MOVING FORWARD RI 2040



RHODE ISLAND

MOVING FORWARD

STATEWIDE BICYCLE MOBILITY PLAN

APPENDIX

DECEMBER 2020

PREPARED FOR

RHODE ISLAND DIVISION OF PLANNING

PREPARED BY

vhb

IN ASSOCIATION WITH

alta PLANNING + DESIGN

COGENT

PARE CORPORATION



TITLE VI NOTICE TO BENEFICIARIES

The Rhode Island Division of Statewide Planning (RIDSP) operates its programs, services, and activities in compliance with federal nondiscrimination laws including Title VI of the Civil Rights Act of 1964 (Title VI), the Civil Rights Restoration Act of 1987, and related statutes and regulations. Title VI prohibits discrimination in federally assisted programs and requires that no person in the United States of America shall, on the grounds of race, color, or national origin (including limited English proficiency), be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving federal assistance. Related federal nondiscrimination laws administrated by the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), or both that prohibit discrimination on the basis of age, sex, and disability. These protected categories are contemplated within RIDSP's Title VI Program consistent with federal interpretation and administration. Additionally, the RIDSP provides meaningful access to its programs, services, and activities to individuals with limited English proficiency, in compliance with US Department of Transportation (USDOT) policy and guidance on federal Executive Order 13166.

DISCLAIMER

The preparation and publication of this document were financed in part by funds provided by the USDOT, FHWA, and FTA. The provision of Federal financial assistance should not be construed as denoting U.S. Government approval of plans, policies, programs or projects contained herein.



RHODE ISLAND

MOVING FORWARD

STATEWIDE BICYCLE MOBILITY PLAN

APPENDIX

A1. Established Planning Framework

RHODE ISLAND BIKE MOBILITY PLAN PROCESS

TECHNICAL TASKS + DELIVERABLES

PUBLIC ENGAGEMENT

High Level Policy Goals

- State Planning Council
- Technical Advisory Committee

Existing Conditions
- Inventory of Facilities + Programs
- Bike Counts
- Policy Review
- Crash Assessment

Bicycle Mobility Plan Advistory Comittee

DRAFT Vision, Goals + Objectives

September 2017 Public Workshops

FINAL Vision, Goals + Objectives

Bicycle Mobility Plan Advistory Comittee

Needs Assessment
- Crash / Safety Analysis
- Review of Barriers
- Gap Analysis
- Interactive Bike Map Input

January 2018 Public Workshops

Funding Strategy + Performance Measures

Bicycle Mobility Plan Advistory Comittee

Rhode Island Bicycle Network
- Candidate Bikeway Treatments
- Draft Candidate Bikeway Network

Stakeholder and Municipal Meetings

DRAFT Bicycle Mobility Plan Report

Bicycle Mobility Plan Advistory Comittee

DRAFT Prioritization
- Candidate Bikeway Network Corridor Evaluation

Statewide Municipal Meetings

FINAL Bicycle Mobility Plan Report

Bicycle Mobility Plan Advistory Comittee

FINAL Prioritization
- Final Candidate Bikeway Network Corridor Prioritization



RHODE ISLAND

MOVING FORWARD

STATEWIDE BICYCLE MOBILITY PLAN

APPENDIX

A2. Detailed Recommendations

1. Assessment of Current Policies and Programs

To encourage bicycling in local communities and throughout Rhode Island, the state must critically assess its current laws, policies and programs related to bicycling in general, and for bicycle facility planning and design. A critical part of the Bicycle Mobility Plan is to follow up the assessment with a series of recommendations for policy changes and revisions to various documents and design manuals. The sections below include an analysis of laws promoting bicycling and bicycle safety, an analysis of the state's existing education and encouragement programs, and suggested alterations to RIDOT's various design manuals used for roadway projects.

1.1. Laws Promoting Bicycling and Bicycle Safety

In addition to the general recommendations related to complete streets in Chapter 4 of the Bicycle Mobility Plan, suggested revisions to the RIGL § 31-18-21, along with a proposed new law related to Vulnerable Road Users are shown below. RIDOT created DPM 10-37 based on passage of RIGL 31-18-21.

http://webserver.rilin.state.ri.us/Statutes/TITLE31/31-18/31-18-21.HTM

Modify the State's General Laws 31-18-21 (Pedestrian and Bike Facilities)

Current text:

Pedestrians and bike facilities. **–** Except in the cases of limited access roads, and/or roads of less than twenty-three feet (23') in width, the director of the department of transportation is authorized and directed to provide for the accommodation of bicycle and pedestrian traffic in the planning, design, construction, and reconstruction, and to consider this in the resurfacing and striping of any project undertaken by the department, unless the director, after appropriate review by the director or his or her designees, determines that the inclusion of bike facilities and pedestrian access would be contrary to acceptable standards of public safety, degrade environmental or scenic quality, or conflict with existing right-of-way. In his or her deliberations, the director shall take into consideration the cost of the facilities in relationship to available funding. Bike facilities may include bicycle lanes, routes, paths, or trails; permeable paved shoulders and/or signage.

