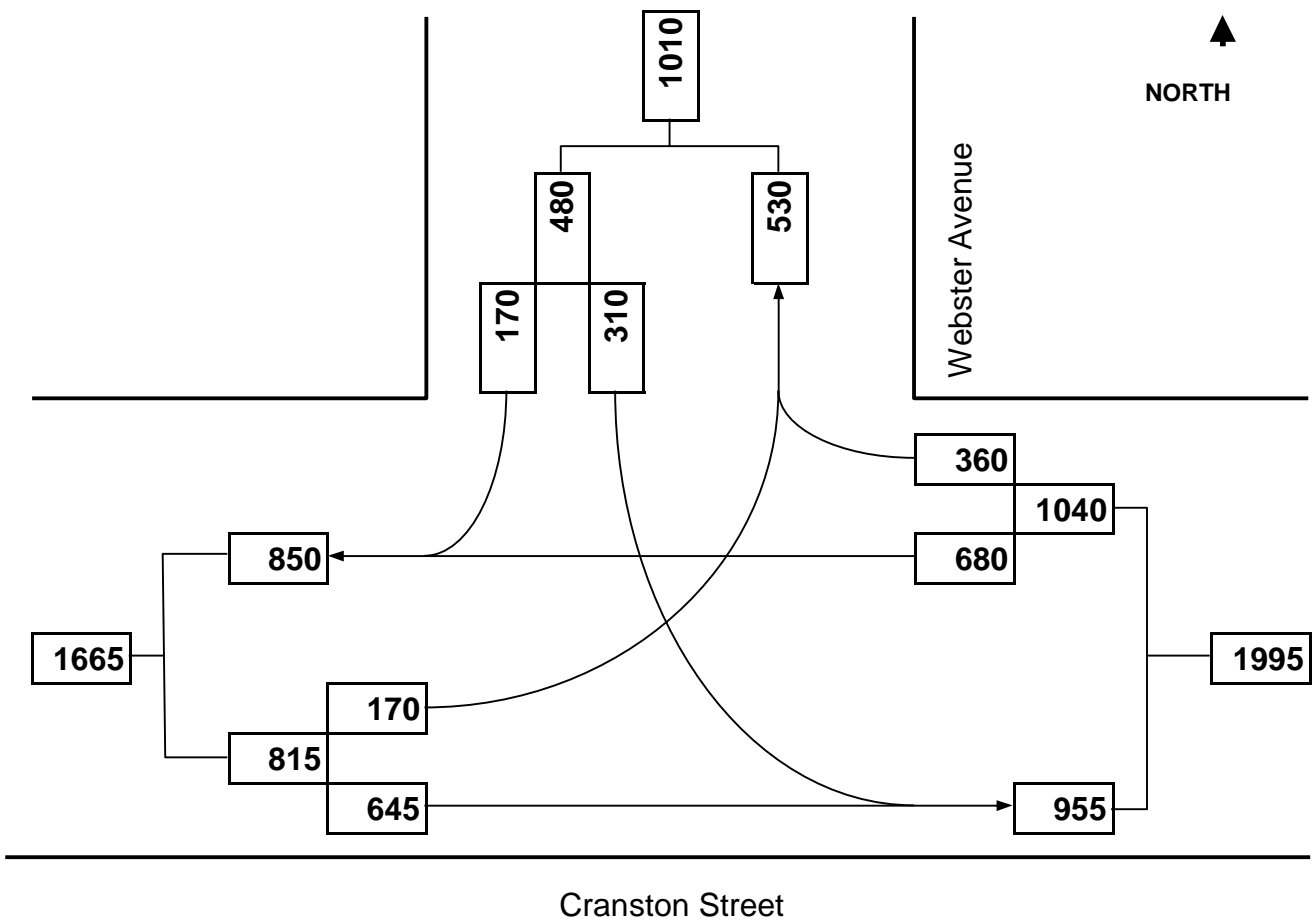


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Turning Movement Diagram

Major Street: Cranston Street
City/Town: Cranston, RI
Reference No.: 7578
Existing: n/a

Minor Street: Webster Avenue
Day of Week: Saturday
Peak Period: MD Peak Hour
Future: 2024 Build



Proposed Commercial Development
Cranston Street at Webster Avenue

Cranston, RI
04/07/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	170	645	680	360	310	170
Future Volume (vph)	170	645	680	360	310	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	1.00	0.85	0.95	
Flt Protected	0.95	1.00	1.00	1.00	0.97	
Satd. Flow (prot)	1787	1881	1881	1439	1735	
Flt Permitted	0.22	1.00	1.00	1.00	0.97	
Satd. Flow (perm)	421	1881	1881	1439	1735	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	177	672	708	375	323	177
RTOR Reduction (vph)	0	0	0	175	30	0
Lane Group Flow (vph)	177	672	708	200	470	0
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Parking (#/hr)				0		
Turn Type	Perm	NA	NA	Perm	Prot	
Protected Phases		2	6		4	
Permitted Phases	2			6		
Actuated Green, G (s)	33.9	33.9	33.9	33.9	20.7	
Effective Green, g (s)	33.9	33.9	33.9	33.9	20.7	
Actuated g/C Ratio	0.53	0.53	0.53	0.53	0.33	
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	
Lane Grp Cap (vph)	224	1002	1002	767	564	
v/s Ratio Prot		0.36	0.38		c0.27	
v/s Ratio Perm	c0.42			0.14		
v/c Ratio	0.79	0.67	0.71	0.26	0.83	
Uniform Delay, d1	12.0	10.8	11.1	8.1	19.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	16.6	1.6	2.1	0.1	10.1	
Delay (s)	28.6	12.4	13.3	8.2	29.9	
Level of Service	C	B	B	A	C	
Approach Delay (s)		15.8	11.5		29.9	
Approach LOS		B	B		C	

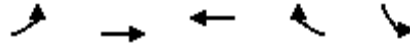
Intersection Summary

HCM 2000 Control Delay	16.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	63.6	Sum of lost time (s)	9.0
Intersection Capacity Utilization	84.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Proposed Commercial Development
Cranston Street at Webster Avenue

Cranston, RI
04/07/2022



Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Configurations					
Traffic Volume (vph)	170	645	680	360	310
Future Volume (vph)	170	645	680	360	310
Lane Group Flow (vph)	177	672	708	375	500
Turn Type	Perm	NA	NA	Perm	Prot
Protected Phases		2	6		4
Permitted Phases	2			6	
Detector Phase	2	2	6	6	4
Switch Phase					
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.5	20.5	20.5	20.5	20.5
Total Split (s)	40.0	40.0	40.0	40.0	30.0
Total Split (%)	57.1%	57.1%	57.1%	57.1%	42.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	None	None
v/c Ratio	0.79	0.67	0.71	0.40	0.84
Control Delay	44.3	16.1	17.2	2.6	32.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	44.3	16.1	17.2	2.6	32.8
Queue Length 50th (ft)	55	189	205	0	169
Queue Length 95th (ft)	#178	328	357	38	#316
Internal Link Dist (ft)		283	553		305
Turn Bay Length (ft)	100				
Base Capacity (vph)	239	1067	1067	979	733
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.74	0.63	0.66	0.38	0.68

Intersection Summary

Cycle Length: 70

Actuated Cycle Length: 63.8

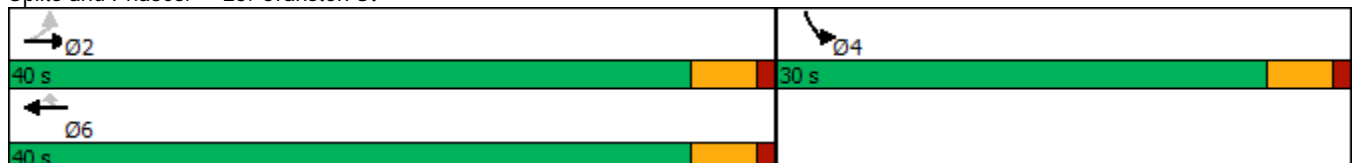
Natural Cycle: 60

Control Type: Actuated-Uncoordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 23: Cranston St



Cranston Street at Garfield Avenue/Main Site Access Driveway

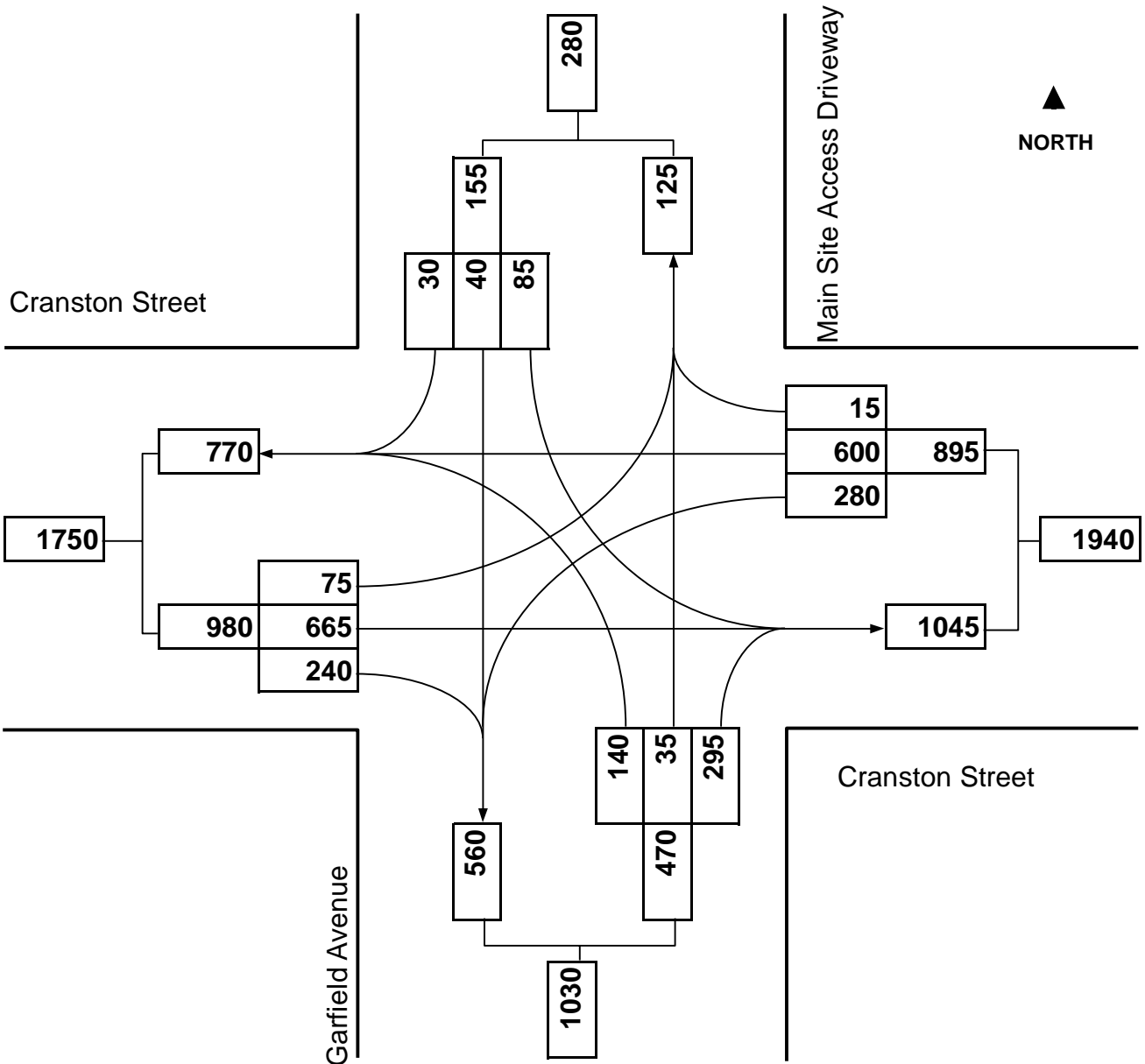


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Turning Movement Diagram

Major Street: Cranston Street
City/Town: Cranston, RI
Reference No.: 7578
Existing: n/a

Minor Street: Garfield Ave./Main Site Access Dwy.
Day of Week: Weekday
Peak Period: AM Peak Hour
Future: 2024 Build



Proposed Commercial Development
Cranston Street at Garfield Avenue/Main Site Access Driveway

Cranston, RI

04/08/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	665	240	280	600	15	140	35	295	85	40	30
Future Volume (vph)	75	665	240	280	600	15	140	35	295	85	40	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		5.0	5.0			4.5	4.5		4.5	4.5
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	1.00		1.00	1.00
Frt	1.00	0.96		1.00	1.00			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.96	1.00		0.97	1.00
Satd. Flow (prot)	1805	3423		1719	3462			1798	1553		1837	1615
Flt Permitted	0.95	1.00		0.95	1.00			0.46	1.00		0.69	1.00
Satd. Flow (perm)	1805	3423		1719	3462			865	1553		1308	1615
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	77	686	247	289	619	15	144	36	304	88	41	31
RTOR Reduction (vph)	0	34	0	0	2	0	0	0	214	0	0	26
Lane Group Flow (vph)	77	899	0	289	632	0	0	180	90	0	129	5
Heavy Vehicles (%)	0%	1%	2%	5%	4%	0%	2%	0%	4%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6		3	3	8		4	
Permitted Phases							3	8		3	8	4
Actuated Green, G (s)	8.0	30.3		19.0	41.3			26.7	26.7		13.7	13.7
Effective Green, g (s)	8.0	30.3		19.0	41.3			26.7	26.7		13.7	13.7
Actuated g/C Ratio	0.09	0.34		0.21	0.46			0.30	0.30		0.15	0.15
Clearance Time (s)	4.5	4.5		5.0	5.0						4.5	4.5
Vehicle Extension (s)	3.0	2.5		2.5	2.5						2.5	2.5
Lane Grp Cap (vph)	160	1152		362	1588			344	460		199	245
v/s Ratio Prot	0.04	c0.26		c0.17	0.18			c0.05				
v/s Ratio Perm								0.11	0.06		c0.10	0.00
v/c Ratio	0.48	0.78		0.80	0.40			0.52	0.20		0.65	0.02
Uniform Delay, d1	39.0	26.9		33.7	16.1			26.4	23.6		35.9	32.4
Progression Factor	1.00	1.00		1.07	1.17			1.00	1.00		1.00	1.00
Incremental Delay, d2	2.3	5.3		9.7	0.6			1.4	0.2		6.3	0.0
Delay (s)	41.3	32.1		45.6	19.4			27.8	23.8		42.2	32.5
Level of Service	D	C		D	B			C	C		D	C
Approach Delay (s)		32.8			27.6			25.3			40.3	
Approach LOS		C			C			C			D	

Intersection Summary

HCM 2000 Control Delay	30.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.5
Intersection Capacity Utilization	69.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Proposed Commercial Development
 Cranston Street at Garfield Avenue/Main Site Access Driveway

Cranston, RI
 04/08/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	Ø8
Lane Configurations	↖	↗	↖	↗		↖	↗		↖	↗	
Traffic Volume (vph)	75	665	280	600	140	35	295	85	40	30	
Future Volume (vph)	75	665	280	600	140	35	295	85	40	30	
Lane Group Flow (vph)	77	933	289	634	0	180	304	0	129	31	
Turn Type	Prot	NA	Prot	NA	pm+pt	NA	Perm	Perm	NA	Perm	
Protected Phases	5	2	1	6	3	3 8			4		8
Permitted Phases					3 8		3 8	4		4	
Detector Phase	5	2	1	6	3	3 8	3 8	4	4	4	
Switch Phase											
Minimum Initial (s)	8.0	10.0	10.0	10.0	8.0			8.0	8.0	8.0	8.0
Minimum Split (s)	12.5	14.5	15.0	15.0	12.5			15.0	15.0	15.0	12.5
Total Split (s)	16.0	25.0	27.0	36.0	13.0			25.0	25.0	25.0	38.0
Total Split (%)	17.8%	27.8%	30.0%	40.0%	14.4%			27.8%	27.8%	27.8%	42%
Yellow Time (s)	3.5	3.5	3.0	3.0	3.5			3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	2.0	2.0	1.0			1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0				0.0	0.0		
Total Lost Time (s)	4.5	4.5	5.0	5.0				4.5	4.5		
Lead/Lag	Lead	Lag	Lead	Lag	Lead			Lag	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes			Yes	Yes	Yes	
Recall Mode	None	C-Min	None	C-Min	None			None	None	None	None
v/c Ratio	0.40	0.79	0.80	0.39		0.52	0.45		0.65	0.08	
Control Delay	43.3	33.9	49.6	21.3		29.7	4.9		50.5	0.4	
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.1		0.7	0.0	
Total Delay	43.3	33.9	49.6	21.3		29.7	5.1		51.2	0.4	
Queue Length 50th (ft)	42	240	179	123		80	0		70	0	
Queue Length 95th (ft)	82	#441	m254	215		122	52		120	0	
Internal Link Dist (ft)		139		173		900			149		
Turn Bay Length (ft)	100		300							50	
Base Capacity (vph)	234	1187	426	1625		410	768		297	517	
Starvation Cap Reductn	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	2	0	0		0	75		40	0	
Storage Cap Reductn	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.33	0.79	0.68	0.39		0.44	0.44		0.50	0.06	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection

Natural Cycle: 75

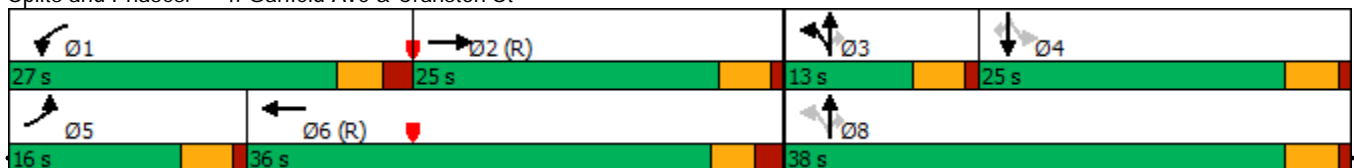
Control Type: Actuated-Coordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Garfield Ave & Cranston St



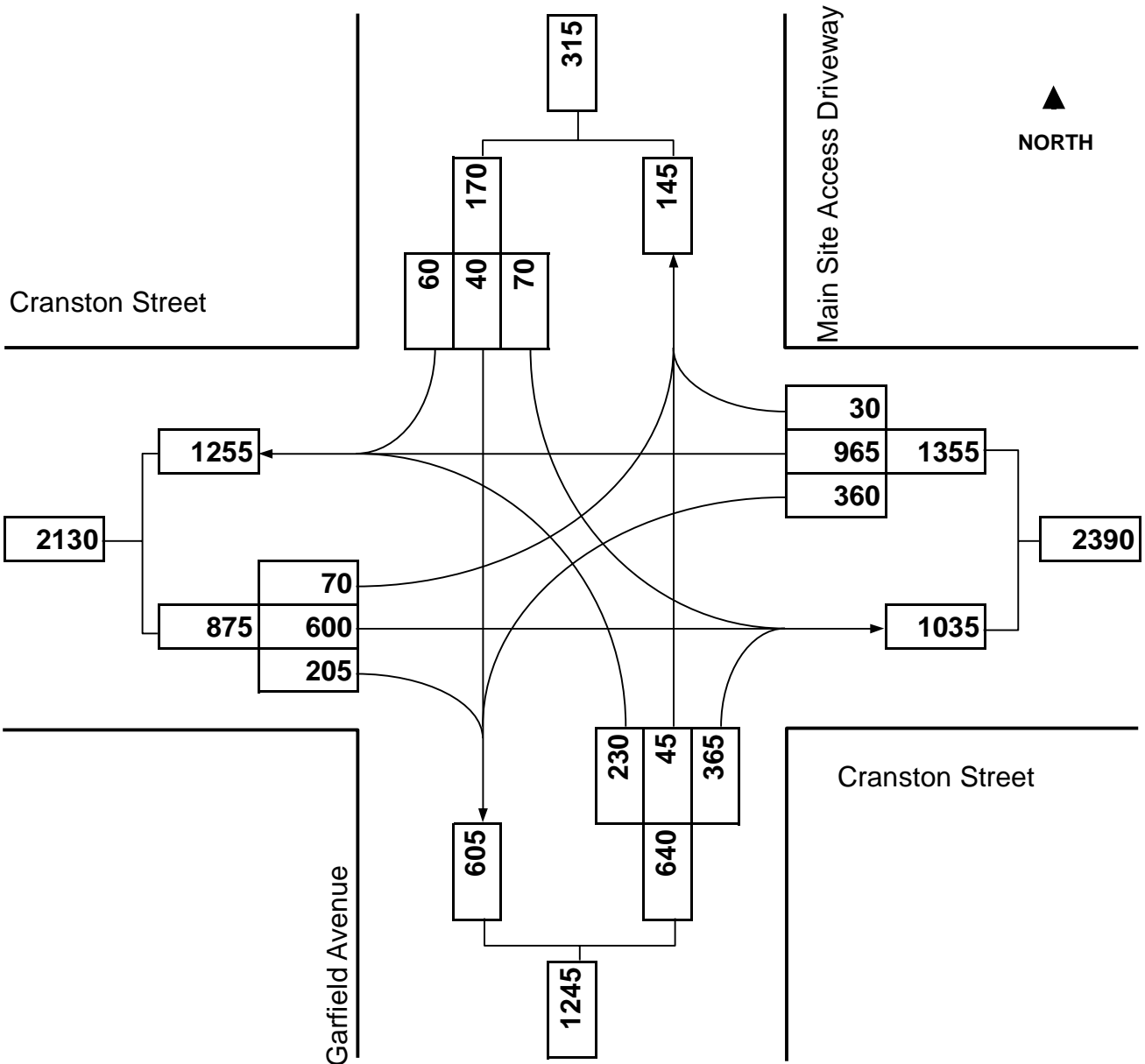


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Turning Movement Diagram

Major Street: Cranston Street
City/Town: Cranston, RI
Reference No.: 7578
Existing: n/a

Minor Street: Garfield Ave./Main Site Access Dwy.
Day of Week: Weekday
Peak Period: PM Peak Hour
Future: 2024 Build



Proposed Commercial Development
Cranston Street at Garfield Avenue/Main Site Access Driveway

Cranston, RI

04/08/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↖	↗		↖	↗
Traffic Volume (vph)	70	600	205	360	965	30	230	45	365	70	40	60
Future Volume (vph)	70	600	205	360	965	30	230	45	365	70	40	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		5.0	5.0			4.5	4.5		4.5	4.5
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	1.00		1.00	1.00
Frt	1.00	0.96		1.00	1.00			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.96	1.00		0.97	1.00
Satd. Flow (prot)	1805	3446		1770	3559			1809	1583		1841	1615
Flt Permitted	0.95	1.00		0.95	1.00			0.47	1.00		0.65	1.00
Satd. Flow (perm)	1805	3446		1770	3559			895	1583		1227	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	74	632	216	379	1016	32	242	47	384	74	42	63
RTOR Reduction (vph)	0	39	0	0	2	0	0	0	336	0	0	54
Lane Group Flow (vph)	74	809	0	379	1046	0	0	289	48	0	116	9
Heavy Vehicles (%)	0%	1%	0%	2%	1%	0%	1%	0%	2%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	custom	Perm	NA	Perm
Protected Phases	5	2		1	6		3	3	8		4	
Permitted Phases							3	8		3	4	
Actuated Green, G (s)	6.7	20.5		19.8	33.6			25.7	10.1		11.1	11.1
Effective Green, g (s)	6.7	20.5		19.8	33.6			25.7	10.1		11.1	11.1
Actuated g/C Ratio	0.08	0.26		0.25	0.42			0.32	0.13		0.14	0.14
Clearance Time (s)	4.5	4.5		5.0	5.0				4.5		4.5	4.5
Vehicle Extension (s)	3.0	2.5		2.5	2.5				3.0		2.5	2.5
Lane Grp Cap (vph)	151	883		438	1494			402	199		170	224
v/s Ratio Prot	0.04	c0.23		c0.21	0.29			c0.09				
v/s Ratio Perm								c0.14	0.03		0.09	0.01
v/c Ratio	0.49	0.92		0.87	0.70			0.72	0.24		0.68	0.04
Uniform Delay, d1	35.0	28.9		28.8	19.1			24.0	31.5		32.8	29.8
Progression Factor	1.00	1.00		1.07	1.14			1.00	1.00		1.00	1.00
Incremental Delay, d2	2.5	15.7		12.0	2.0			6.1	0.6		9.9	0.1
Delay (s)	37.5	44.6		42.9	23.6			30.0	32.1		42.6	29.9
Level of Service	D	D		D	C			C	C		D	C
Approach Delay (s)		44.0			28.7			31.2			38.2	
Approach LOS		D			C			C			D	

Intersection Summary

HCM 2000 Control Delay	34.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	18.5
Intersection Capacity Utilization	76.5%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Proposed Commercial Development
 Cranston Street at Garfield Avenue/Main Site Access Driveway

Cranston, RI
 04/08/2022

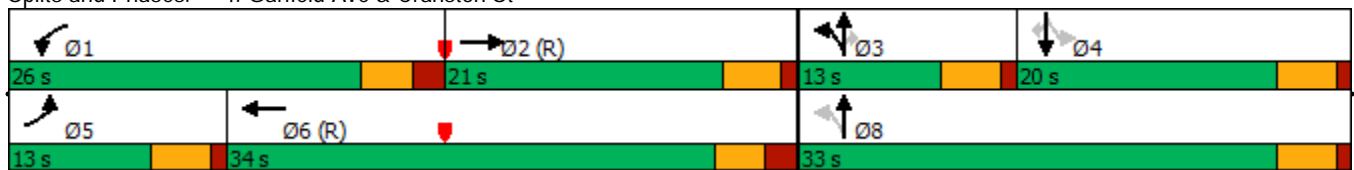


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	Ø8
Lane Configurations											
Traffic Volume (vph)	70	600	360	965	230	45	365	70	40	60	
Future Volume (vph)	70	600	360	965	230	45	365	70	40	60	
Lane Group Flow (vph)	74	848	379	1048	0	289	384	0	116	63	
Turn Type	Prot	NA	Prot	NA	pm+pt	NA	custom	Perm	NA	Perm	
Protected Phases	5	2	1	6	3	3			4		8
Permitted Phases					3	8	3	4		4	
Detector Phase	5	2	1	6	3	3	3	4	4	4	
Switch Phase											
Minimum Initial (s)	8.0	10.0	10.0	10.0	8.0		8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	12.5	14.5	15.0	15.0	12.5		12.5	12.5	12.5	12.5	12.5
Total Split (s)	13.0	21.0	26.0	34.0	13.0		13.0	20.0	20.0	20.0	33.0
Total Split (%)	16.3%	26.3%	32.5%	42.5%	16.3%		16.3%	25.0%	25.0%	25.0%	41%
Yellow Time (s)	3.5	3.5	3.0	3.0	3.5		3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	2.0	2.0	1.0		1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	5.0	5.0			4.5		4.5	4.5	
Lead/Lag	Lead	Lag	Lead	Lag	Lead		Lead	Lag	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	
Recall Mode	None	C-Min	None	C-Min	None		None	None	None	None	None
v/c Ratio	0.40	0.88	0.87	0.67		0.74	0.72		0.60	0.14	
Control Delay	40.2	42.2	47.1	24.5		34.9	13.0		43.7	0.7	
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.3		0.6	0.0	
Total Delay	40.2	42.2	47.1	24.5		34.9	13.3		44.3	0.7	
Queue Length 50th (ft)	35	-251	208	232		111	0		53	0	
Queue Length 95th (ft)	76	#367	m#258	m273		#186	#110		104	0	
Internal Link Dist (ft)		139		173		900			149		
Turn Bay Length (ft)	100		300							50	
Base Capacity (vph)	192	963	468	1575		433	535		237	488	
Starvation Cap Reductn	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	1	0	0		0	14		19	0	
Storage Cap Reductn	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.39	0.88	0.81	0.67		0.67	0.74		0.53	0.13	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Garfield Ave & Cranston St



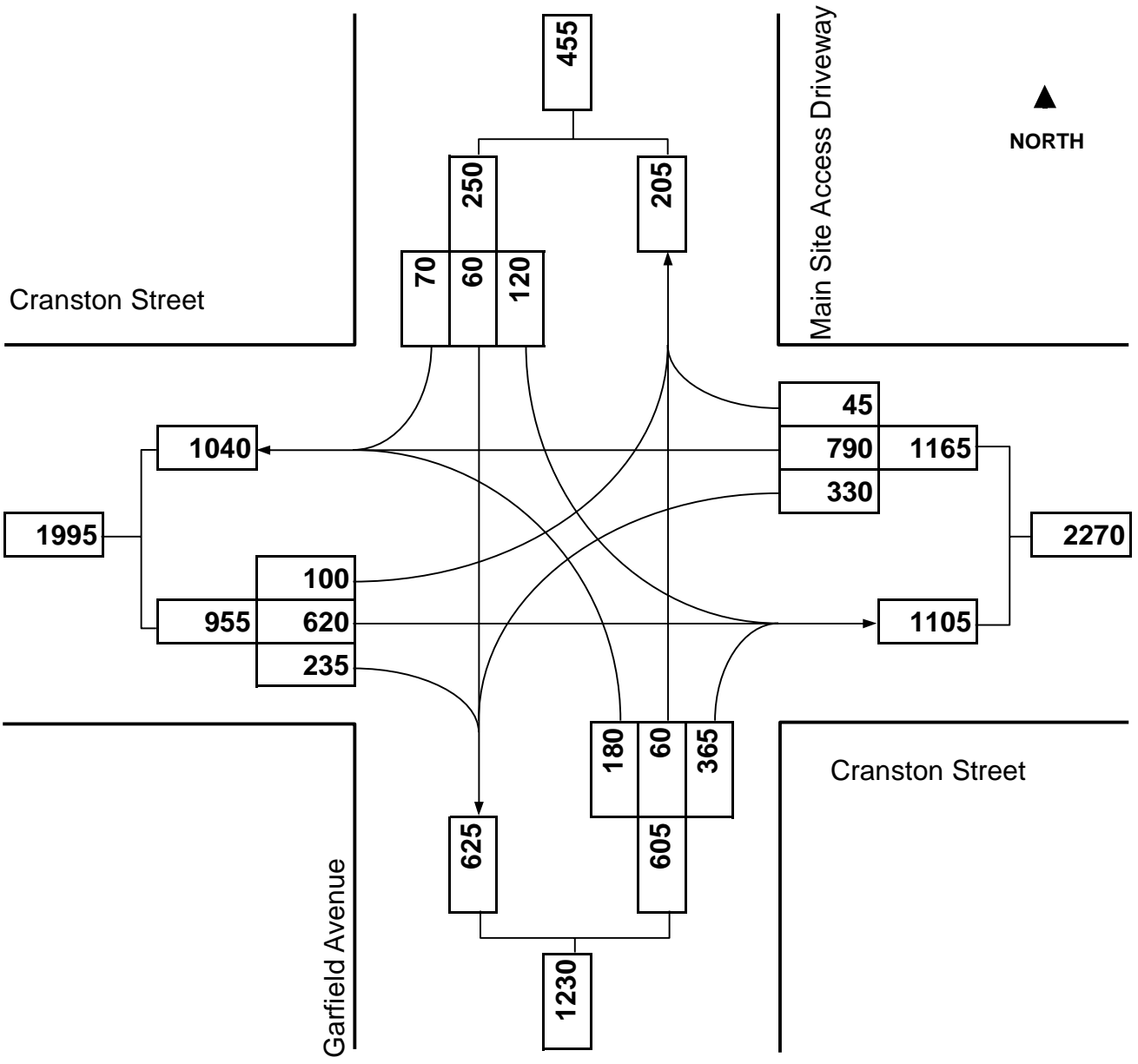


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Turning Movement Diagram

Major Street: Cranston Street
City/Town: Cranston, RI
Reference No.: 7578
Existing: n/a

Minor Street: Garfield Ave./Main Site Access Dwy.
Day of Week: Saturday
Peak Period: MD Peak Hour
Future: 2024 Build



Proposed Commercial Development
Cranston Street at Garfield Avenue/Main Site Access Driveway

Cranston, RI

04/08/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	620	235	330	790	45	180	60	365	120	60	70
Future Volume (vph)	100	620	235	330	790	45	180	60	365	120	60	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		5.0	5.0			4.5	4.5		4.5	4.5
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	1.00		1.00	1.00
Frt	1.00	0.96		1.00	0.99			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.96	1.00		0.97	1.00
Satd. Flow (prot)	1805	3427		1787	3546			1819	1599		1839	1615
Flt Permitted	0.95	1.00		0.95	1.00			0.42	1.00		0.66	1.00
Satd. Flow (perm)	1805	3427		1787	3546			793	1599		1250	1615
Peak-hour factor, PHF	0.93	0.99	0.99	0.99	0.99	0.93	0.99	0.93	0.99	0.99	0.99	0.99
Adj. Flow (vph)	108	626	237	333	798	48	182	65	369	121	61	71
RTOR Reduction (vph)	0	39	0	0	4	0	0	0	244	0	0	57
Lane Group Flow (vph)	108	824	0	333	842	0	0	247	125	0	182	14
Heavy Vehicles (%)	0%	1%	1%	1%	1%	0%	1%	0%	1%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6		3	3 8			4	
Permitted Phases							3 8		3 8	4		4
Actuated Green, G (s)	8.7	25.3		20.3	36.9			30.4	30.4		17.4	17.4
Effective Green, g (s)	8.7	25.3		20.3	36.9			30.4	30.4		17.4	17.4
Actuated g/C Ratio	0.10	0.28		0.23	0.41			0.34	0.34		0.19	0.19
Clearance Time (s)	4.5	4.5		5.0	5.0						4.5	4.5
Vehicle Extension (s)	3.0	2.5		2.5	2.5						2.5	2.5
Lane Grp Cap (vph)	174	963		403	1453			364	540		241	312
v/s Ratio Prot	0.06	c0.24		c0.19	0.24			c0.06				
v/s Ratio Perm								c0.16	0.08		0.15	0.01
v/c Ratio	0.62	0.86		0.83	0.58			0.68	0.23		0.76	0.04
Uniform Delay, d1	39.1	30.6		33.2	20.5			25.6	21.4		34.3	29.5
Progression Factor	1.00	1.00		0.96	1.22			1.00	1.00		1.00	1.00
Incremental Delay, d2	6.7	9.7		10.0	1.3			5.0	0.2		12.0	0.0
Delay (s)	45.8	40.3		41.9	26.3			30.6	21.6		46.3	29.6
Level of Service	D	D		D	C			C	C		D	C
Approach Delay (s)		40.9			30.7			25.2			41.6	
Approach LOS		D			C			C			D	

Intersection Summary

HCM 2000 Control Delay	33.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.5
Intersection Capacity Utilization	74.4%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Proposed Commercial Development
 Cranston Street at Garfield Avenue/Main Site Access Driveway

Cranston, RI
 04/08/2022

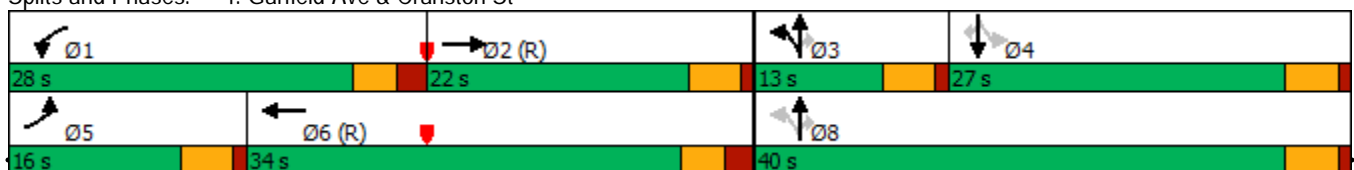


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	Ø8
Lane Configurations	↖	↗	↖	↗		↖	↗		↖	↗	
Traffic Volume (vph)	100	620	330	790	180	60	365	120	60	70	
Future Volume (vph)	100	620	330	790	180	60	365	120	60	70	
Lane Group Flow (vph)	108	863	333	846	0	247	369	0	182	71	
Turn Type	Prot	NA	Prot	NA	pm+pt	NA	Perm	Perm	NA	Perm	
Protected Phases	5	2	1	6	3	3			4		8
Permitted Phases					3	8	3	4		4	
Detector Phase	5	2	1	6	3	3	3	4	4	4	
Switch Phase											
Minimum Initial (s)	8.0	10.0	10.0	10.0	8.0			8.0	8.0	8.0	8.0
Minimum Split (s)	12.5	14.5	15.0	15.0	12.5			12.5	12.5	12.5	12.5
Total Split (s)	16.0	22.0	28.0	34.0	13.0			27.0	27.0	27.0	40.0
Total Split (%)	17.8%	24.4%	31.1%	37.8%	14.4%			30.0%	30.0%	30.0%	44%
Yellow Time (s)	3.5	3.5	3.0	3.0	3.5			3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	2.0	2.0	1.0			1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0				0.0	0.0		
Total Lost Time (s)	4.5	4.5	5.0	5.0				4.5	4.5		
Lead/Lag	Lead	Lag	Lead	Lag	Lead			Lag	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes			Yes	Yes	Yes	
Recall Mode	None	C-Min	Min	C-Min	None			None	None	None	None
v/c Ratio	0.52	0.86	0.83	0.57		0.68	0.47		0.76	0.15	
Control Delay	46.7	42.1	45.9	28.5		32.5	4.2		53.2	0.7	
Queue Delay	0.0	0.1	0.0	0.0		0.0	0.3		5.0	0.0	
Total Delay	46.7	42.2	45.9	28.5		32.5	4.5		58.2	0.7	
Queue Length 50th (ft)	58	237	191	220		106	0		98	0	
Queue Length 95th (ft)	109	#428	m270	m298		157	53		161	0	
Internal Link Dist (ft)		139		173		900			149		
Turn Bay Length (ft)	100		300							50	
Base Capacity (vph)	233	1004	459	1493		409	854		312	549	
Starvation Cap Reductn	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	4	0	0		0	127		77	0	
Storage Cap Reductn	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.46	0.86	0.73	0.57		0.60	0.51		0.77	0.13	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Garfield Ave & Cranston St



Cranston Street at Niantic Avenue



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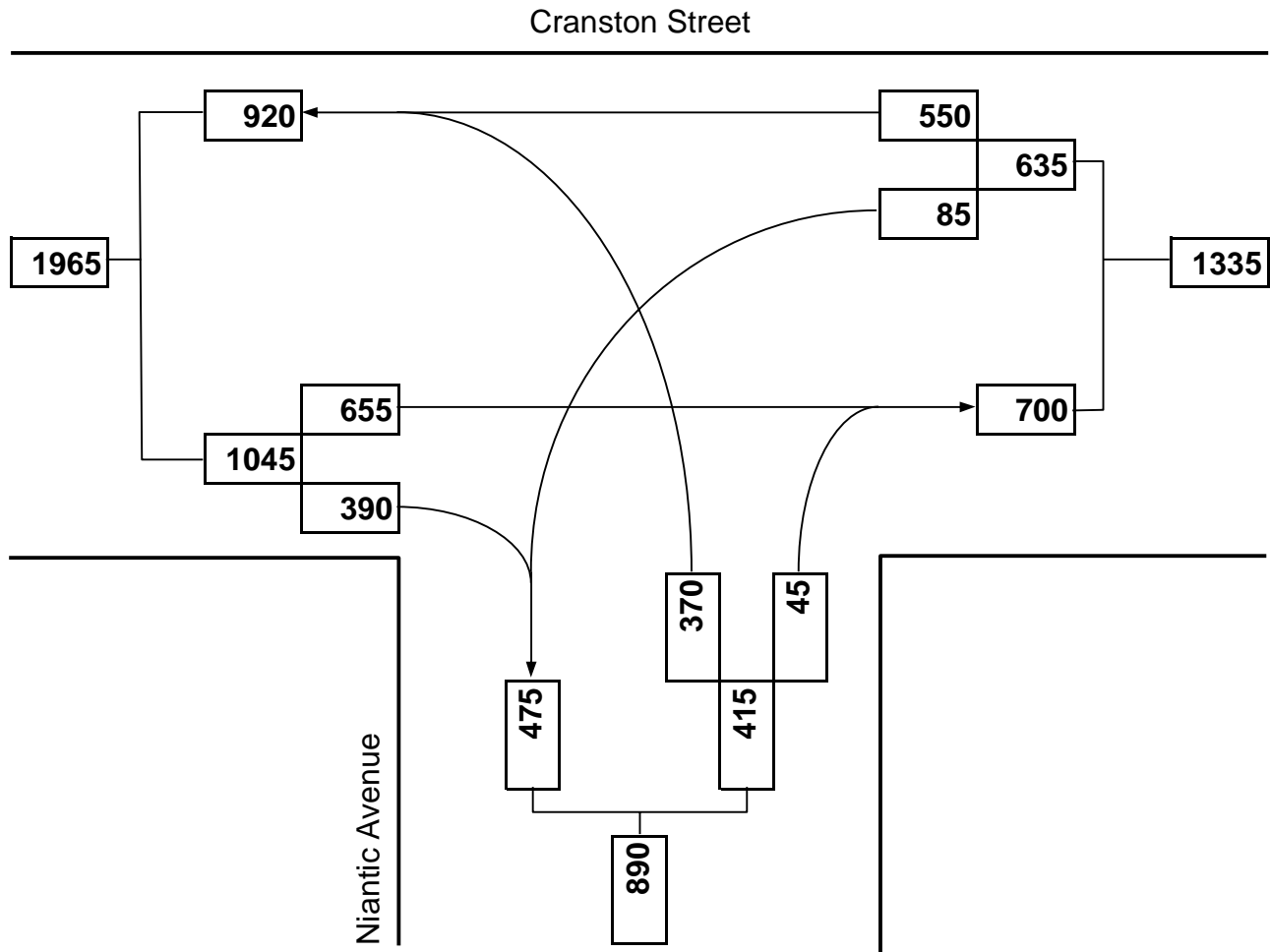
Turning Movement Diagram

Major Street: Cranston Street
City/Town: Cranston, RI
Reference No.: 7578
Existing: n/a

Minor Street: Niantic Avenue
Day of Week: Weekday
Peak Period: AM Peak Hour
Future: 2024 Build



NORTH



Proposed Commercial Development
Cranston Street at Niantic Avenue

Cranston, RI
04/07/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↗	
Traffic Volume (vph)	655	390	85	550	370	45
Future Volume (vph)	655	390	85	550	370	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00		0.95	1.00	
Frt	1.00	0.85		1.00	0.99	
Flt Protected	1.00	1.00		0.99	0.96	
Satd. Flow (prot)	1863	1583		3482	1731	
Flt Permitted	1.00	1.00		0.70	0.96	
Satd. Flow (perm)	1863	1583		2440	1731	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	697	415	90	585	394	48
RTOR Reduction (vph)	0	168	0	0	5	0
Lane Group Flow (vph)	697	247	0	675	437	0
Heavy Vehicles (%)	2%	2%	3%	3%	4%	0%
Turn Type	NA	Perm	Perm	NA	Prot	
Protected Phases	1			1	2	
Permitted Phases		1	1			
Actuated Green, G (s)	53.5	53.5		53.5	26.5	
Effective Green, g (s)	53.5	53.5		53.5	26.5	
Actuated g/C Ratio	0.59	0.59		0.59	0.29	
Clearance Time (s)	5.0	5.0		5.0	5.0	
Vehicle Extension (s)	2.5	2.5		2.5	2.5	
Lane Grp Cap (vph)	1107	941		1450	509	
v/s Ratio Prot	c0.37				c0.25	
v/s Ratio Perm		0.16		0.28		
v/c Ratio	0.63	0.26		0.47	0.86	
Uniform Delay, d1	11.8	8.8		10.2	30.0	
Progression Factor	1.18	4.58		1.55	1.00	
Incremental Delay, d2	2.1	0.5		0.9	13.3	
Delay (s)	16.1	40.7		16.7	43.3	
Level of Service	B	D		B	D	
Approach Delay (s)	25.3			16.7	43.3	
Approach LOS	C			B	D	