Proposed new text:

Pedestrians and bike facilities. **–** Except in the case of limited access roads, the director of the department of transportation is authorized and directed to provide for the accommodation of bicycle and pedestrian traffic in the planning and scoping of roadway projects undertaken by the department, unless the director, after appropriate review by the director or his or her designees, determines that the inclusion of bike facilities and pedestrian access would conflict with existing right-of-way. In his or her deliberations, the director shall take into consideration the safety benefits of pedestrian and bicycle facilities as weighed against cost of the facilities in

relationship to available funding. Bike facilities may include bicycle lanes, routes, shared-use paths, permeable paved shoulders and/or signage.

Create a Vulnerable Road User (VRU) law in Rhode Island

Vulnerable Road User (VRU) laws provide important legal protection to bicyclists (and other road users) by creating general deterrence: knowledge that certain road behaviors leading to injury or death of bicyclists, walkers, and other vulnerable road users will be subject to increased penalty will deter motorists from performing those behaviors.

Rhode Island should adopt a VRU law. Model language can be seen here:

https://bikeleague.org/content/model-vulnerable-road-user-law

The sample found at the link above, written for the League of American Bicyclists by lawyers specializing in bicycle law, is based on the State of Oregon's version. Presently, nine states have VRU laws, including three others in the New England region (Connecticut, Maine, and Vermont).

1.2. Current Education and Encouragement Programs

The section below includes an overview of the existing Education and Encouragement programs that currently exist in Rhode Island, with some general recommendations for how to strengthen them in order to promote bicycling.

RIDOT Office on Highway Safety Section 405 Grant Program

Section 405 Grant Program grants to the Rhode Island Bicycle Coalition (RIBike) underwrite the teaching of bicycle education classes. This includes the Smart Cycling curriculum created by the League of American Bicyclists, taught by League Certified Instructors (LCIs). Expansion of this program, particularly for youth programs in schools and recreation centers, should be a goal of the BMP.

RIPTA's "Commuter Resource RI" program

This program organizes and helps sponsor events encouraging bicycling, including Bike to Work Day. As part of the BMP, a goal would be to expand the program, which could include: 1) installing bike parking at more Park-and-Ride locations, and 2) providing opportunities for potential bus-bike commuters to use the Sportworks racks in a stress-free environment (such as currently available at Bike Newport).



Sportworks bike racks are available to bus-bike commuters throughout the State

RIPTA's Bus Stop Design Guide

The design guide (https://www.ripta.com/rhode-island-bus-stop-design-guide-2017) provides excellent guidance on how to route bicycle facilities around bus stops (p. 41-43) and install proper bicycle parking (p. 55-56).

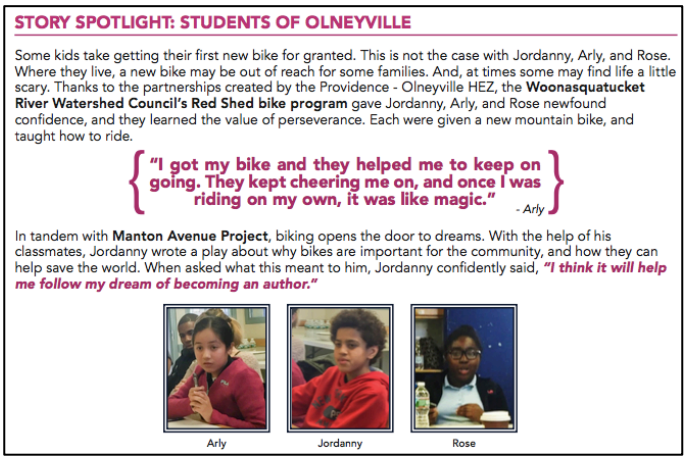


Graphic showing the design of bike lane bypass around a bus stop from the RIPTA Bus Stop Design Guide, courtesy of RIPTA

RIPTA does not yet have policy regarding installation of bike parking at bus stops or transit stations. It is recommended that RIPTA develop such policy. RIPTA does provide special education to its drivers on how to operate when bicyclists (and other vulnerable road users) are present, however. In principle, bus drivers are advised to drop back, drive slowly if necessary, and to be especially cautious around bicyclists. Anecdotally, this may not occur with every interaction and likely more training for drivers is needed.