Intersection Summary

HCM 2000 Control Delay	26.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	87.9%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBT	EBR	WBL	WBT	NBL
Lane Configurations	↑	↗		↖	↘
Traffic Volume (vph)	655	390	85	550	370
Future Volume (vph)	655	390	85	550	370
Lane Group Flow (vph)	697	415	0	675	442
Turn Type	NA	Perm	Perm	NA	Prot
Protected Phases	1			1	2
Permitted Phases		1	1		
Detector Phase	1	1	1	1	2
Switch Phase					
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	15.0	15.0	15.0	15.0	15.0
Total Split (s)	54.0	54.0	54.0	54.0	36.0
Total Split (%)	60.0%	60.0%	60.0%	60.0%	40.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0
Lead/Lag	Lead	Lead	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes
Recall Mode	C-Min	C-Min	C-Min	C-Min	None
v/c Ratio	0.63	0.37		0.47	0.86
Control Delay	18.0	6.2		18.5	46.1
Queue Delay	1.1	0.0		5.0	0.0
Total Delay	19.1	6.2		23.5	46.1
Queue Length 50th (ft)	350	59		175	228
Queue Length 95th (ft)	524	m186		226	330
Internal Link Dist (ft)	184			193	475
Turn Bay Length (ft)					
Base Capacity (vph)	1106	1108		1448	600
Starvation Cap Reductn	196	0		692	0
Spillback Cap Reductn	163	0		0	0
Storage Cap Reductn	0	0		0	0
Reduced v/c Ratio	0.77	0.37		0.89	0.74

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 35 (39%), Referenced to phase 1:EBWB, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 18: Niantic Ave & Cranston St





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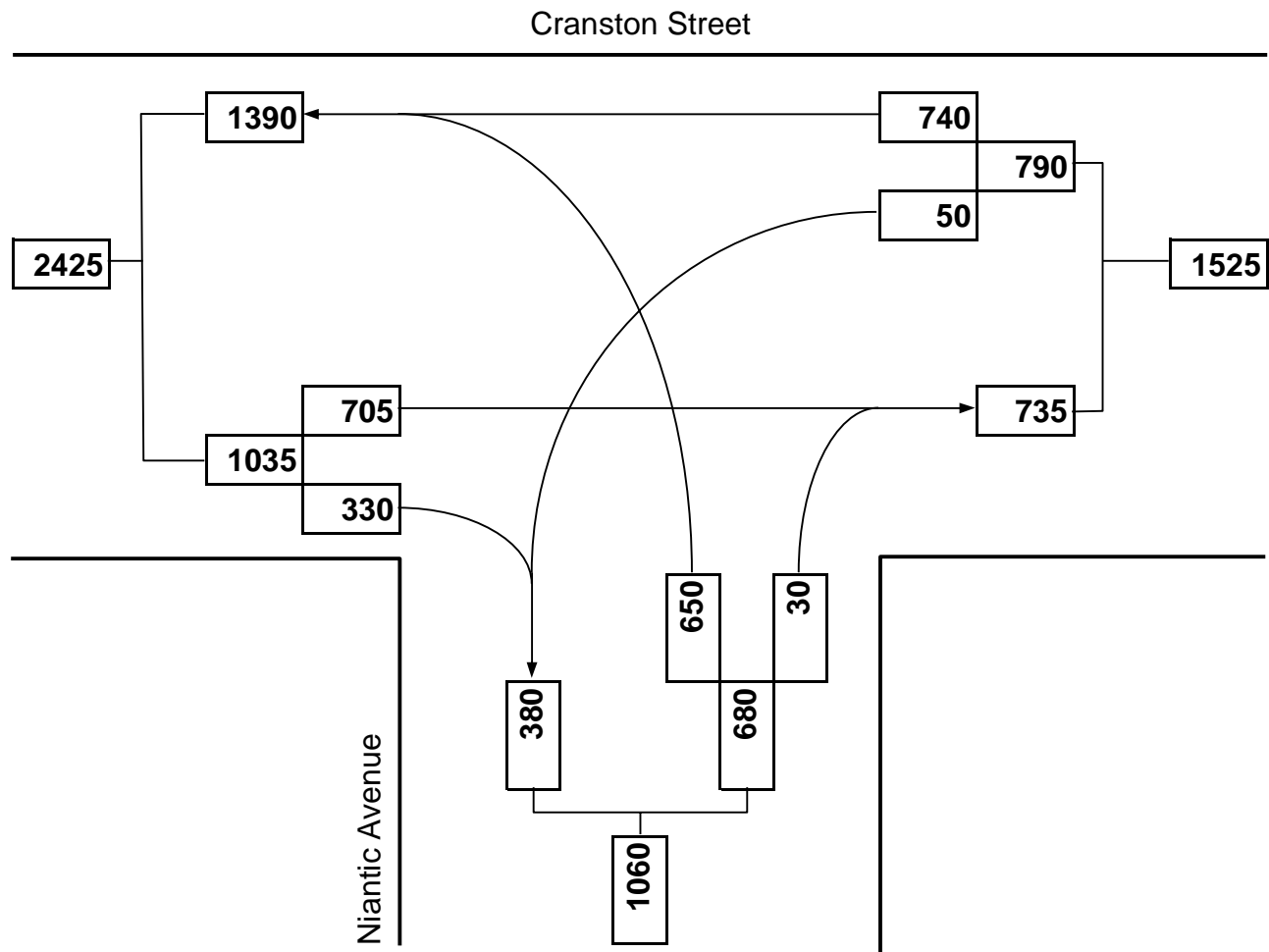
Turning Movement Diagram

Major Street: Cranston Street
City/Town: Cranston, RI
Reference No.: 7578
Existing: n/a

Minor Street: Niantic Avenue
Day of Week: Weekday
Peak Period: PM Peak Hour
Future: 2024 Build



NORTH



Proposed Commercial Development
Cranston Street at Niantic Avenue

Cranston, RI
04/07/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑↑	↑↑	
Traffic Volume (vph)	705	330	50	740	650	30
Future Volume (vph)	705	330	50	740	650	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00		0.95	1.00	
Frt	1.00	0.85		1.00	0.99	
Flt Protected	1.00	1.00		1.00	0.95	
Satd. Flow (prot)	1881	1439		3561	1786	
Flt Permitted	1.00	1.00		0.75	0.95	
Satd. Flow (perm)	1881	1439		2696	1786	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	712	333	51	747	657	30
RTOR Reduction (vph)	0	168	0	0	2	0
Lane Group Flow (vph)	712	165	0	798	685	0
Heavy Vehicles (%)	1%	1%	2%	1%	1%	0%
Parking (#/hr)		0				
Turn Type	NA	Perm	Perm	NA	Prot	
Protected Phases	1			1	2	
Permitted Phases		1	1			
Actuated Green, G (s)	39.7	39.7		39.7	30.3	
Effective Green, g (s)	39.7	39.7		39.7	30.3	
Actuated g/C Ratio	0.50	0.50		0.50	0.38	
Clearance Time (s)	5.0	5.0		5.0	5.0	
Vehicle Extension (s)	2.5	2.5		2.5	2.5	
Lane Grp Cap (vph)	933	714		1337	676	
v/s Ratio Prot	c0.38				c0.38	
v/s Ratio Perm		0.11		0.30		
v/c Ratio	0.76	0.23		0.60	1.01	
Uniform Delay, d1	16.3	11.5		14.4	24.9	
Progression Factor	1.00	2.95		1.89	1.00	
Incremental Delay, d2	3.5	0.4		1.0	38.0	
Delay (s)	19.8	34.3		28.3	62.9	
Level of Service	B	C		C	E	
Approach Delay (s)	24.4			28.3	62.9	
Approach LOS	C			C	E	

Intersection Summary

HCM 2000 Control Delay	36.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	104.4%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Proposed Commercial Development
Cranston Street at Niantic Avenue

Cranston, RI
04/07/2022



Lane Group	EBT	EBR	WBL	WBT	NBL
Lane Configurations	↑	↗		↖	↘
Traffic Volume (vph)	705	330	50	740	650
Future Volume (vph)	705	330	50	740	650
Lane Group Flow (vph)	712	333	0	798	687
Turn Type	NA	Perm	Perm	NA	Prot
Protected Phases	1			1	2
Permitted Phases		1	1		
Detector Phase	1	1	1	1	2
Switch Phase					
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	15.0	15.0	15.0	15.0	15.0
Total Split (s)	51.0	51.0	51.0	51.0	29.0
Total Split (%)	63.8%	63.8%	63.8%	63.8%	36.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0
Lead/Lag	Lead	Lead	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes
Recall Mode	C-Min	C-Min	C-Min	C-Min	Min
v/c Ratio	0.76	0.38		0.60	1.01
Control Delay	19.3	4.0		27.2	67.8
Queue Delay	1.1	0.0		16.5	0.0
Total Delay	20.4	4.0		43.7	67.8
Queue Length 50th (ft)	325	26		225	-388
Queue Length 95th (ft)	m401	m49		m231	#652
Internal Link Dist (ft)	184			193	475
Turn Bay Length (ft)					
Base Capacity (vph)	1081	968		1550	677
Starvation Cap Reductn	168	0		750	0
Spillback Cap Reductn	141	0		0	0
Storage Cap Reductn	0	0		0	0
Reduced v/c Ratio	0.78	0.34		1.00	1.01

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 22 (28%), Referenced to phase 1:EBWB, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 18: Niantic Ave & Cranston St





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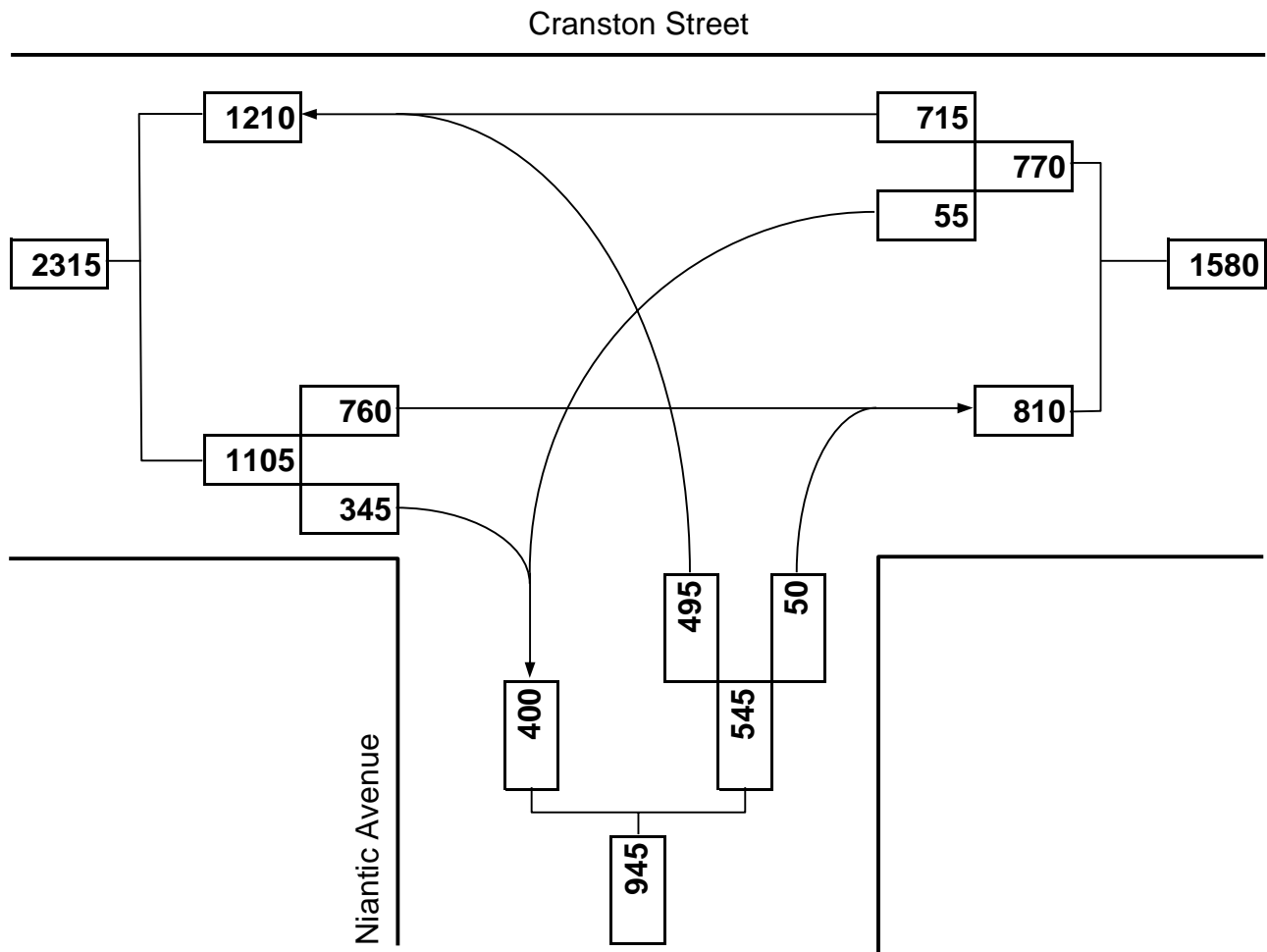
Turning Movement Diagram

Major Street: Cranston Street
City/Town: Cranston, RI
Reference No.: 7578
Existing: n/a

Minor Street: Niantic Avenue
Day of Week: Saturday
Peak Period: MD Peak Hour
Future: 2024 Build



NORTH





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Volume (vph)	760	345	55	715	495	50
Future Volume (vph)	760	345	55	715	495	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00		0.95	1.00	
Frt	1.00	0.85		1.00	0.99	
Flt Protected	1.00	1.00		1.00	0.96	
Satd. Flow (prot)	1881	1599		3561	1777	
Flt Permitted	1.00	1.00		0.74	0.96	
Satd. Flow (perm)	1881	1599		2647	1777	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	768	348	56	722	500	51
RTOR Reduction (vph)	0	155	0	0	4	0
Lane Group Flow (vph)	768	193	0	778	547	0
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Turn Type	NA	Perm	Perm	NA	Prot	
Protected Phases	1			1	2	
Permitted Phases		1	1			
Actuated Green, G (s)	49.8	49.8		49.8	30.2	
Effective Green, g (s)	49.8	49.8		49.8	30.2	
Actuated g/C Ratio	0.55	0.55		0.55	0.34	
Clearance Time (s)	5.0	5.0		5.0	5.0	
Vehicle Extension (s)	2.5	2.5		2.5	2.5	
Lane Grp Cap (vph)	1040	884		1464	596	
v/s Ratio Prot	c0.41				c0.31	
v/s Ratio Perm		0.12		0.29		
v/c Ratio	0.74	0.22		0.53	0.92	
Uniform Delay, d1	15.2	10.2		12.7	28.7	
Progression Factor	1.24	4.91		1.74	1.00	
Incremental Delay, d2	3.4	0.4		0.9	19.1	
Delay (s)	22.3	50.5		23.1	47.8	
Level of Service	C	D		C	D	
Approach Delay (s)	31.1			23.1	47.8	
Approach LOS	C			C	D	

Intersection Summary

HCM 2000 Control Delay	32.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	100.4%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Proposed Commercial Development
Cranston Street at Niantic Avenue

Cranston, RI
04/07/2022



Lane Group	EBT	EBR	WBL	WBT	NBL
Lane Configurations	↑	↗		↖	↘
Traffic Volume (vph)	760	345	55	715	495
Future Volume (vph)	760	345	55	715	495
Lane Group Flow (vph)	768	348	0	778	551
Turn Type	NA	Perm	Perm	NA	Prot
Protected Phases	1			1	2
Permitted Phases		1	1		
Detector Phase	1	1	1	1	2
Switch Phase					
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	15.0	15.0	15.0	15.0	15.0
Total Split (s)	54.0	54.0	54.0	54.0	36.0
Total Split (%)	60.0%	60.0%	60.0%	60.0%	40.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0
Lead/Lag	Lead	Lead	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes
Recall Mode	C-Min	C-Min	C-Min	C-Min	None
v/c Ratio	0.74	0.33		0.53	0.92
Control Delay	23.8	6.9		24.2	50.5
Queue Delay	7.7	0.0		15.2	0.0
Total Delay	31.5	6.9		39.4	50.5
Queue Length 50th (ft)	441	82		215	276
Queue Length 95th (ft)	m551	m120		m239	#488
Internal Link Dist (ft)	184			193	475
Turn Bay Length (ft)					
Base Capacity (vph)	1051	1047		1479	626
Starvation Cap Reductn	243	0		694	0
Spillback Cap Reductn	73	0		0	0
Storage Cap Reductn	0	0		0	0
Reduced v/c Ratio	0.95	0.33		0.99	0.88

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 35 (39%), Referenced to phase 1:EBWB, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 18: Niantic Ave & Cranston St



Cranston Street at Huntington Avenue/Route 10 NB On-Ramp

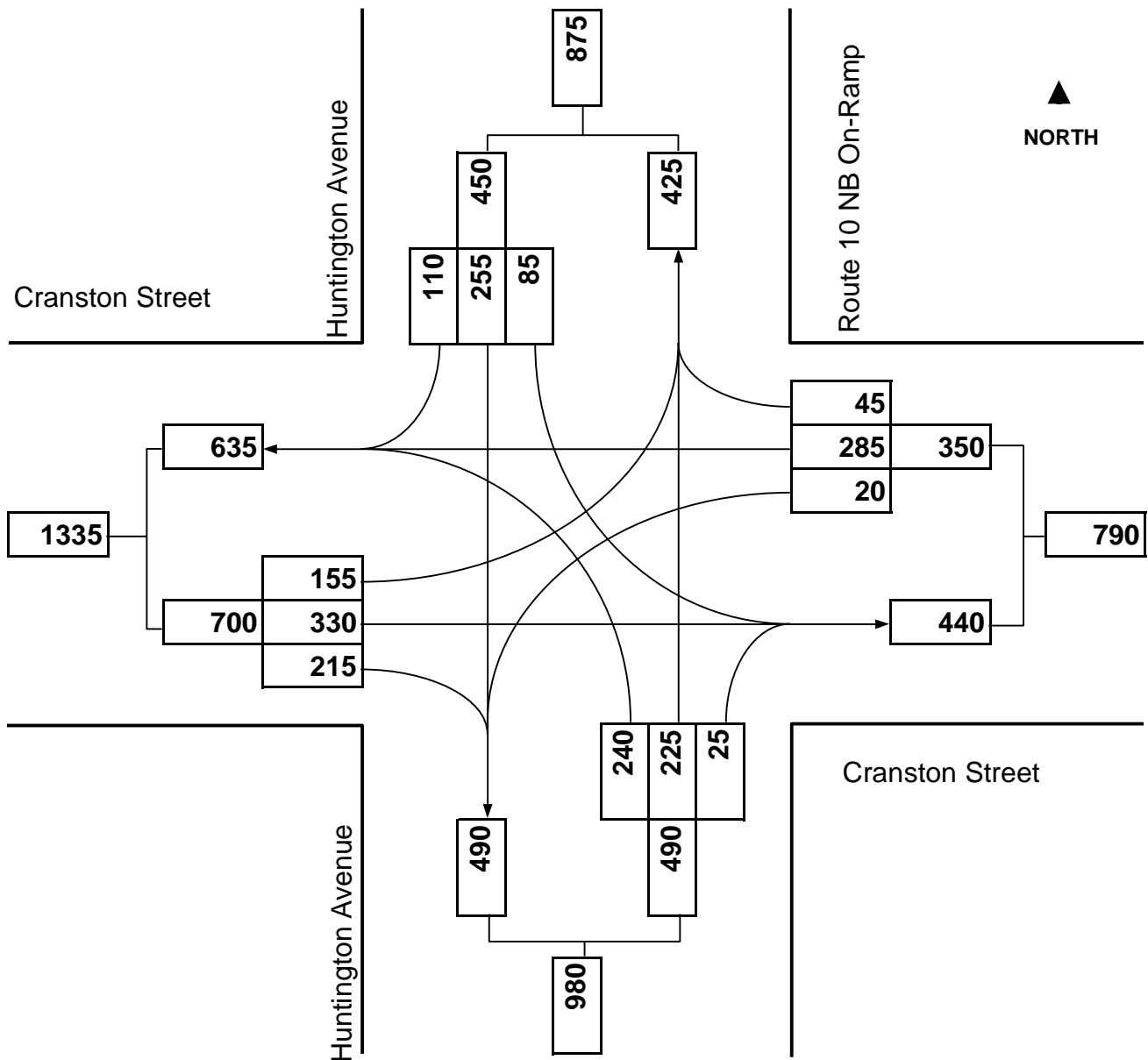


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Turning Movement Diagram

Major Street: Cranston Street
City/Town: Cranston, RI
Reference No.: 7578
Existing: n/a

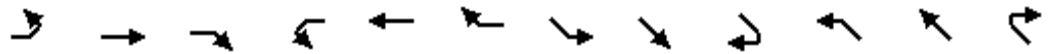
Minor Street: Huntington Ave./Route 10 NB On-Ramp
Day of Week: Weekday
Peak Period: AM Peak Hour
Future: 2024 Build



Proposed Commercial Development
 Cranston Street at Huntington Avenue/Route 10 NB On-Ramp

Cranston, RI

04/07/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations	↖	↗		↖	↗		↖	↕		↖	↗	↖
Traffic Volume (vph)	155	330	215	20	285	45	85	255	110	240	225	25
Future Volume (vph)	155	330	215	20	285	45	85	255	110	240	225	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	1.00	1.00
Frt	1.00	0.94		1.00	0.98		1.00	0.95		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1787	1770		1805	1827		1787	3412		1787	1881	1599
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1787	1770		1805	1827		1787	3412		1787	1881	1599
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	161	344	224	21	297	47	89	266	115	250	234	26
RTOR Reduction (vph)	0	23	0	0	6	0	0	54	0	0	0	20
Lane Group Flow (vph)	161	545	0	21	338	0	89	327	0	250	234	6
Heavy Vehicles (%)	1%	1%	1%	0%	2%	1%	1%	1%	1%	1%	1%	1%
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases												8
Actuated Green, G (s)	11.3	38.4		1.6	28.7		8.1	13.5		16.5	21.9	21.9
Effective Green, g (s)	11.3	38.4		1.6	28.7		8.1	13.5		16.5	21.9	21.9
Actuated g/C Ratio	0.13	0.43		0.02	0.32		0.09	0.15		0.18	0.24	0.24
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)	2.6	2.6		2.4	2.6		2.4	2.4		2.4	2.6	2.6
Lane Grp Cap (vph)	224	755		32	582		160	511		327	457	389
v/s Ratio Prot	c0.09	c0.31		0.01	0.18		0.05	c0.10		c0.14	0.12	
v/s Ratio Perm												0.00
v/c Ratio	0.72	0.72		0.66	0.58		0.56	0.64		0.76	0.51	0.02
Uniform Delay, d1	37.8	21.4		43.9	25.6		39.2	36.0		34.9	29.4	25.9
Progression Factor	0.80	0.80		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	7.8	4.6		34.9	4.2		3.1	2.4		9.6	0.8	0.0
Delay (s)	38.0	21.6		78.8	29.8		42.4	38.3		44.5	30.2	25.9
Level of Service	D	C		E	C		D	D		D	C	C
Approach Delay (s)		25.2			32.6			39.1			37.0	
Approach LOS		C			C			D			D	

Intersection Summary

HCM 2000 Control Delay	32.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	74.4%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Proposed Commercial Development
 Cranston Street at Huntington Avenue/Route 10 NB On-Ramp

Cranston, RI
 04/07/2022

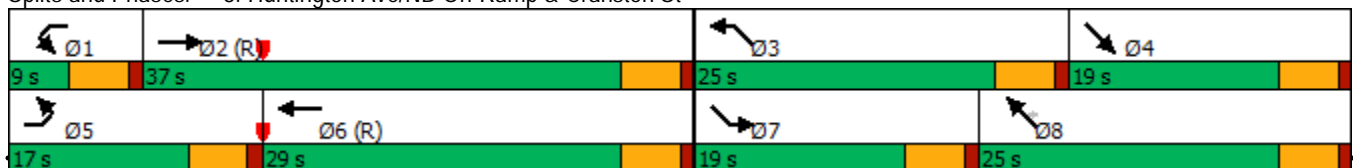


Lane Group	EBL	EBT	WBL	WBT	SEL	SET	NWL	NWT	NWR
Lane Configurations	↶	↷	↶	↷	↶	↷	↶	↷	↷
Traffic Volume (vph)	155	330	20	285	85	255	240	225	25
Future Volume (vph)	155	330	20	285	85	255	240	225	25
Lane Group Flow (vph)	161	568	21	344	89	381	250	234	26
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	5	2	1	6	7	4	3	8	
Permitted Phases									8
Detector Phase	5	2	1	6	7	4	3	8	8
Switch Phase									
Minimum Initial (s)	4.0	10.0	4.0	10.0	4.0	10.0	4.0	10.0	10.0
Minimum Split (s)	9.0	15.0	9.0	15.0	9.0	15.0	9.0	15.0	15.0
Total Split (s)	17.0	37.0	9.0	29.0	19.0	19.0	25.0	25.0	25.0
Total Split (%)	18.9%	41.1%	10.0%	32.2%	21.1%	21.1%	27.8%	27.8%	27.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None
v/c Ratio	0.72	0.67	0.22	0.57	0.49	0.72	0.76	0.51	0.05
Control Delay	45.2	20.2	46.9	30.6	46.4	38.7	50.1	34.4	0.2
Queue Delay	0.0	4.9	0.0	0.0	0.0	4.8	0.3	0.0	0.0
Total Delay	45.2	25.1	46.9	30.6	46.4	43.5	50.4	34.4	0.2
Queue Length 50th (ft)	74	304	12	165	49	91	135	117	0
Queue Length 95th (ft)	m#154	#489	36	268	91	138	209	191	0
Internal Link Dist (ft)		193		360		327		296	
Turn Bay Length (ft)			50		100				50
Base Capacity (vph)	243	853	96	607	277	586	397	465	550
Starvation Cap Reductn	0	216	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	140	12	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.89	0.22	0.57	0.32	0.85	0.65	0.50	0.05

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 67 (74%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: Huntington Ave/NB On-Ramp & Cranston St

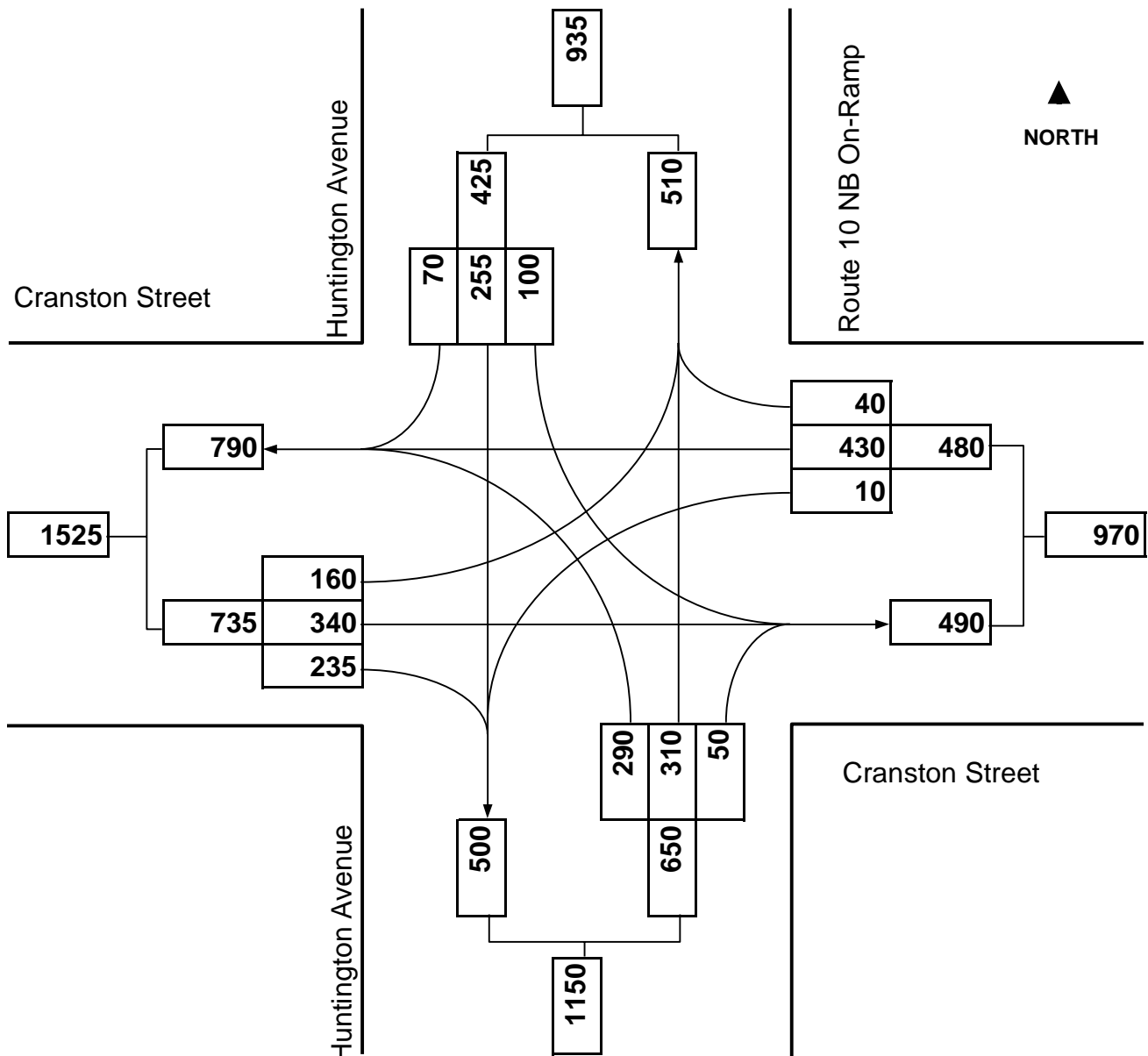




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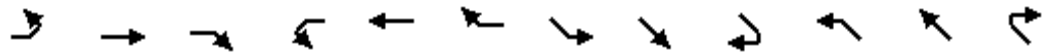
Turning Movement Diagram

Major Street:	Cranston Street	Minor Street:	Huntington Ave./Route 10 NB On-Ramp
City/Town:	Cranston, RI	Day of Week:	Weekday
Reference No.:	7578	Peak Period:	PM Peak Hour
Existing:	n/a	Future:	2024 Build



Proposed Commercial Development
 Cranston Street at Huntington Avenue/Route 10 NB On-Ramp

Cranston, RI
 04/07/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations	↖	↗		↖	↗		↖	↕		↖	↗	↖
Traffic Volume (vph)	160	340	235	10	430	40	100	255	70	290	310	50
Future Volume (vph)	160	340	235	10	430	40	100	255	70	290	310	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	1.00	1.00
Frt	1.00	0.94		1.00	0.99		1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1787	1766		1787	1857		1787	3459		1787	1881	1599
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1787	1766		1787	1857		1787	3459		1787	1881	1599
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	165	351	242	10	443	41	103	263	72	299	320	52
RTOR Reduction (vph)	0	29	0	0	4	0	0	31	0	0	0	39
Lane Group Flow (vph)	165	564	0	10	480	0	103	304	0	299	320	13
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases												8
Actuated Green, G (s)	9.8	31.6		0.8	22.6		7.0	12.2		15.4	20.6	20.6
Effective Green, g (s)	9.8	31.6		0.8	22.6		7.0	12.2		15.4	20.6	20.6
Actuated g/C Ratio	0.12	0.40		0.01	0.28		0.09	0.15		0.19	0.26	0.26
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)	2.6	2.6		2.4	2.6		2.4	2.4		2.4	2.6	2.6
Lane Grp Cap (vph)	218	697		17	524		156	527		343	484	411
v/s Ratio Prot	c0.09	c0.32		0.01	c0.26		0.06	0.09		c0.17	c0.17	
v/s Ratio Perm												0.01
v/c Ratio	0.76	0.81		0.59	0.92		0.66	0.58		0.87	0.66	0.03
Uniform Delay, d1	33.9	21.5		39.4	27.8		35.3	31.5		31.3	26.6	22.2
Progression Factor	0.80	0.54		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	10.3	7.5		35.0	23.1		8.8	1.2		20.6	3.1	0.0
Delay (s)	37.3	19.1		74.4	50.9		44.2	32.7		51.9	29.7	22.3
Level of Service	D	B		E	D		D	C		D	C	C
Approach Delay (s)		23.0			51.4			35.4			39.0	
Approach LOS		C			D			D			D	

Intersection Summary

HCM 2000 Control Delay	35.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	77.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Proposed Commercial Development
 Cranston Street at Huntington Avenue/Route 10 NB On-Ramp

Cranston, RI
 04/07/2022

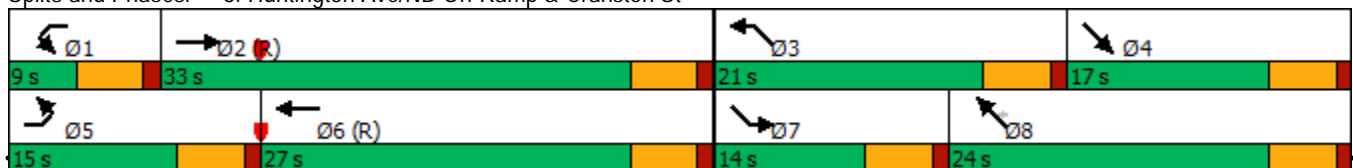


Lane Group	EBL	EBT	WBL	WBT	SEL	SET	NWL	NWT	NWR
Lane Configurations	↶	↷	↶	↷	↶	↷	↶	↷	↷
Traffic Volume (vph)	160	340	10	430	100	255	290	310	50
Future Volume (vph)	160	340	10	430	100	255	290	310	50
Lane Group Flow (vph)	165	593	10	484	103	335	299	320	52
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	5	2	1	6	7	4	3	8	
Permitted Phases									8
Detector Phase	5	2	1	6	7	4	3	8	8
Switch Phase									
Minimum Initial (s)	4.0	10.0	4.0	10.0	4.0	10.0	4.0	10.0	10.0
Minimum Split (s)	9.0	15.0	9.0	15.0	9.0	15.0	9.0	15.0	15.0
Total Split (s)	15.0	33.0	9.0	27.0	14.0	17.0	21.0	24.0	24.0
Total Split (%)	18.8%	41.3%	11.3%	33.8%	17.5%	21.3%	26.3%	30.0%	30.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Min	C-Min	None	C-Min	None	None	None	None	None
v/c Ratio	0.75	0.71	0.10	0.88	0.57	0.65	0.87	0.66	0.09
Control Delay	45.3	15.3	38.7	46.9	47.0	35.3	58.0	35.5	0.3
Queue Delay	0.0	5.0	0.0	0.1	0.0	32.1	57.6	0.0	0.0
Total Delay	45.3	20.3	38.7	47.0	47.0	67.4	115.6	35.5	0.3
Queue Length 50th (ft)	58	281	5	233	49	74	145	148	0
Queue Length 95th (ft)	m#139	m#473	20	#420	98	116	#277	#255	0
Internal Link Dist (ft)		193		360		327		296	
Turn Bay Length (ft)			50		100				50
Base Capacity (vph)	228	835	99	553	201	550	357	487	586
Starvation Cap Reductn	0	177	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	1	0	223	147	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.90	0.10	0.88	0.51	1.02	1.42	0.66	0.09

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 55 (69%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: Huntington Ave/NB On-Ramp & Cranston St



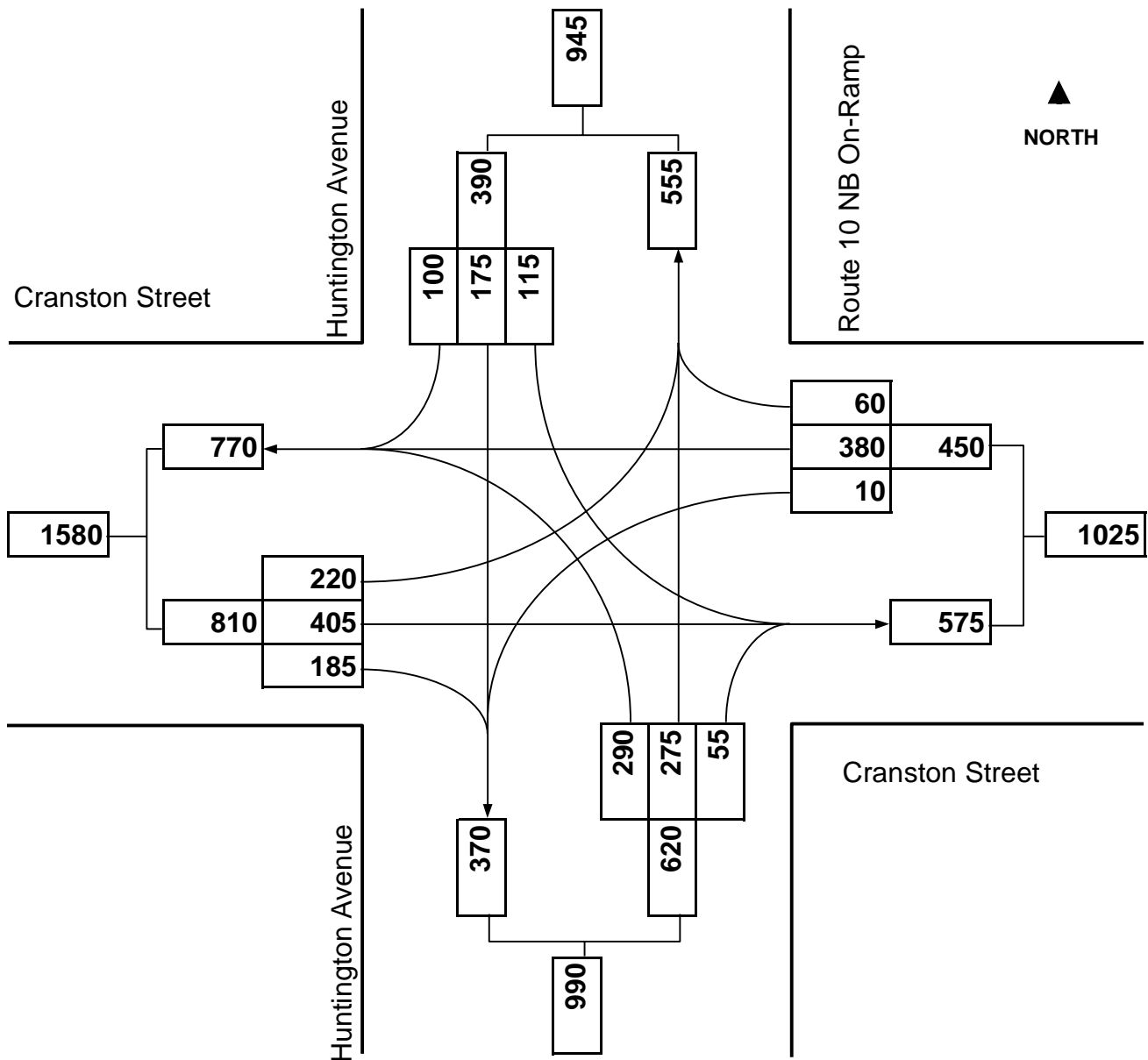


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Turning Movement Diagram

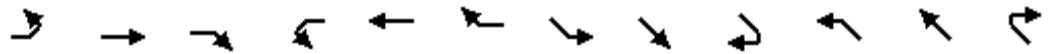
Major Street: Cranston Street
City/Town: Cranston, RI
Reference No.: 7578
Existing: n/a

Minor Street: Huntington Ave./Route 10 NB On-Ramp
Day of Week: Saturday
Peak Period: MD Peak Hour
Future: 2024 Build



Proposed Commercial Development
 Cranston Street at Huntington Avenue/Route 10 NB On-Ramp

Cranston, RI
 04/07/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	220	405	185	10	380	60	115	175	100	290	275	55
Future Volume (vph)	220	405	185	10	380	60	115	175	100	290	275	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	1.00	1.00
Frt	1.00	0.95		1.00	0.98		1.00	0.95		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1787	1793		1805	1843		1787	3379		1787	1881	1599
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1787	1793		1805	1843		1787	3379		1787	1881	1599
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	232	426	195	11	400	63	121	184	105	305	289	58
RTOR Reduction (vph)	0	16	0	0	6	0	0	90	0	0	0	46
Lane Group Flow (vph)	232	605	0	11	457	0	121	199	0	305	289	12
Heavy Vehicles (%)	1%	1%	1%	0%	1%	1%	1%	1%	1%	1%	1%	1%
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases												8
Actuated Green, G (s)	14.6	39.5		1.2	26.1		10.4	10.4		18.9	18.9	18.9
Effective Green, g (s)	14.6	39.5		1.2	26.1		10.4	10.4		18.9	18.9	18.9
Actuated g/C Ratio	0.16	0.44		0.01	0.29		0.12	0.12		0.21	0.21	0.21
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)	2.6	2.6		2.4	2.6		2.4	2.4		2.4	2.6	2.6
Lane Grp Cap (vph)	289	786		24	534		206	390		375	395	335
v/s Ratio Prot	c0.13	0.34		0.01	c0.25		0.07	0.06		c0.17	c0.15	
v/s Ratio Perm												0.01
v/c Ratio	0.80	0.77		0.46	0.86		0.59	0.51		0.81	0.73	0.04
Uniform Delay, d1	36.3	21.4		44.1	30.2		37.8	37.4		33.9	33.2	28.3
Progression Factor	0.91	0.50		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	10.4	5.0		8.8	16.1		3.4	0.7		12.3	6.5	0.0
Delay (s)	43.5	15.7		52.9	46.3		41.1	38.1		46.2	39.7	28.3
Level of Service	D	B		D	D		D	D		D	D	C
Approach Delay (s)		23.3			46.4			39.0			41.7	
Approach LOS		C			D			D			D	

Intersection Summary

HCM 2000 Control Delay	35.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	77.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Proposed Commercial Development
 Cranston Street at Huntington Avenue/Route 10 NB On-Ramp

Cranston, RI
 04/07/2022

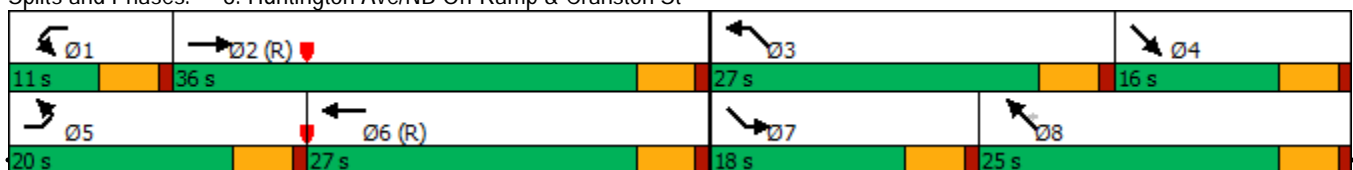


Lane Group	EBL	EBT	WBL	WBT	SEL	SET	NWL	NWT	NWR
Lane Configurations	↶	↷	↶	↷	↶	↷	↶	↷	↷
Traffic Volume (vph)	220	405	10	380	115	175	290	275	55
Future Volume (vph)	220	405	10	380	115	175	290	275	55
Lane Group Flow (vph)	232	621	11	463	121	289	305	289	58
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	5	2	1	6	7	4	3	8	
Permitted Phases									8
Detector Phase	5	2	1	6	7	4	3	8	8
Switch Phase									
Minimum Initial (s)	4.0	10.0	4.0	10.0	4.0	10.0	4.0	10.0	10.0
Minimum Split (s)	9.0	15.0	9.0	15.0	9.0	15.0	9.0	15.0	15.0
Total Split (s)	20.0	36.0	11.0	27.0	18.0	16.0	27.0	25.0	25.0
Total Split (%)	22.2%	40.0%	12.2%	30.0%	20.0%	17.8%	30.0%	27.8%	27.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None
v/c Ratio	0.80	0.70	0.10	0.86	0.59	0.60	0.82	0.73	0.12
Control Delay	49.3	15.4	41.8	49.0	49.2	29.9	51.3	45.0	0.5
Queue Delay	4.2	2.2	0.0	0.1	0.0	29.4	30.8	0.0	0.0
Total Delay	53.5	17.6	41.8	49.2	49.2	59.3	82.2	45.0	0.5
Queue Length 50th (ft)	86	21	6	258	66	53	164	154	0
Queue Length 95th (ft)	m#195	m#541	23	#466	119	94	#251	#240	0
Internal Link Dist (ft)		193		360		327		296	
Turn Bay Length (ft)			50		100				50
Base Capacity (vph)	305	881	120	541	258	502	436	420	516
Starvation Cap Reductn	31	141	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	2	0	215	137	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.85	0.84	0.09	0.86	0.47	1.01	1.02	0.69	0.11

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 67 (74%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: Huntington Ave/NB On-Ramp & Cranston St



D

Future 2024 Build Weekday AM / PM / Saturday MD Peak Hour
(Build Alternative 1)

Cranston Street at Garfield Avenue/Main Site Access Driveway

Cranston Street at Garfield Avenue/Main Site Access Driveway

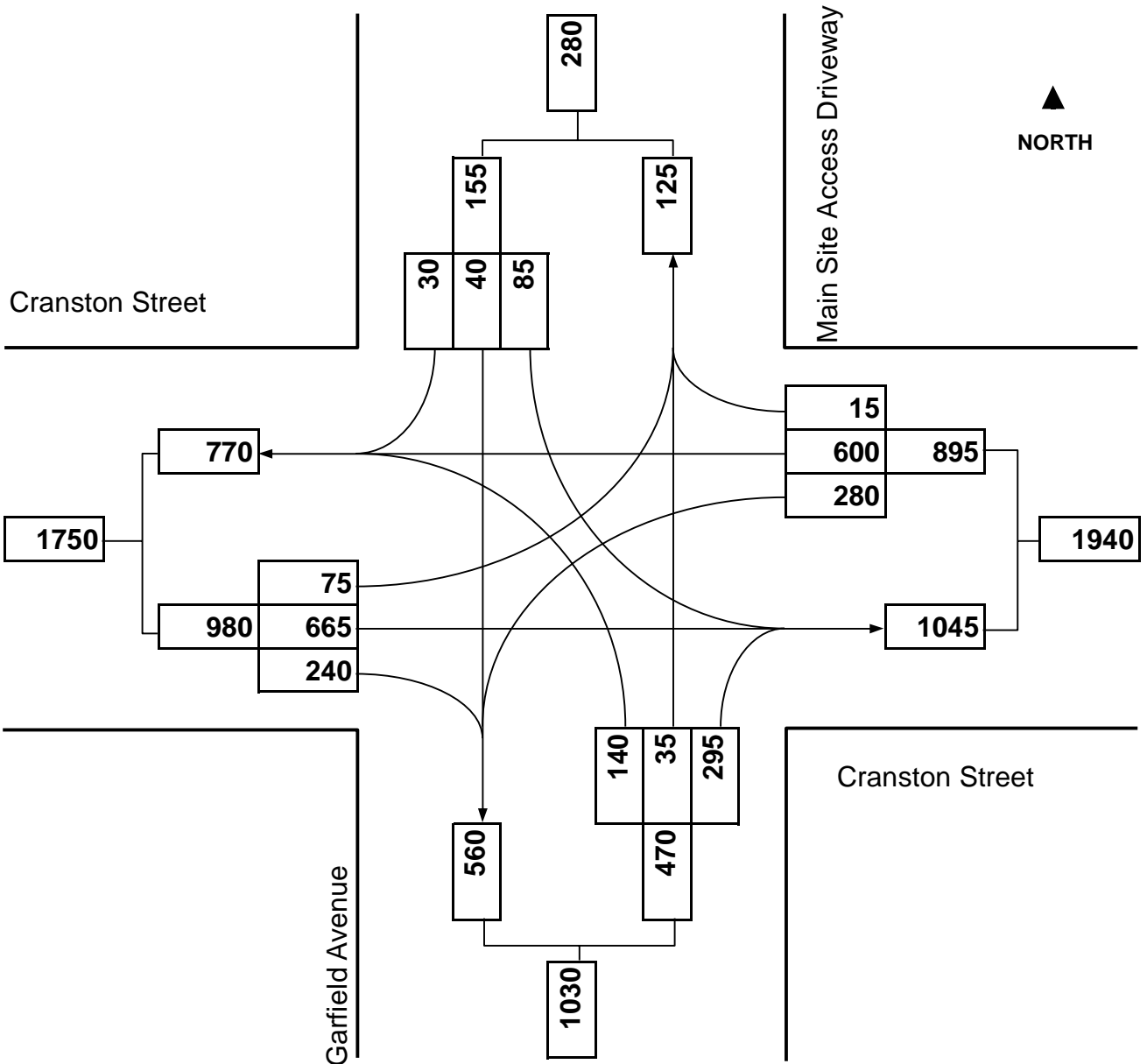


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Turning Movement Diagram

Major Street: Cranston Street
City/Town: Cranston, RI
Reference No.: 7578
Existing: n/a

Minor Street: Garfield Ave./Main Site Access Dwy.
Day of Week: Weekday
Peak Period: AM Peak Hour
Future: 2024 Build



Proposed Commercial Development
 Cranston Street at Garfield Avenue/Main Site Access Driveway

Cranston, RI

04/08/2022



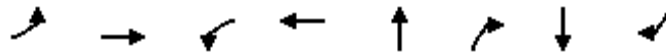
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↖	↗		↖	↗
Traffic Volume (vph)	75	665	240	280	600	15	140	35	295	85	40	30
Future Volume (vph)	75	665	240	280	600	15	140	35	295	85	40	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		5.0	5.0			4.5	4.5		4.5	4.5
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	1.00		1.00	1.00
Frt	1.00	0.96		1.00	1.00			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.96	1.00		0.97	1.00
Satd. Flow (prot)	1805	3423		1719	3462			1798	1553		1837	1615
Flt Permitted	0.41	1.00		0.95	1.00			0.96	1.00		0.97	1.00
Satd. Flow (perm)	781	3423		1719	3462			1798	1553		1837	1615
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	77	686	247	289	619	15	144	36	304	88	41	31
RTOR Reduction (vph)	0	38	0	0	2	0	0	0	262	0	0	27
Lane Group Flow (vph)	77	895	0	289	632	0	0	180	42	0	129	4
Heavy Vehicles (%)	0%	1%	2%	5%	4%	0%	2%	0%	4%	0%	0%	0%
Turn Type	Perm	NA		Prot	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases		2		1	6		8	8		4	4	
Permitted Phases	2								8			4
Actuated Green, G (s)	31.6	31.6		17.3	53.4			12.3	12.3		10.3	10.3
Effective Green, g (s)	31.6	31.6		17.3	53.4			12.3	12.3		10.3	10.3
Actuated g/C Ratio	0.35	0.35		0.19	0.59			0.14	0.14		0.11	0.11
Clearance Time (s)	4.5	4.5		5.0	5.0			4.5	4.5		4.5	4.5
Vehicle Extension (s)	2.5	2.5		2.5	2.5			2.5	2.5		2.5	2.5
Lane Grp Cap (vph)	274	1201		330	2054			245	212		210	184
v/s Ratio Prot		c0.26		c0.17	0.18			c0.10			c0.07	
v/s Ratio Perm	0.10								0.03			0.00
v/c Ratio	0.28	0.74		0.88	0.31			0.73	0.20		0.61	0.02
Uniform Delay, d1	21.0	25.7		35.3	9.1			37.3	34.5		38.0	35.4
Progression Factor	1.00	1.00		1.12	1.14			1.00	1.00		1.00	1.00
Incremental Delay, d2	2.5	4.2		19.0	0.3			10.3	0.3		4.5	0.0
Delay (s)	23.6	29.9		58.4	10.7			47.6	34.8		42.5	35.4
Level of Service	C	C		E	B			D	C		D	D
Approach Delay (s)		29.4			25.6			39.5			41.1	
Approach LOS		C			C			D			D	

Intersection Summary

HCM 2000 Control Delay	30.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.5
Intersection Capacity Utilization	69.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Proposed Commercial Development
 Cranston Street at Garfield Avenue/Main Site Access Driveway

Cranston, RI
 04/08/2022



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	75	665	280	600	35	295	40	30
Future Volume (vph)	75	665	280	600	35	295	40	30
Lane Group Flow (vph)	77	933	289	634	180	304	129	31
Turn Type	Perm	NA	Prot	NA	NA	Perm	NA	Perm
Protected Phases		2	1	6	8		4	
Permitted Phases	2					8		4
Detector Phase	2	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	8.0	8.0	8.0	8.0
Minimum Split (s)	14.5	14.5	15.0	15.0	12.5	12.5	15.0	15.0
Total Split (s)	33.0	33.0	23.0	56.0	18.0	18.0	16.0	16.0
Total Split (%)	36.7%	36.7%	25.6%	62.2%	20.0%	20.0%	17.8%	17.8%
Yellow Time (s)	3.5	3.5	3.0	3.0	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	2.0	2.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	5.0	5.0	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	C-Min	C-Min	None	C-Min	None	None	None	None
v/c Ratio	0.28	0.75	0.88	0.31	0.73	0.64	0.62	0.10
Control Delay	26.5	29.7	63.4	11.3	55.5	11.2	50.9	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.4	1.9	0.0
Total Delay	26.5	29.7	63.4	11.3	55.5	11.6	52.8	0.7
Queue Length 50th (ft)	33	242	156	83	97	0	70	0
Queue Length 95th (ft)	72	#321	m#284	157	#183	73	127	0
Internal Link Dist (ft)		139		173	900		149	
Turn Bay Length (ft)	100		300					50
Base Capacity (vph)	274	1241	344	2056	271	492	234	327
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	2	0	0	0	24	33	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.75	0.84	0.31	0.66	0.65	0.64	0.09

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Green, Master Intersection
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Garfield Ave & Cranston St



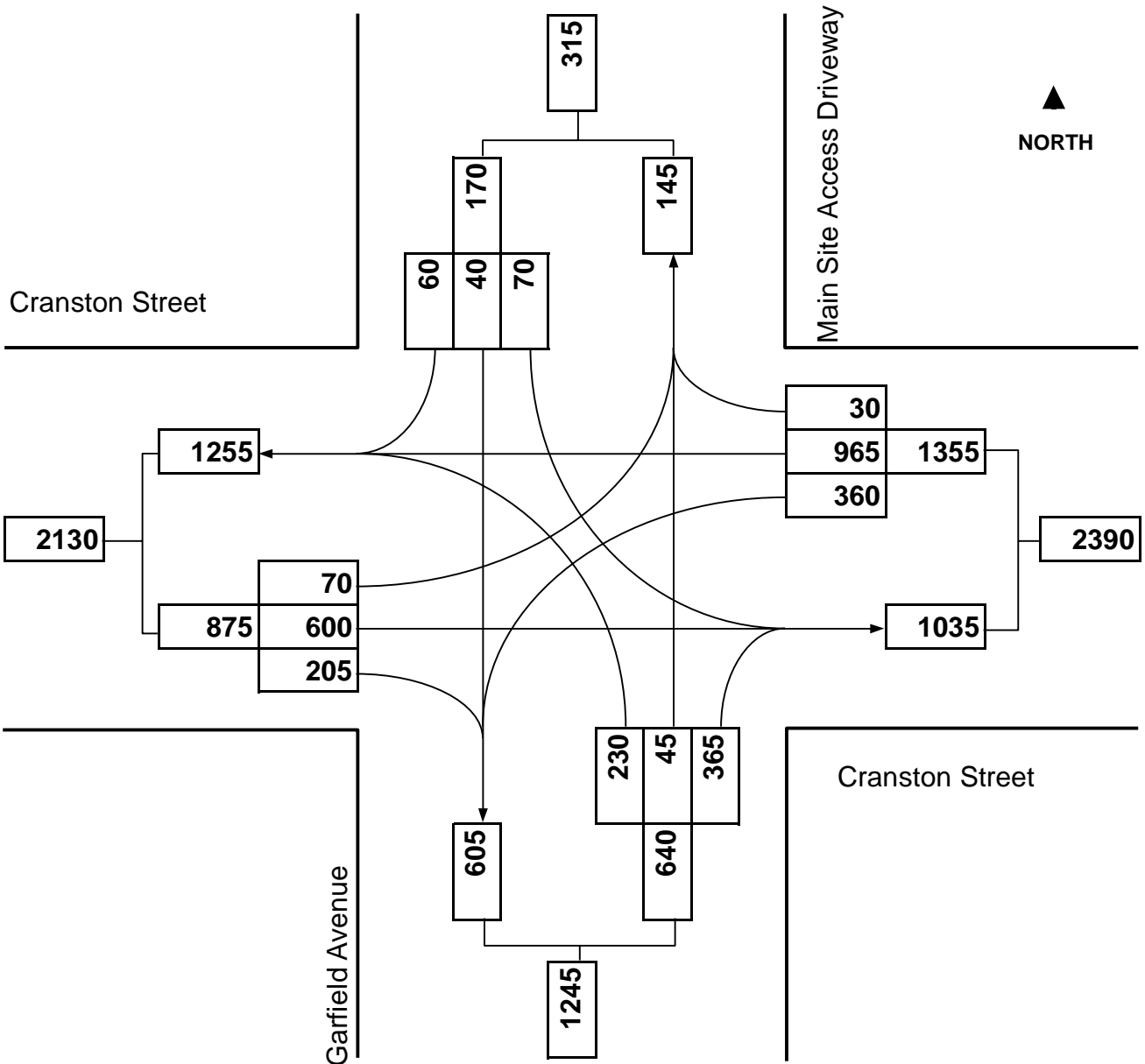


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Turning Movement Diagram

Major Street: Cranston Street
City/Town: Cranston, RI
Reference No.: 7578
Existing: n/a

Minor Street: Garfield Ave./Main Site Access Dwy.
Day of Week: Weekday
Peak Period: PM Peak Hour
Future: 2024 Build



Proposed Commercial Development
 Cranston Street at Garfield Avenue/Main Site Access Driveway

Cranston, RI
 04/08/2022

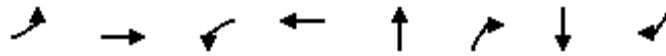


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	600	205	360	965	30	230	45	365	70	40	60
Future Volume (vph)	70	600	205	360	965	30	230	45	365	70	40	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		5.0	5.0			4.5	4.5		4.5	4.5
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	1.00		1.00	1.00
Frt	1.00	0.96		1.00	1.00			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.96	1.00		0.97	1.00
Satd. Flow (prot)	1805	3446		1770	3559			1809	1583		1841	1615
Flt Permitted	0.27	1.00		0.95	1.00			0.96	1.00		0.97	1.00
Satd. Flow (perm)	519	3446		1770	3559			1809	1583		1841	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	74	632	216	379	1016	32	242	47	384	74	42	63
RTOR Reduction (vph)	0	41	0	0	3	0	0	0	310	0	0	58
Lane Group Flow (vph)	74	807	0	379	1045	0	0	289	74	0	116	5
Heavy Vehicles (%)	0%	1%	0%	2%	1%	0%	1%	0%	2%	0%	0%	0%
Turn Type	Perm	NA		Prot	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases		2		1	6		8	8		4	4	
Permitted Phases	2								8			4
Actuated Green, G (s)	21.0	21.0		18.3	43.8			15.4	15.4		6.8	6.8
Effective Green, g (s)	21.0	21.0		18.3	43.8			15.4	15.4		6.8	6.8
Actuated g/C Ratio	0.26	0.26		0.23	0.55			0.19	0.19		0.08	0.08
Clearance Time (s)	4.5	4.5		5.0	5.0			4.5	4.5		4.5	4.5
Vehicle Extension (s)	2.5	2.5		2.5	2.5			2.5	2.5		2.5	2.5
Lane Grp Cap (vph)	136	904		404	1948			348	304		156	137
v/s Ratio Prot		c0.23		c0.21	0.29			c0.16			c0.06	
v/s Ratio Perm	0.14								0.05			0.00
v/c Ratio	0.54	0.89		0.94	0.54			0.83	0.24		0.74	0.04
Uniform Delay, d1	25.4	28.4		30.3	11.6			31.0	27.4		35.7	33.6
Progression Factor	1.00	1.00		1.11	1.20			1.00	1.00		1.00	1.00
Incremental Delay, d2	14.7	13.1		23.2	0.8			15.1	0.3		16.5	0.1
Delay (s)	40.1	41.5		56.7	14.7			46.1	27.7		52.3	33.7
Level of Service	D	D		E	B			D	C		D	C
Approach Delay (s)		41.4			25.9			35.6			45.7	
Approach LOS		D			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	33.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	18.5
Intersection Capacity Utilization	76.5%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Proposed Commercial Development
 Cranston Street at Garfield Avenue/Main Site Access Driveway

Cranston, RI
 04/08/2022

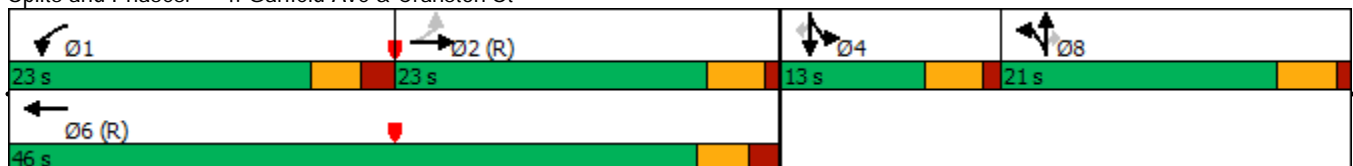


Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	70	600	360	965	45	365	40	60
Future Volume (vph)	70	600	360	965	45	365	40	60
Lane Group Flow (vph)	74	848	379	1048	289	384	116	63
Turn Type	Perm	NA	Prot	NA	NA	Perm	NA	Perm
Protected Phases		2	1	6	8		4	
Permitted Phases	2					8		4
Detector Phase	2	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	8.0	8.0	8.0	8.0
Minimum Split (s)	14.5	14.5	15.0	15.0	12.5	12.5	12.5	12.5
Total Split (s)	23.0	23.0	23.0	46.0	21.0	21.0	13.0	13.0
Total Split (%)	28.8%	28.8%	28.8%	57.5%	26.3%	26.3%	16.3%	16.3%
Yellow Time (s)	3.5	3.5	3.0	3.0	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	2.0	2.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	5.0	5.0	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	C-Min	C-Min	None	C-Min	None	None	None	None
v/c Ratio	0.52	0.86	0.94	0.53	0.83	0.63	0.60	0.20
Control Delay	44.3	38.8	61.0	15.5	52.5	8.3	48.5	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Total Delay	44.3	38.8	61.0	15.5	52.5	8.5	48.5	1.5
Queue Length 50th (ft)	33	-215	209	215	137	0	56	0
Queue Length 95th (ft)	#97	#342	m#295	m232	#256	70	#121	0
Internal Link Dist (ft)		139		173	900		149	
Turn Bay Length (ft)	100		300					50
Base Capacity (vph)	142	987	404	1992	373	631	195	311
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	1	0	0	0	21	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.86	0.94	0.53	0.77	0.63	0.59	0.20

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Green, Master Intersection
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Garfield Ave & Cranston St



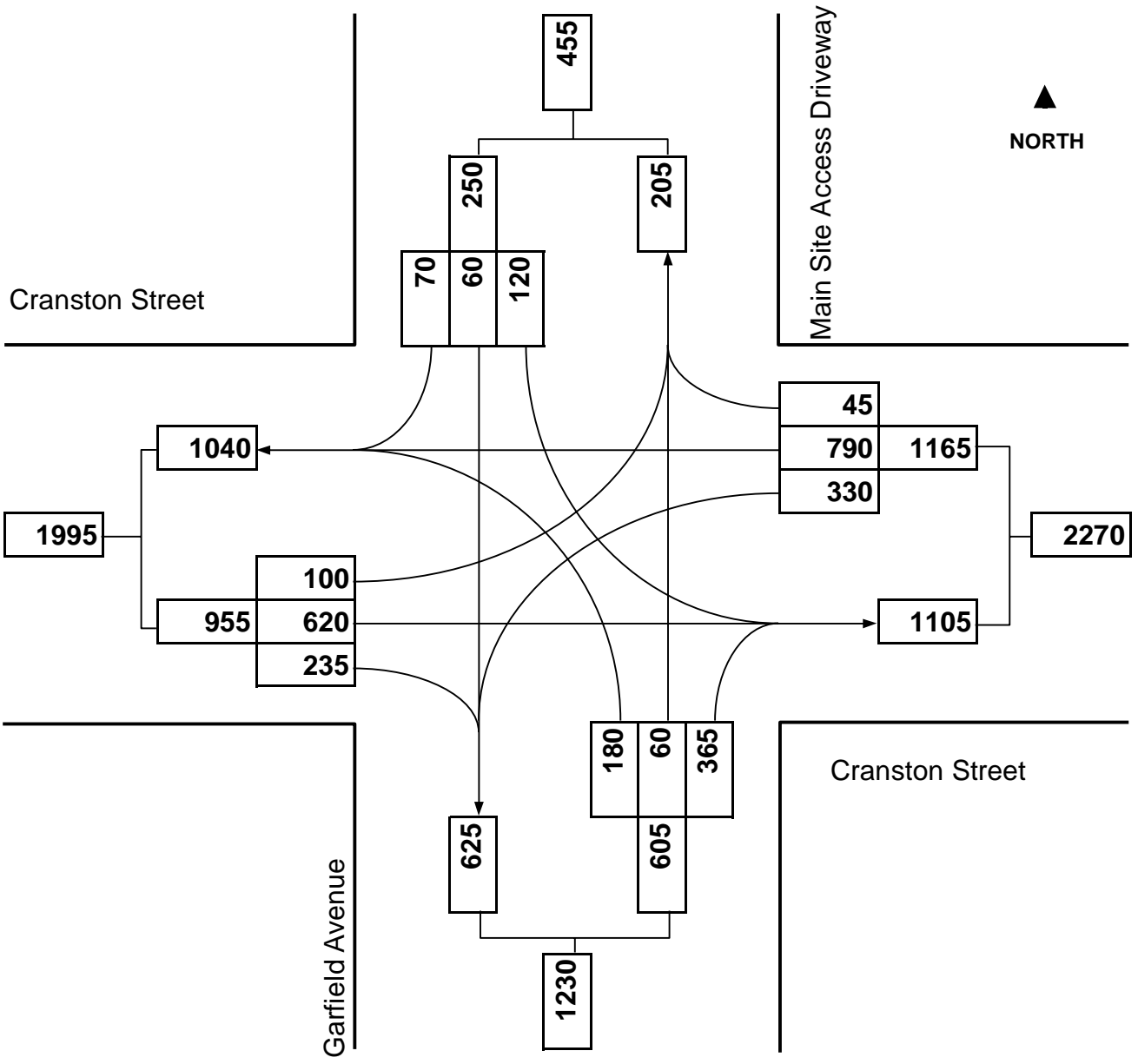


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Turning Movement Diagram

Major Street: Cranston Street
City/Town: Cranston, RI
Reference No.: 7578
Existing: n/a

Minor Street: Garfield Ave./Main Site Access Dwy.
Day of Week: Saturday
Peak Period: MD Peak Hour
Future: 2024 Build



Proposed Commercial Development
 Cranston Street at Garfield Avenue/Main Site Access Driveway

Cranston, RI

04/08/2022



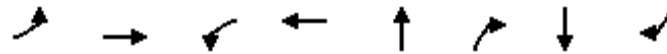
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	620	235	330	790	45	180	60	365	120	60	70
Future Volume (vph)	100	620	235	330	790	45	180	60	365	120	60	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		5.0	5.0			4.5	4.5		4.5	4.5
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	1.00		1.00	1.00
Frt	1.00	0.96		1.00	0.99			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.96	1.00		0.97	1.00
Satd. Flow (prot)	1805	3427		1787	3546			1819	1599		1839	1615
Flt Permitted	0.33	1.00		0.95	1.00			0.96	1.00		0.97	1.00
Satd. Flow (perm)	634	3427		1787	3546			1819	1599		1839	1615
Peak-hour factor, PHF	0.93	0.99	0.99	0.99	0.99	0.93	0.99	0.93	0.99	0.99	0.99	0.99
Adj. Flow (vph)	108	626	237	333	798	48	182	65	369	121	61	71
RTOR Reduction (vph)	0	43	0	0	5	0	0	0	309	0	0	61
Lane Group Flow (vph)	108	820	0	333	841	0	0	247	60	0	182	10
Heavy Vehicles (%)	0%	1%	1%	1%	1%	0%	1%	0%	1%	0%	0%	0%
Turn Type	Perm	NA		Prot	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases		2		1	6		8	8		4	4	
Permitted Phases	2								8			4
Actuated Green, G (s)	25.6	25.6		18.3	48.4			14.7	14.7		12.9	12.9
Effective Green, g (s)	25.6	25.6		18.3	48.4			14.7	14.7		12.9	12.9
Actuated g/C Ratio	0.28	0.28		0.20	0.54			0.16	0.16		0.14	0.14
Clearance Time (s)	4.5	4.5		5.0	5.0			4.5	4.5		4.5	4.5
Vehicle Extension (s)	2.5	2.5		2.5	2.5			2.5	2.5		2.5	2.5
Lane Grp Cap (vph)	180	974		363	1906			297	261		263	231
v/s Ratio Prot		c0.24		c0.19	0.24			c0.14			c0.10	
v/s Ratio Perm	0.17								0.04			0.01
v/c Ratio	0.60	0.84		0.92	0.44			0.83	0.23		0.69	0.04
Uniform Delay, d1	27.8	30.3		35.1	12.6			36.5	32.7		36.7	33.2
Progression Factor	1.00	1.00		1.10	1.16			1.00	1.00		1.00	1.00
Incremental Delay, d2	13.9	8.8		22.4	0.6			17.4	0.3		7.1	0.1
Delay (s)	41.7	39.1		60.9	15.2			53.8	33.1		43.7	33.3
Level of Service	D	D		E	B			D	C		D	C
Approach Delay (s)		39.4			28.1			41.4			40.8	
Approach LOS		D			C			D			D	

Intersection Summary

HCM 2000 Control Delay	35.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.5
Intersection Capacity Utilization	74.4%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Proposed Commercial Development
 Cranston Street at Garfield Avenue/Main Site Access Driveway

Cranston, RI
 04/08/2022

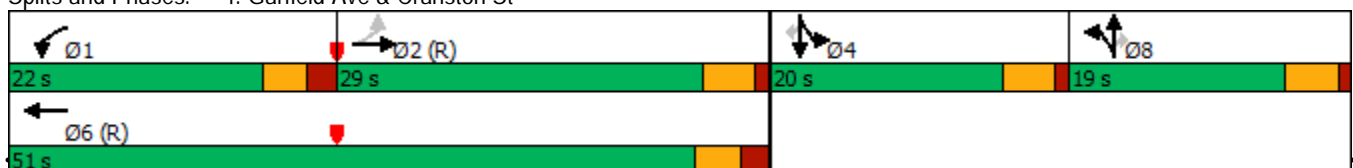


Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↖	↗	↖	↗
Traffic Volume (vph)	100	620	330	790	60	365	60	70
Future Volume (vph)	100	620	330	790	60	365	60	70
Lane Group Flow (vph)	108	863	333	846	247	369	182	71
Turn Type	Perm	NA	Prot	NA	NA	Perm	NA	Perm
Protected Phases		2	1	6	8		4	
Permitted Phases	2					8		4
Detector Phase	2	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	8.0	8.0	8.0	8.0
Minimum Split (s)	14.5	14.5	15.0	15.0	12.5	12.5	12.5	12.5
Total Split (s)	29.0	29.0	22.0	51.0	19.0	19.0	20.0	20.0
Total Split (%)	32.2%	32.2%	24.4%	56.7%	21.1%	21.1%	22.2%	22.2%
Yellow Time (s)	3.5	3.5	3.0	3.0	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	2.0	2.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	5.0	5.0	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	C-Min	C-Min	Min	C-Min	Min	Min	None	None
v/c Ratio	0.60	0.85	0.92	0.44	0.83	0.65	0.69	0.20
Control Delay	44.9	38.0	66.2	15.8	61.4	9.9	50.3	1.3
Queue Delay	0.0	0.1	0.0	0.0	0.0	1.1	5.9	0.0
Total Delay	44.9	38.1	66.2	15.8	61.4	10.9	56.2	1.3
Queue Length 50th (ft)	54	231	188	154	134	0	99	0
Queue Length 95th (ft)	#129	#341	m#331	m225	#267	79	164	2
Internal Link Dist (ft)		139		173	900		149	
Turn Bay Length (ft)	100		300					50
Base Capacity (vph)	180	1019	362	1911	305	576	316	393
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	5	0	0	0	66	86	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.85	0.92	0.44	0.81	0.72	0.79	0.18

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Green, Master Intersection
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Garfield Ave & Cranston St



D

Future 2024 Build Weekday AM / PM / Saturday MD Peak Hour
(Build Alternative 2)

Cranston Street at Garfield Avenue/Main Site Access Driveway

Cranston Street at Garfield Avenue/Main Site Access Driveway

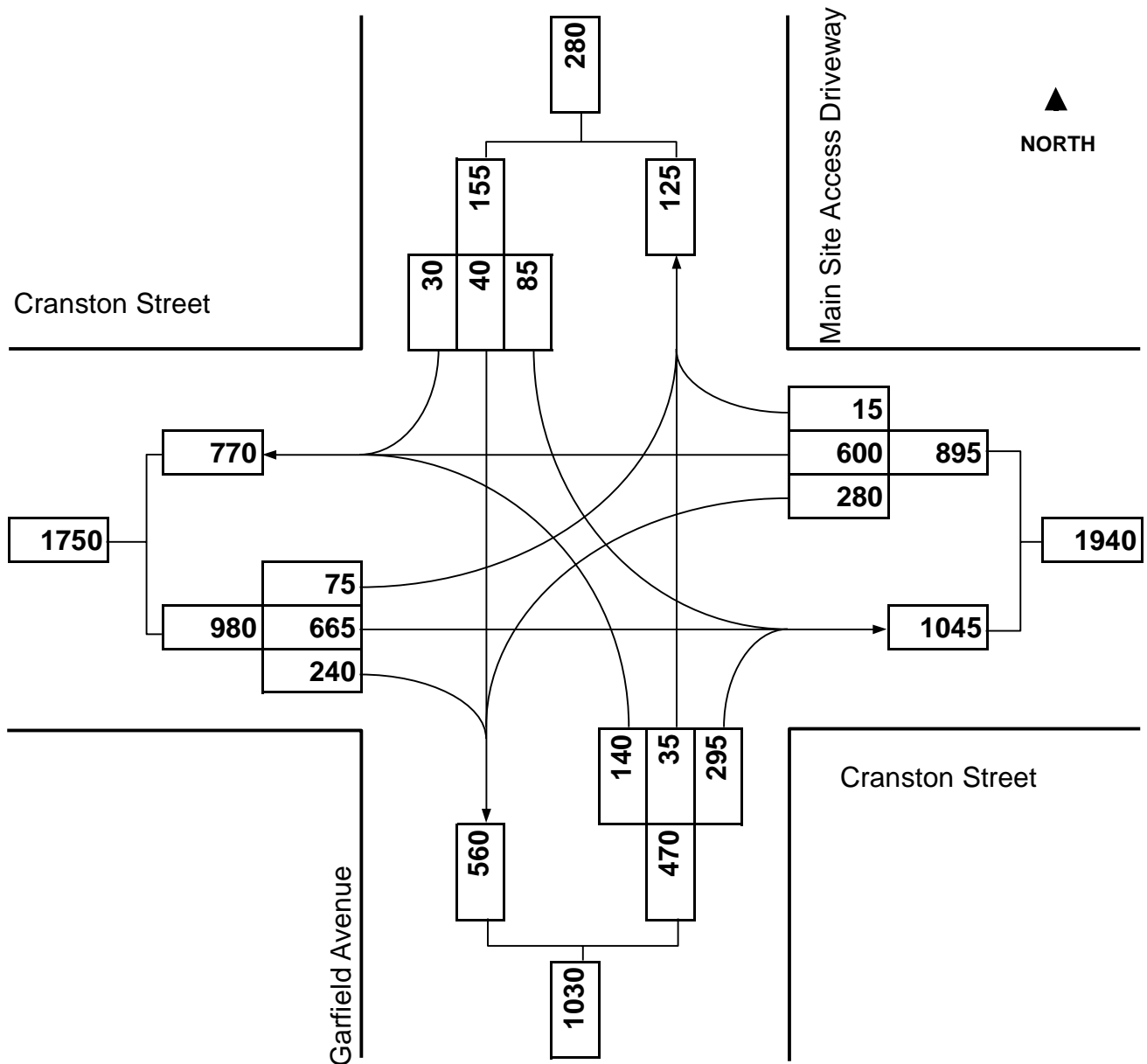


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Turning Movement Diagram

Major Street: Cranston Street
City/Town: Cranston, RI
Reference No.: 7578
Existing: n/a

Minor Street: Garfield Ave./Main Site Access Dwy.
Day of Week: Weekday
Peak Period: AM Peak Hour
Future: 2024 Build



Proposed Commercial Development
 Cranston Street at Garfield Avenue/Main Site Access Driveway

Cranston, RI

04/08/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	665	240	280	600	15	140	35	295	85	40	30
Future Volume (vph)	75	665	240	280	600	15	140	35	295	85	40	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		5.0	5.0			4.5	4.5		4.5	4.5
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	1.00		1.00	1.00
Frt	1.00	0.96		1.00	1.00			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.96	1.00		0.97	1.00
Satd. Flow (prot)	1805	3423		1719	3462			1798	1553		1837	1615
Flt Permitted	0.41	1.00		0.95	1.00			0.46	1.00		0.69	1.00
Satd. Flow (perm)	781	3423		1719	3462			865	1553		1308	1615
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	77	686	247	289	619	15	144	36	304	88	41	31
RTOR Reduction (vph)	0	35	0	0	2	0	0	0	214	0	0	26
Lane Group Flow (vph)	77	898	0	289	632	0	0	180	90	0	129	5
Heavy Vehicles (%)	0%	1%	2%	5%	4%	0%	2%	0%	4%	0%	0%	0%
Turn Type	Perm	NA		Prot	NA		pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases		2		1	6		3	3 8			4	
Permitted Phases	2						3 8		3 8	4		4
Actuated Green, G (s)	30.1	30.1		19.2	53.8			26.7	26.7		13.7	13.7
Effective Green, g (s)	30.1	30.1		19.2	53.8			26.7	26.7		13.7	13.7
Actuated g/C Ratio	0.33	0.33		0.21	0.60			0.30	0.30		0.15	0.15
Clearance Time (s)	4.5	4.5		5.0	5.0						4.5	4.5
Vehicle Extension (s)	2.5	2.5		2.5	2.5						2.5	2.5
Lane Grp Cap (vph)	261	1144		366	2069			344	460		199	245
v/s Ratio Prot		c0.26		c0.17	0.18			c0.05				
v/s Ratio Perm	0.10							0.11	0.06		c0.10	0.00
v/c Ratio	0.30	0.79		0.79	0.31			0.52	0.20		0.65	0.02
Uniform Delay, d1	22.1	27.0		33.5	8.9			26.4	23.6		35.9	32.4
Progression Factor	1.00	1.00		1.14	1.21			1.00	1.00		1.00	1.00
Incremental Delay, d2	2.9	5.4		8.9	0.3			1.4	0.2		6.3	0.0
Delay (s)	25.0	32.5		47.1	11.1			27.8	23.8		42.2	32.5
Level of Service	C	C		D	B			C	C		D	C
Approach Delay (s)		31.9			22.4			25.3			40.3	
Approach LOS		C			C			C			D	

Intersection Summary

HCM 2000 Control Delay	27.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.5
Intersection Capacity Utilization	69.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Proposed Commercial Development
 Cranston Street at Garfield Avenue/Main Site Access Driveway

Cranston, RI

04/08/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	Ø8
Lane Configurations	↖	↗	↖	↗		↖	↗		↖	↗	
Traffic Volume (vph)	75	665	280	600	140	35	295	85	40	30	
Future Volume (vph)	75	665	280	600	140	35	295	85	40	30	
Lane Group Flow (vph)	77	933	289	634	0	180	304	0	129	31	
Turn Type	Perm	NA	Prot	NA	pm+pt	NA	Perm	Perm	NA	Perm	
Protected Phases		2	1	6	3	3	8		4		8
Permitted Phases	2				3	8	3	8	4		4
Detector Phase	2	2	1	6	3	3	8	3	8	4	4
Switch Phase											
Minimum Initial (s)	10.0	10.0	10.0	10.0	8.0			8.0	8.0	8.0	8.0
Minimum Split (s)	14.5	14.5	15.0	15.0	12.5			15.0	15.0	15.0	12.5
Total Split (s)	24.0	24.0	28.0	52.0	13.0			25.0	25.0	25.0	38.0
Total Split (%)	26.7%	26.7%	31.1%	57.8%	14.4%			27.8%	27.8%	27.8%	42%
Yellow Time (s)	3.5	3.5	3.0	3.0	3.5			3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	2.0	2.0	1.0			1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0				0.0	0.0		
Total Lost Time (s)	4.5	4.5	5.0	5.0				4.5	4.5		
Lead/Lag	Lag	Lag	Lead		Lead			Lag	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes		Yes			Yes	Yes	Yes	
Recall Mode	C-Min	C-Min	None	C-Min	None			None	None	None	None
v/c Ratio	0.30	0.79	0.79	0.31		0.52	0.45		0.65	0.09	
Control Delay	30.5	34.3	51.2	11.9		29.7	4.9		50.5	0.5	
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.1		0.8	0.0	
Total Delay	30.5	34.3	51.2	11.9		29.7	5.1		51.3	0.5	
Queue Length 50th (ft)	32	239	167	88		80	0		70	0	
Queue Length 95th (ft)	84	#453	m242	185		122	52		120	0	
Internal Link Dist (ft)		139		173		900			149		
Turn Bay Length (ft)	100		300							50	
Base Capacity (vph)	261	1182	442	2072		410	768		297	475	
Starvation Cap Reductn	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	2	0	0		0	76		43	0	
Storage Cap Reductn	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.30	0.79	0.65	0.31		0.44	0.44		0.51	0.07	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Green, Master Intersection

Natural Cycle: 75

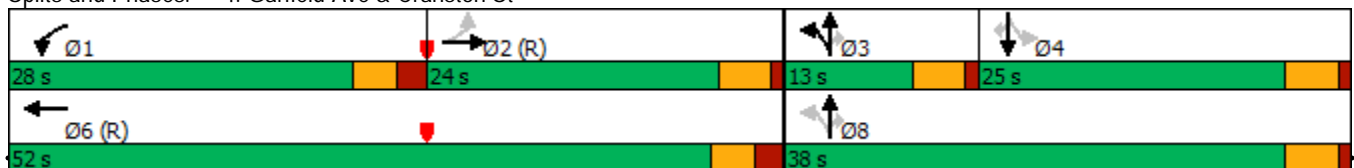
Control Type: Actuated-Coordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Garfield Ave & Cranston St



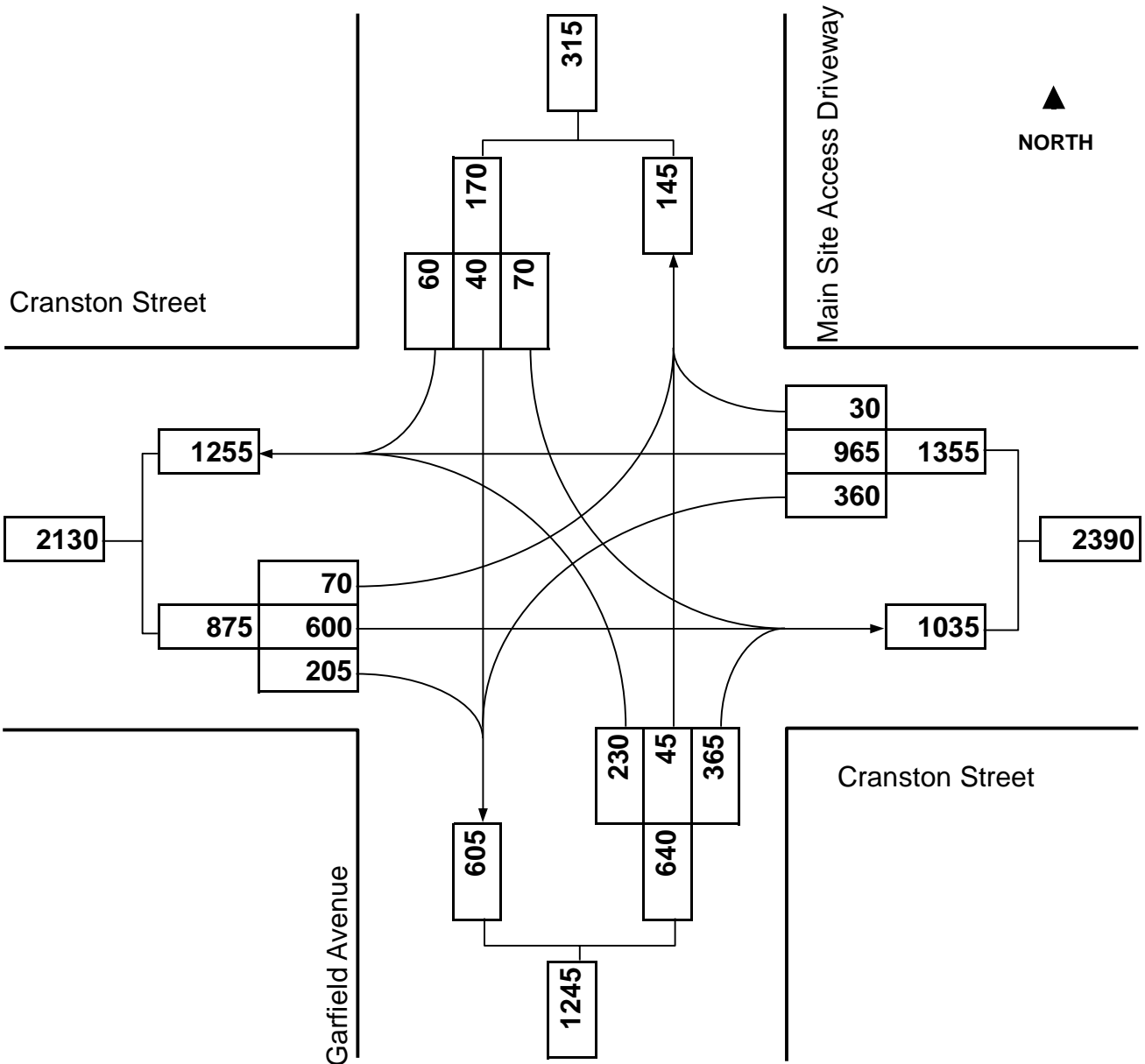


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Turning Movement Diagram

Major Street: Cranston Street
City/Town: Cranston, RI
Reference No.: 7578
Existing: n/a

Minor Street: Garfield Ave./Main Site Access Dwy.
Day of Week: Weekday
Peak Period: PM Peak Hour
Future: 2024 Build



Proposed Commercial Development
 Cranston Street at Garfield Avenue/Main Site Access Driveway

Cranston, RI

04/08/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	600	205	360	965	30	230	45	365	70	40	60
Future Volume (vph)	70	600	205	360	965	30	230	45	365	70	40	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		5.0	5.0			4.5	4.5		4.5	4.5
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	1.00		1.00	1.00
Frt	1.00	0.96		1.00	1.00			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.96	1.00		0.97	1.00
Satd. Flow (prot)	1805	3446		1770	3559			1809	1583		1841	1615
Flt Permitted	0.27	1.00		0.95	1.00			0.45	1.00		0.65	1.00
Satd. Flow (perm)	519	3446		1770	3559			855	1583		1227	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	74	632	216	379	1016	32	242	47	384	74	42	63
RTOR Reduction (vph)	0	41	0	0	3	0	0	0	265	0	0	55
Lane Group Flow (vph)	74	807	0	379	1045	0	0	289	119	0	116	8
Heavy Vehicles (%)	0%	1%	0%	2%	1%	0%	1%	0%	2%	0%	0%	0%
Turn Type	Perm	NA		Prot	NA		pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases		2		1	6		3	3 8			4	
Permitted Phases	2						3 8		3 8	4		4
Actuated Green, G (s)	22.0	22.0		19.2	45.7			24.8	24.8		9.9	9.9
Effective Green, g (s)	22.0	22.0		19.2	45.7			24.8	24.8		9.9	9.9
Actuated g/C Ratio	0.28	0.28		0.24	0.57			0.31	0.31		0.12	0.12
Clearance Time (s)	4.5	4.5		5.0	5.0						4.5	4.5
Vehicle Extension (s)	2.5	2.5		2.5	2.5						2.5	2.5
Lane Grp Cap (vph)	142	947		424	2033			389	490		151	199
v/s Ratio Prot		c0.23		c0.21	0.29			c0.10				
v/s Ratio Perm	0.14							c0.13	0.08		0.09	0.00
v/c Ratio	0.52	0.85		0.89	0.51			0.74	0.24		0.77	0.04
Uniform Delay, d1	24.5	27.5		29.4	10.4			24.7	20.6		33.9	30.9
Progression Factor	1.00	1.00		1.11	1.20			1.00	1.00		1.00	1.00
Incremental Delay, d2	13.0	9.6		15.7	0.7			7.5	0.3		19.8	0.1
Delay (s)	37.6	37.0		48.5	13.1			32.2	20.9		53.7	30.9
Level of Service	D	D		D	B			C	C		D	C
Approach Delay (s)		37.1			22.5			25.7			45.7	
Approach LOS		D			C			C			D	

Intersection Summary

HCM 2000 Control Delay	28.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	18.5
Intersection Capacity Utilization	76.5%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Proposed Commercial Development
 Cranston Street at Garfield Avenue/Main Site Access Driveway

Cranston, RI
 04/08/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	Ø8
Lane Configurations	↖	↗	↖	↗		↖	↗		↖	↗	
Traffic Volume (vph)	70	600	360	965	230	45	365	70	40	60	
Future Volume (vph)	70	600	360	965	230	45	365	70	40	60	
Lane Group Flow (vph)	74	848	379	1048	0	289	384	0	116	63	
Turn Type	Perm	NA	Prot	NA	pm+pt	NA	Perm	Perm	NA	Perm	
Protected Phases		2	1	6	3	3			4		8
Permitted Phases	2				3	8	3	4		4	
Detector Phase	2	2	1	6	3	3	3	4	4	4	
Switch Phase											
Minimum Initial (s)	10.0	10.0	10.0	10.0	8.0			8.0	8.0	8.0	8.0
Minimum Split (s)	14.5	14.5	15.0	15.0	12.5			12.5	12.5	12.5	12.5
Total Split (s)	25.0	25.0	25.0	50.0	13.0			17.0	17.0	17.0	30.0
Total Split (%)	31.3%	31.3%	31.3%	62.5%	16.3%			21.3%	21.3%	21.3%	38%
Yellow Time (s)	3.5	3.5	3.0	3.0	3.5			3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	2.0	2.0	1.0			1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0				0.0	0.0		
Total Lost Time (s)	4.5	4.5	5.0	5.0				4.5	4.5		
Lead/Lag	Lag	Lag	Lead		Lead			Lag	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes		Yes			Yes	Yes	Yes	
Recall Mode	C-Min	C-Min	None	C-Min	None			None	None	None	None
v/c Ratio	0.50	0.83	0.89	0.51		0.76	0.52		0.66	0.17	
Control Delay	40.6	34.7	52.0	13.1		38.8	5.2		51.1	1.0	
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.1		0.7	0.0	
Total Delay	40.6	34.7	52.0	13.1		38.8	5.3		51.8	1.0	
Queue Length 50th (ft)	32	203	209	204		116	0		55	0	
Queue Length 95th (ft)	#90	#316	m#270	m217		#225	58		#123	0	
Internal Link Dist (ft)		139		173		900			149		
Turn Bay Length (ft)	100		300							50	
Base Capacity (vph)	147	1025	443	2074		396	766		191	384	
Starvation Cap Reductn	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	1	0	0		0	31		8	0	
Storage Cap Reductn	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.50	0.83	0.86	0.51		0.73	0.52		0.63	0.16	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Green, Master Intersection
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Garfield Ave & Cranston St



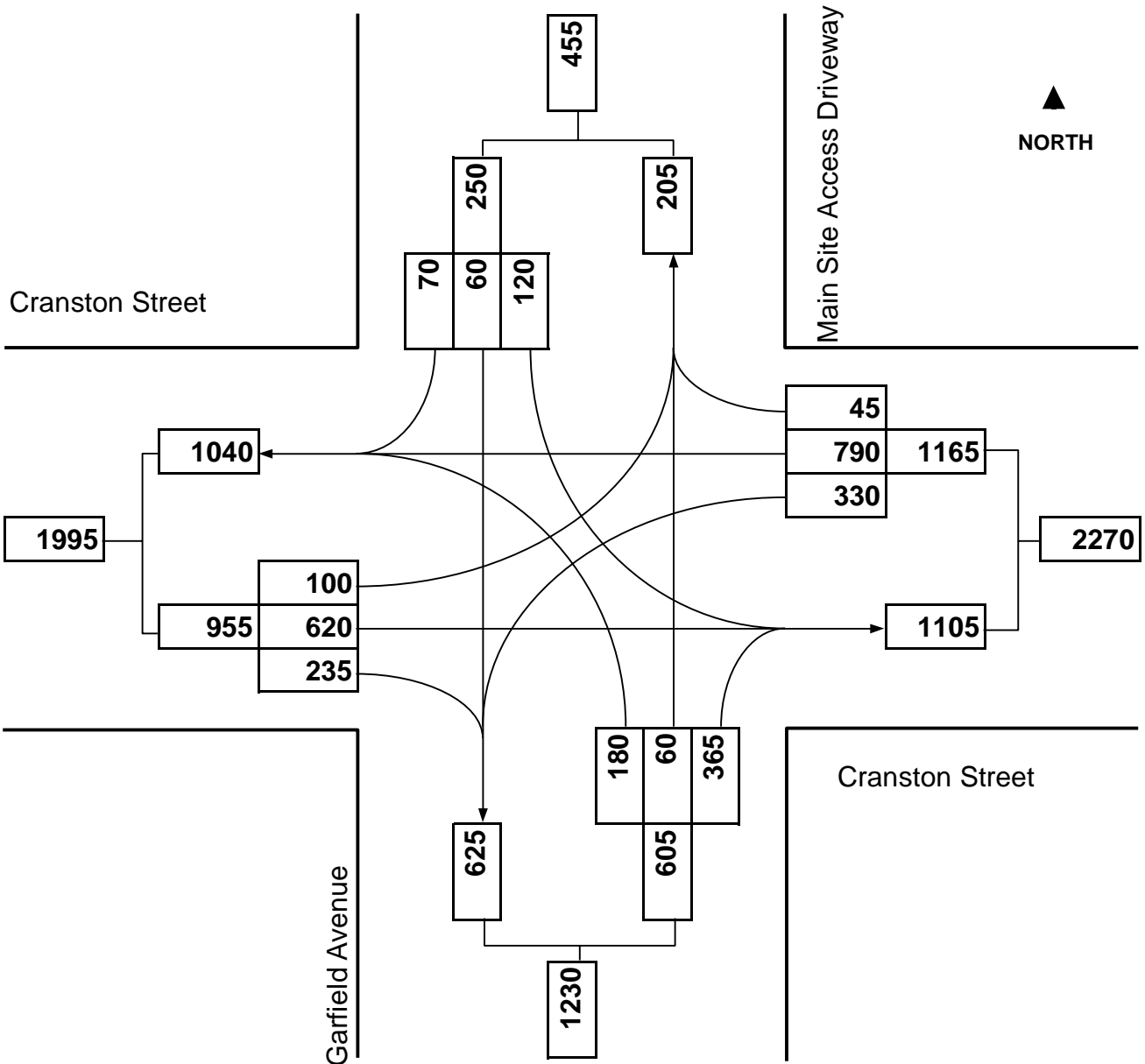


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Turning Movement Diagram

Major Street: Cranston Street
City/Town: Cranston, RI
Reference No.: 7578
Existing: n/a

Minor Street: Garfield Ave./Main Site Access Dwy.
Day of Week: Saturday
Peak Period: MD Peak Hour
Future: 2024 Build



Proposed Commercial Development
Cranston Street at Garfield Avenue/Main Site Access Driveway

Cranston, RI

04/08/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	620	235	330	790	45	180	60	365	120	60	70
Future Volume (vph)	100	620	235	330	790	45	180	60	365	120	60	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		5.0	5.0			4.5	4.5		4.5	4.5
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	1.00		1.00	1.00
Frt	1.00	0.96		1.00	0.99			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.96	1.00		0.97	1.00
Satd. Flow (prot)	1805	3427		1787	3546			1819	1599		1839	1615
Flt Permitted	0.33	1.00		0.95	1.00			0.42	1.00		0.66	1.00
Satd. Flow (perm)	634	3427		1787	3546			785	1599		1250	1615
Peak-hour factor, PHF	0.93	0.99	0.99	0.99	0.99	0.93	0.99	0.93	0.99	0.99	0.99	0.99
Adj. Flow (vph)	108	626	237	333	798	48	182	65	369	121	61	71
RTOR Reduction (vph)	0	40	0	0	4	0	0	0	246	0	0	58
Lane Group Flow (vph)	108	823	0	333	842	0	0	247	123	0	182	13
Heavy Vehicles (%)	0%	1%	1%	1%	1%	0%	1%	0%	1%	0%	0%	0%
Turn Type	Perm	NA		Prot	NA		pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases		2		1	6		3	3 8			4	
Permitted Phases	2						3 8		3 8	4		4
Actuated Green, G (s)	26.0	26.0		19.9	50.4			30.1	30.1		17.1	17.1
Effective Green, g (s)	26.0	26.0		19.9	50.4			30.1	30.1		17.1	17.1
Actuated g/C Ratio	0.29	0.29		0.22	0.56			0.33	0.33		0.19	0.19
Clearance Time (s)	4.5	4.5		5.0	5.0						4.5	4.5
Vehicle Extension (s)	2.5	2.5		2.5	2.5						2.5	2.5
Lane Grp Cap (vph)	183	990		395	1985			360	534		237	306
v/s Ratio Prot		c0.24		c0.19	0.24			c0.06				
v/s Ratio Perm	0.17							c0.16	0.08		0.15	0.01
v/c Ratio	0.59	0.83		0.84	0.42			0.69	0.23		0.77	0.04
Uniform Delay, d1	27.4	29.9		33.6	11.4			25.9	21.6		34.6	29.8
Progression Factor	1.00	1.00		1.12	1.20			1.00	1.00		1.00	1.00
Incremental Delay, d2	13.2	8.1		11.7	0.5			5.3	0.2		13.3	0.0
Delay (s)	40.6	38.1		49.2	14.2			31.2	21.8		47.9	29.8
Level of Service	D	D		D	B			C	C		D	C
Approach Delay (s)		38.3			24.1			25.6			42.8	
Approach LOS		D			C			C			D	

Intersection Summary

HCM 2000 Control Delay	30.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.5
Intersection Capacity Utilization	74.4%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Proposed Commercial Development
 Cranston Street at Garfield Avenue/Main Site Access Driveway

Cranston, RI
 04/08/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	Ø8
Lane Configurations	↖	↗	↖	↗		↖	↗		↖	↗	
Traffic Volume (vph)	100	620	330	790	180	60	365	120	60	70	
Future Volume (vph)	100	620	330	790	180	60	365	120	60	70	
Lane Group Flow (vph)	108	863	333	846	0	247	369	0	182	71	
Turn Type	Perm	NA	Prot	NA	pm+pt	NA	Perm	Perm	NA	Perm	
Protected Phases		2	1	6	3	3	8		4		8
Permitted Phases	2				3	8	3	8	4		4
Detector Phase	2	2	1	6	3	3	8	3	8	4	4
Switch Phase											
Minimum Initial (s)	10.0	10.0	10.0	10.0	8.0			8.0	8.0	8.0	8.0
Minimum Split (s)	14.5	14.5	15.0	15.0	12.5			12.5	12.5	12.5	12.5
Total Split (s)	24.0	24.0	27.0	51.0	13.0			26.0	26.0	26.0	39.0
Total Split (%)	26.7%	26.7%	30.0%	56.7%	14.4%			28.9%	28.9%	28.9%	43%
Yellow Time (s)	3.5	3.5	3.0	3.0	3.5			3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	2.0	2.0	1.0			1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0				0.0	0.0		
Total Lost Time (s)	4.5	4.5	5.0	5.0				4.5	4.5		
Lead/Lag	Lag	Lag	Lead		Lead			Lag	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes		Yes			Yes	Yes	Yes	
Recall Mode	C-Min	C-Min	Min	C-Min	None			None	None	None	None
v/c Ratio	0.59	0.84	0.85	0.43		0.69	0.47		0.77	0.17	
Control Delay	47.5	39.5	53.3	15.1		33.3	4.3		54.9	0.9	
Queue Delay	0.0	0.1	0.0	0.0		0.0	0.3		4.9	0.0	
Total Delay	47.5	39.5	53.3	15.1		33.3	4.6		59.7	0.9	
Queue Length 50th (ft)	55	237	197	173		106	0		98	0	
Queue Length 95th (ft)	#150	#403	m270	m246		160	54		164	2	
Internal Link Dist (ft)		139		173		900			149		
Turn Bay Length (ft)	100		300							50	
Base Capacity (vph)	183	1030	436	1989		398	840		298	491	
Starvation Cap Reductn	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	3	0	0		0	115		65	0	
Storage Cap Reductn	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.59	0.84	0.76	0.43		0.62	0.51		0.78	0.14	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Green, Master Intersection
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Garfield Ave & Cranston St



D

Future 2024 Build Weekday AM / PM / Saturday MD Peak Hour
(Build Alternative 3)

Cranston Street at Garfield Avenue/Main Site Access Driveway

Cranston Street at Garfield Avenue/Main Site Access Driveway

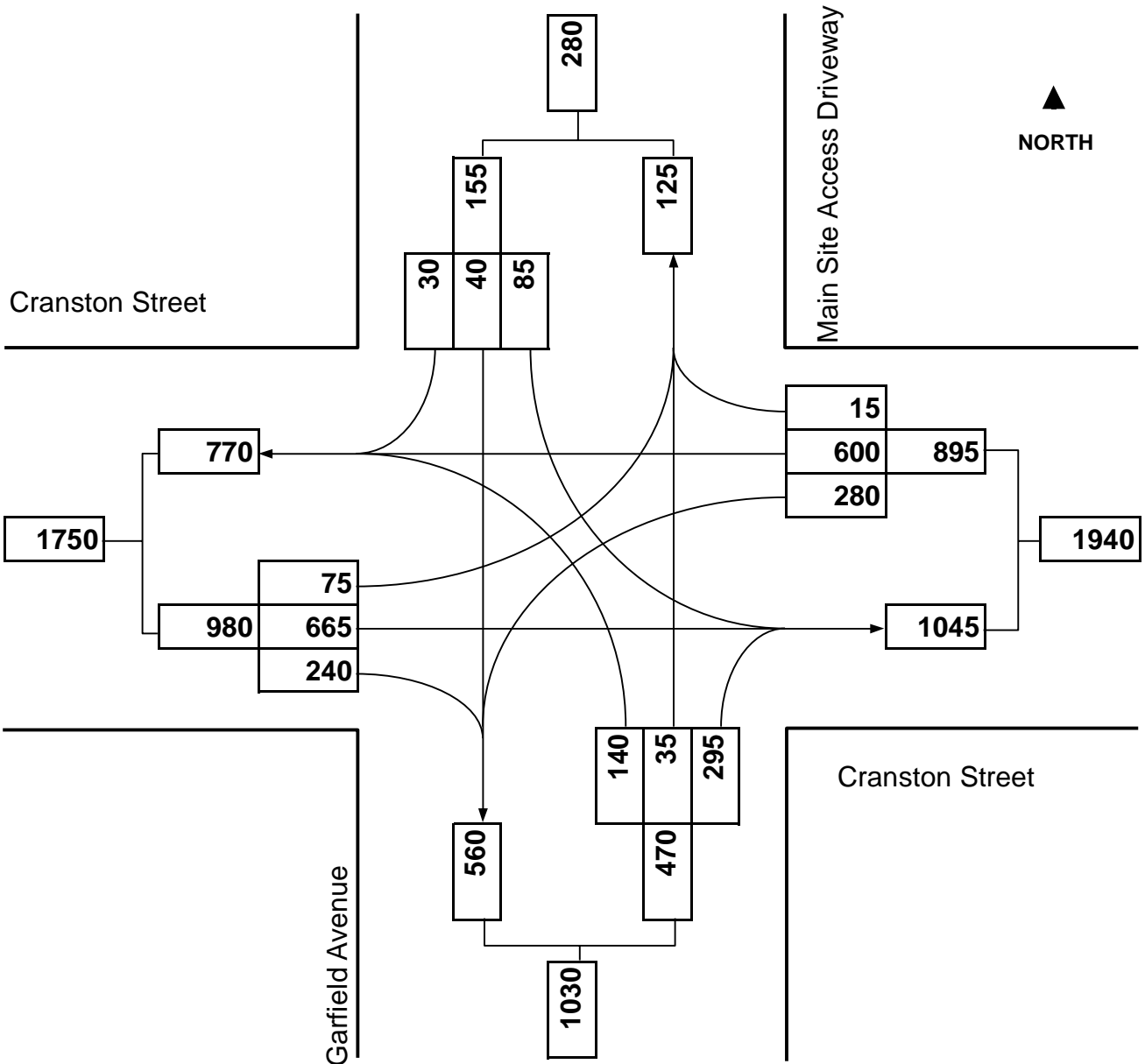


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Turning Movement Diagram

Major Street: Cranston Street
City/Town: Cranston, RI
Reference No.: 7578
Existing: n/a

Minor Street: Garfield Ave./Main Site Access Dwy.
Day of Week: Weekday
Peak Period: AM Peak Hour
Future: 2024 Build



Proposed Commercial Development
 Cranston Street at Garfield Avenue/Main Site Access Driveway

Cranston, RI

04/08/2022



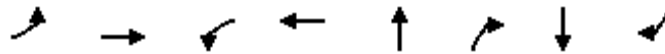
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	665	240	280	600	15	140	35	295	85	40	30
Future Volume (vph)	75	665	240	280	600	15	140	35	295	85	40	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		5.0	5.0			4.5	4.5		4.5	4.5
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	1.00		1.00	1.00
Frt	1.00	0.96		1.00	1.00			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.96	1.00		0.97	1.00
Satd. Flow (prot)	1805	3423		1719	3462			1798	1553		1837	1615
Flt Permitted	0.95	1.00		0.95	1.00			0.96	1.00		0.97	1.00
Satd. Flow (perm)	1805	3423		1719	3462			1798	1553		1837	1615
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	77	686	247	289	619	15	144	36	304	88	41	31
RTOR Reduction (vph)	0	38	0	0	2	0	0	0	263	0	0	27
Lane Group Flow (vph)	77	895	0	289	632	0	0	180	41	0	129	4
Heavy Vehicles (%)	0%	1%	2%	5%	4%	0%	2%	0%	4%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases									8			4
Actuated Green, G (s)	6.7	31.2		17.6	42.1			12.0	12.0		10.7	10.7
Effective Green, g (s)	6.7	31.2		17.6	42.1			12.0	12.0		10.7	10.7
Actuated g/C Ratio	0.07	0.35		0.20	0.47			0.13	0.13		0.12	0.12
Clearance Time (s)	4.5	4.5		5.0	5.0			4.5	4.5		4.5	4.5
Vehicle Extension (s)	3.0	2.5		2.5	2.5			2.5	2.5		2.5	2.5
Lane Grp Cap (vph)	134	1186		336	1619			239	207		218	192
v/s Ratio Prot	0.04	c0.26		c0.17	0.18			c0.10			c0.07	
v/s Ratio Perm									0.03			0.00
v/c Ratio	0.57	0.75		0.86	0.39			0.75	0.20		0.59	0.02
Uniform Delay, d1	40.3	26.0		35.0	15.6			37.6	34.7		37.6	35.0
Progression Factor	1.00	1.00		1.12	1.05			1.00	1.00		1.00	1.00
Incremental Delay, d2	5.8	4.5		16.8	0.6			12.0	0.3		3.6	0.0
Delay (s)	46.1	30.5		56.0	16.9			49.6	35.0		41.1	35.0
Level of Service	D	C		E	B			D	D		D	D
Approach Delay (s)		31.7			29.2			40.5			40.0	
Approach LOS		C			C			D			D	

Intersection Summary

HCM 2000 Control Delay	32.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.5
Intersection Capacity Utilization	69.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Proposed Commercial Development
 Cranston Street at Garfield Avenue/Main Site Access Driveway

Cranston, RI
 04/08/2022



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↖	↗	↖	↗
Traffic Volume (vph)	75	665	280	600	35	295	40	30
Future Volume (vph)	75	665	280	600	35	295	40	30
Lane Group Flow (vph)	77	933	289	634	180	304	129	31
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA	Perm
Protected Phases	5	2	1	6	8		4	
Permitted Phases							8	4
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	8.0	10.0	10.0	10.0	8.0	8.0	8.0	8.0
Minimum Split (s)	12.5	14.5	15.0	15.0	12.5	12.5	12.5	12.5
Total Split (s)	13.0	32.0	24.0	43.0	17.0	17.0	17.0	17.0
Total Split (%)	14.4%	35.6%	26.7%	47.8%	18.9%	18.9%	18.9%	18.9%
Yellow Time (s)	3.5	3.5	3.0	3.0	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	2.0	2.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	5.0	5.0	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Min	None	C-Min	None	None	None	None
v/c Ratio	0.46	0.76	0.86	0.38	0.76	0.65	0.59	0.09
Control Delay	48.3	30.7	60.6	17.9	58.3	11.6	48.8	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.4	1.3	0.0
Total Delay	48.3	30.7	60.6	17.9	58.3	12.0	50.1	0.5
Queue Length 50th (ft)	42	246	152	125	97	0	70	0
Queue Length 95th (ft)	86	#354	m#272	182	#195	74	125	0
Internal Link Dist (ft)		139		173	900		149	
Turn Bay Length (ft)	100		300					50
Base Capacity (vph)	170	1224	362	1656	255	481	255	391
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	2	0	0	0	25	36	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.76	0.80	0.38	0.71	0.67	0.59	0.08

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Garfield Ave & Cranston St



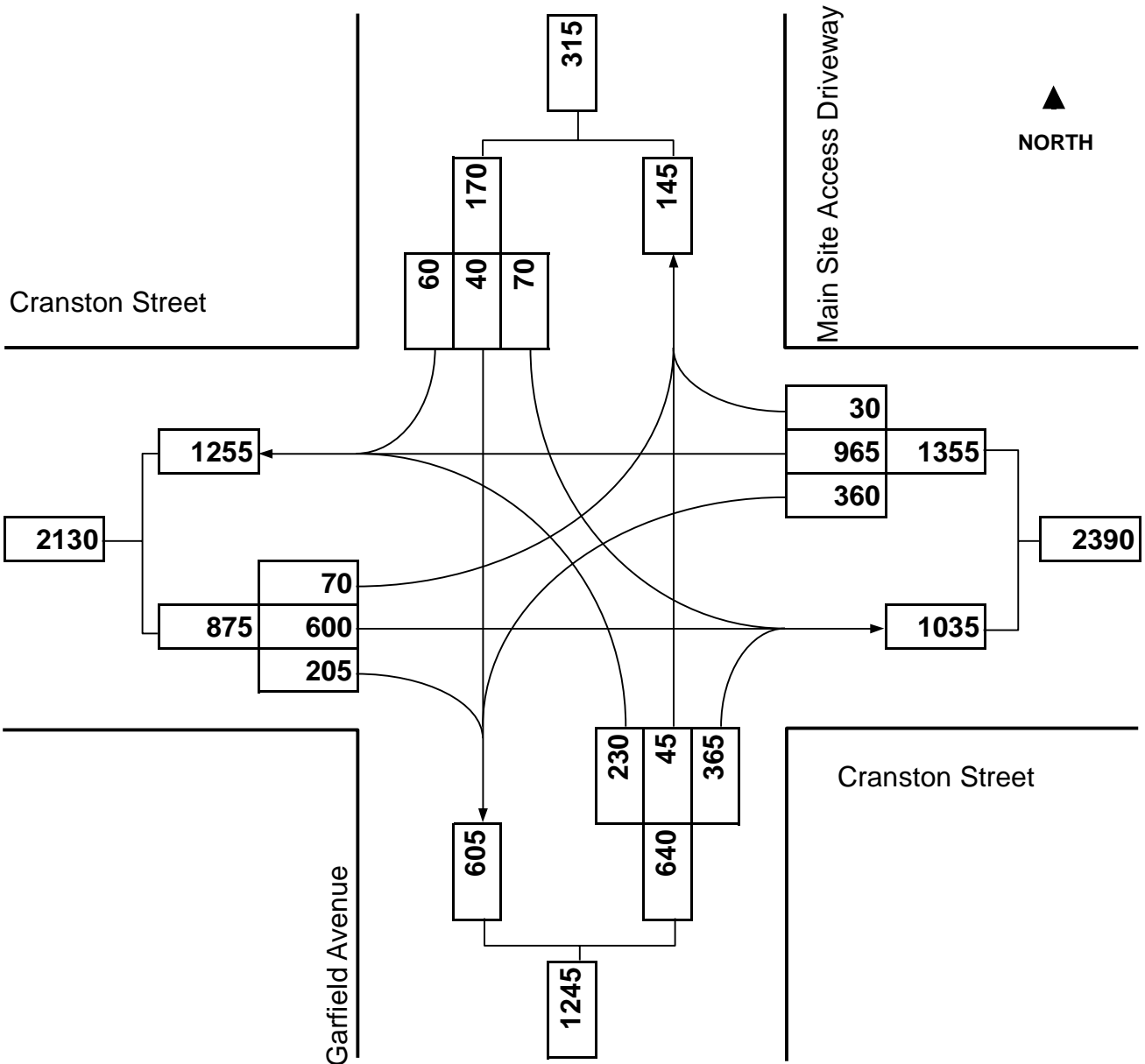


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Turning Movement Diagram

Major Street: Cranston Street
City/Town: Cranston, RI
Reference No.: 7578
Existing: n/a

Minor Street: Garfield Ave./Main Site Access Dwy.
Day of Week: Weekday
Peak Period: PM Peak Hour
Future: 2024 Build



Proposed Commercial Development
Cranston Street at Garfield Avenue/Main Site Access Driveway

Cranston, RI

04/08/2022



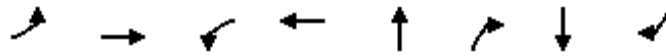
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	600	205	360	965	30	230	45	365	70	40	60
Future Volume (vph)	70	600	205	360	965	30	230	45	365	70	40	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		5.0	5.0			4.5	4.5		4.5	4.5
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	1.00		1.00	1.00
Frt	1.00	0.96		1.00	1.00			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.96	1.00		0.97	1.00
Satd. Flow (prot)	1805	3446		1770	3559			1809	1583		1841	1615
Flt Permitted	0.95	1.00		0.95	1.00			0.96	1.00		0.97	1.00
Satd. Flow (perm)	1805	3446		1770	3559			1809	1583		1841	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	74	632	216	379	1016	32	242	47	384	74	42	63
RTOR Reduction (vph)	0	41	0	0	2	0	0	0	316	0	0	58
Lane Group Flow (vph)	74	807	0	379	1046	0	0	289	68	0	116	5
Heavy Vehicles (%)	0%	1%	0%	2%	1%	0%	1%	0%	2%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases									8			4
Actuated Green, G (s)	6.7	22.4		18.1	33.8			14.2	14.2		6.8	6.8
Effective Green, g (s)	6.7	22.4		18.1	33.8			14.2	14.2		6.8	6.8
Actuated g/C Ratio	0.08	0.28		0.23	0.42			0.18	0.18		0.08	0.08
Clearance Time (s)	4.5	4.5		5.0	5.0			4.5	4.5		4.5	4.5
Vehicle Extension (s)	3.0	2.5		2.5	2.5			2.5	2.5		2.5	2.5
Lane Grp Cap (vph)	151	964		400	1503			321	280		156	137
v/s Ratio Prot	0.04	c0.23		c0.21	0.29			c0.16			c0.06	
v/s Ratio Perm									0.04			0.00
v/c Ratio	0.49	0.84		0.95	0.70			0.90	0.24		0.74	0.04
Uniform Delay, d1	35.0	27.1		30.5	18.9			32.2	28.3		35.7	33.6
Progression Factor	1.00	1.00		1.10	1.05			1.00	1.00		1.00	1.00
Incremental Delay, d2	2.5	8.6		25.2	1.9			26.7	0.3		16.5	0.1
Delay (s)	37.5	35.7		58.8	21.8			58.9	28.6		52.3	33.7
Level of Service	D	D		E	C			E	C		D	C
Approach Delay (s)		35.8			31.7			41.6			45.7	
Approach LOS		D			C			D			D	

Intersection Summary

HCM 2000 Control Delay	35.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	18.5
Intersection Capacity Utilization	76.5%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Proposed Commercial Development
 Cranston Street at Garfield Avenue/Main Site Access Driveway

Cranston, RI
 04/08/2022

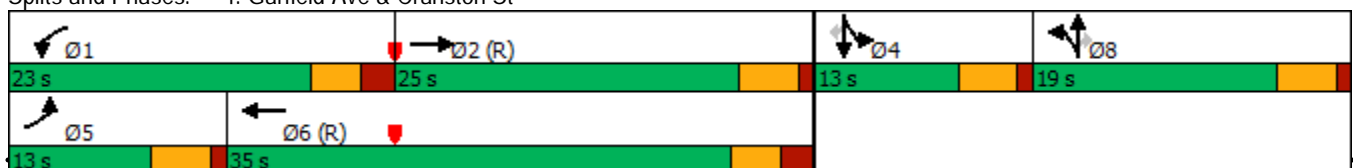


Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↖	↗	↖	↗
Traffic Volume (vph)	70	600	360	965	45	365	40	60
Future Volume (vph)	70	600	360	965	45	365	40	60
Lane Group Flow (vph)	74	848	379	1048	289	384	116	63
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA	Perm
Protected Phases	5	2	1	6	8		4	
Permitted Phases							8	4
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	8.0	10.0	10.0	10.0	8.0	8.0	8.0	8.0
Minimum Split (s)	12.5	14.5	15.0	15.0	12.5	12.5	12.5	12.5
Total Split (s)	13.0	25.0	23.0	35.0	19.0	19.0	13.0	13.0
Total Split (%)	16.3%	31.3%	28.8%	43.8%	23.8%	23.8%	16.3%	16.3%
Yellow Time (s)	3.5	3.5	3.0	3.0	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	2.0	2.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	5.0	5.0	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Min	None	C-Min	None	None	None	None
v/c Ratio	0.40	0.81	0.95	0.66	0.90	0.64	0.60	0.17
Control Delay	40.2	33.7	63.2	22.7	64.5	9.0	48.5	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.2	0.1	0.0
Total Delay	40.2	33.7	63.2	22.7	64.5	9.2	48.6	1.0
Queue Length 50th (ft)	35	203	209	213	142	0	56	0
Queue Length 95th (ft)	76	#316	m#295	m248	#280	74	#121	0
Internal Link Dist (ft)		139		173	900		149	
Turn Bay Length (ft)	100		300					50
Base Capacity (vph)	191	1045	399	1584	328	601	195	366
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	15	1	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.81	0.95	0.66	0.88	0.66	0.60	0.17

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Garfield Ave & Cranston St



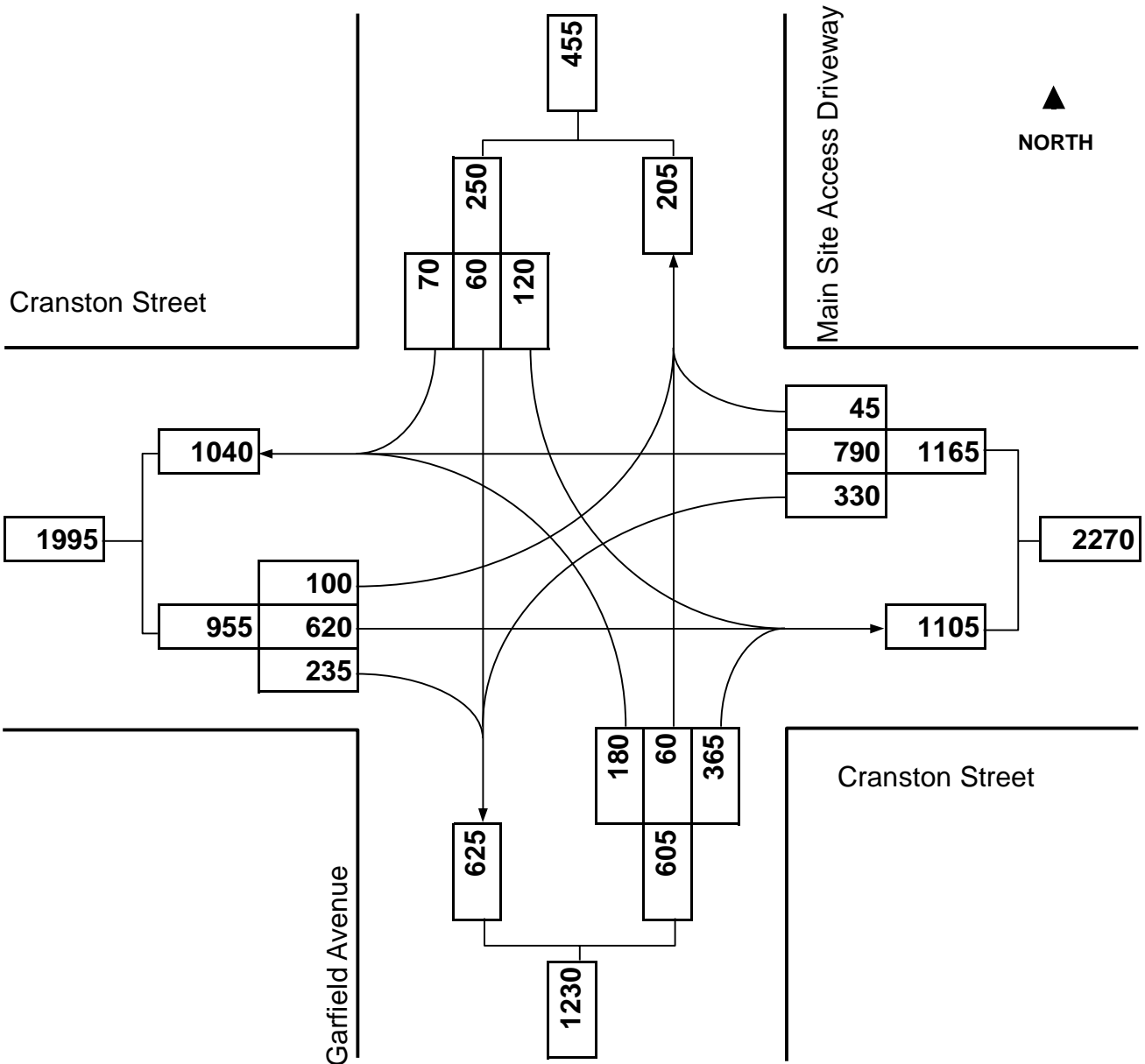


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Turning Movement Diagram

Major Street: Cranston Street
City/Town: Cranston, RI
Reference No.: 7578
Existing: n/a

Minor Street: Garfield Ave./Main Site Access Dwy.
Day of Week: Saturday
Peak Period: MD Peak Hour
Future: 2024 Build



Proposed Commercial Development
 Cranston Street at Garfield Avenue/Main Site Access Driveway

Cranston, RI

04/08/2022



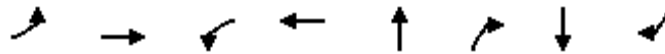
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↖	↗		↖	↗
Traffic Volume (vph)	100	620	235	330	790	45	180	60	365	120	60	70
Future Volume (vph)	100	620	235	330	790	45	180	60	365	120	60	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		5.0	5.0			4.5	4.5		4.5	4.5
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	1.00		1.00	1.00
Frt	1.00	0.96		1.00	0.99			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.96	1.00		0.97	1.00
Satd. Flow (prot)	1805	3427		1787	3546			1819	1599		1839	1615
Flt Permitted	0.95	1.00		0.95	1.00			0.96	1.00		0.97	1.00
Satd. Flow (perm)	1805	3427		1787	3546			1819	1599		1839	1615
Peak-hour factor, PHF	0.93	0.99	0.99	0.99	0.99	0.93	0.99	0.93	0.99	0.99	0.99	0.99
Adj. Flow (vph)	108	626	237	333	798	48	182	65	369	121	61	71
RTOR Reduction (vph)	0	43	0	0	5	0	0	0	310	0	0	62
Lane Group Flow (vph)	108	820	0	333	841	0	0	247	59	0	182	9
Heavy Vehicles (%)	0%	1%	1%	1%	1%	0%	1%	0%	1%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases									8			4
Actuated Green, G (s)	8.5	27.3		18.2	37.0			14.3	14.3		11.7	11.7
Effective Green, g (s)	8.5	27.3		18.2	37.0			14.3	14.3		11.7	11.7
Actuated g/C Ratio	0.09	0.30		0.20	0.41			0.16	0.16		0.13	0.13
Clearance Time (s)	4.5	4.5		5.0	5.0			4.5	4.5		4.5	4.5
Vehicle Extension (s)	3.0	2.5		2.5	2.5			2.5	2.5		2.5	2.5
Lane Grp Cap (vph)	170	1039		361	1457			289	254		239	209
v/s Ratio Prot	0.06	c0.24		c0.19	0.24			c0.14			c0.10	
v/s Ratio Perm									0.04			0.01
v/c Ratio	0.64	0.79		0.92	0.58			0.85	0.23		0.76	0.04
Uniform Delay, d1	39.3	28.7		35.2	20.5			36.8	33.0		37.8	34.3
Progression Factor	1.00	1.00		1.10	1.09			1.00	1.00		1.00	1.00
Incremental Delay, d2	7.5	6.1		23.5	1.3			20.8	0.3		12.8	0.1
Delay (s)	46.8	34.8		62.1	23.5			57.7	33.4		50.6	34.3
Level of Service	D	C		E	C			E	C		D	C
Approach Delay (s)		36.1			34.4			43.1			46.0	
Approach LOS		D			C			D			D	

Intersection Summary

HCM 2000 Control Delay	37.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.5
Intersection Capacity Utilization	74.4%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Proposed Commercial Development
 Cranston Street at Garfield Avenue/Main Site Access Driveway

Cranston, RI
 04/08/2022

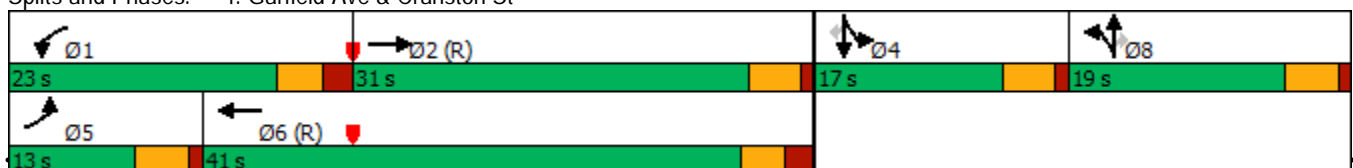


Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	100	620	330	790	60	365	60	70
Future Volume (vph)	100	620	330	790	60	365	60	70
Lane Group Flow (vph)	108	863	333	846	247	369	182	71
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA	Perm
Protected Phases	5	2	1	6	8		4	
Permitted Phases							8	4
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	8.0	10.0	10.0	10.0	8.0	8.0	8.0	8.0
Minimum Split (s)	12.5	14.5	15.0	15.0	12.5	12.5	12.5	12.5
Total Split (s)	13.0	31.0	23.0	41.0	19.0	19.0	17.0	17.0
Total Split (%)	14.4%	34.4%	25.6%	45.6%	21.1%	21.1%	18.9%	18.9%
Yellow Time (s)	3.5	3.5	3.0	3.0	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	2.0	2.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	5.0	5.0	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Min	Min	C-Min	Min	Min	None	None
v/c Ratio	0.63	0.79	0.93	0.58	0.86	0.65	0.76	0.19
Control Delay	57.0	33.5	66.6	24.0	64.9	10.0	59.3	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	1.1	25.0	0.0
Total Delay	57.0	33.6	66.6	24.0	64.9	11.1	84.3	1.1
Queue Length 50th (ft)	60	223	188	186	138	0	100	0
Queue Length 95th (ft)	#130	298	m#319	m243	#267	79	#194	0
Internal Link Dist (ft)		139		173	900		149	
Turn Bay Length (ft)	100		300					50
Base Capacity (vph)	173	1101	362	1472	297	570	255	391
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	5	0	0	0	63	68	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.79	0.92	0.57	0.83	0.73	0.97	0.18

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Garfield Ave & Cranston St



APPENDIX E – Off-Site Improvement Concept Plan

Cranston Street at Garfield Avenue/Main Site Access Driveway



4/8/2022 10:23 AM N:\17505\51778 - TROLLEY BARN PLAZA\DRAWING FILES\CONCEPT\CONCEPT FIGURE.DWG (BETA STB BW.STB)

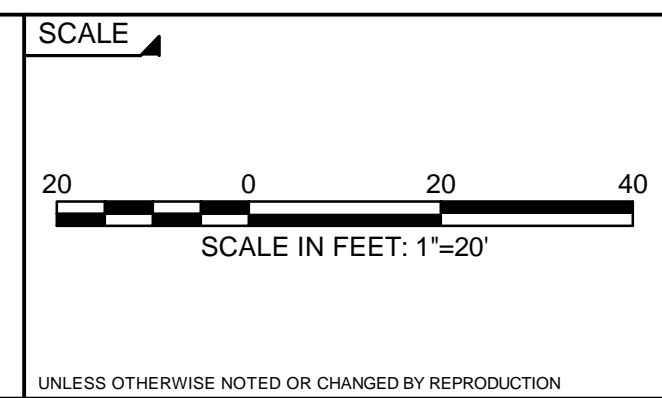
NUMBER	DATE	MADE BY	CHECKED BY	REVISIONS

DRAWN BY:
DESIGNED BY:
CHECKED BY:

REGISTERED PROFESSIONAL
For Review Only



SUBCONSULTANT



TITLE
Proposed Commercial Development Off-Site Improvement Concept Plan
CRANSTON STREET AT GARFIELD AVENUE
Cranston, RI

BETA JOB NO. 7578
ISSUE DATE April 2022
SHEET NO.