RI's Health Equity Zone (HEZ) program

This program is a partnership of local agencies and the RI Department of Health, and currently operates ten programs around the state. The program's goal is to create healthier communities by supporting **"**innovative approaches to prevent chronic diseases, improve birth outcomes, and improve the social and environmental conditions of neighborhoods across the state." Nearly all of the programs involve promotion of physical activity; bicycling can be included. Because this round of the program ends in 2018 or 2019, it is recommended that the program be renewed with greater funding, and that youth bicycle skills classes and Safe Routes to Schools programs be explicitly mentioned as programs eligible for funding.



STORY SPOTLIGHT: STUDENTS OF OLNEYVILLE

Some kids take getting their first new bike for granted. This is not the case with Jordanny, Arly, and Rose. Where they live, a new bike may be out of reach for some families. And, at times some may find life a little scary. Thanks to the partnerships created by the Providence - Olneyville HEZ, the **Woonasquatucket River Watershed Council's Red Shed bike program** gave Jordanny, Arly, and Rose newfound confidence, and they learned the value of perseverance. Each were given a new mountain bike, and taught how to ride.

"I got my bike and they helped me to keep on going. They kept cheering me on, and once I was riding on my own, it was like magic." - Arly

In tandem with **Manton Avenue Project**, biking opens the door to dreams. With the help of his classmates, Jordanny wrote a play about why bikes are important for the community, and how they can help save the world. When asked what this meant to him, Jordanny confidently said, ***"I think it will help me follow my dream of becoming an author."***

Bicycle-related program detail from the Olneyville Health Equity Zone fact sheet, courtesy of the RI Department of Health

- Bristol HEZ includes bike and walk audits, which should lead to safer conditions and more biking and walking
- Olneyville HEZ allowed several neighborhood kids to attend the Red Shed Bike Camp, giving them bikes at no cost and teaching them riding skills.

- Providence Citywide HEZ enrolled 65 elementary school students in an afterschool bike education class, "Pedal Power", led by the Education Director of Recycle-A-Bike.

RIDOT's BikeRI web page

The BikeRI web page (http://www.dot.ri.gov/community/bikeri/index.php) has several platforms for bicycle education and encouragement. The site: (a) publishes the state bike map, highlighting shared-use paths and suitable roadways, (b) lists bike shops around the state, (c) lists a description of the benefits of commuting by bike, (d) publishes the bicycle commuter guide, (e) keeps a list of bike-related laws, (f) describes funding of the Safe Routes to Schools program. It should be noted that some of the information on the site is out of date.

RI Tourism web site

The RI Tourism agency promotes bicycling via its website, visitrhodeisland.com. There are "bike paths" and "bike rentals" subsections found under the "Outdoor Recreation" menu. It should be noted that some of the information on the site is out of date as well.



Webpage for bike path promotion found at visitrhodeisland.com

Safe Routes to School Program

Fifteen of the state's 39 cities and towns have had, or currently have, Safe Routes to School (SRTS) programs funded through RIDOT with Federal dollars. While the SRTS program includes bicycle facilities and education programs as eligible projects, the state's SRTS projects have primarily focused on walking facilities (sidewalks, crosswalks, walking school buses).



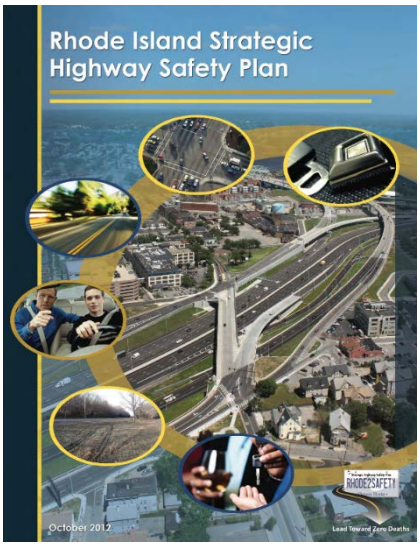
Bike parking at a school in Barrington, funded by the Safe Routes to School Program. Photo credit: http://www.barrington.ri.gov/

Safe Routes Partnership, the nonprofit organization advocating for more and better SRTS projects nationwide, scored Rhode Island with 73 points out of a possible 200 in its latest report card (2016). The report identifies best practices and details a number of steps that Rhode Island can take to improve its Safe Routes program, including the following:

- Identify the Governor's RI Outdoor Recreation Council as the equivalent of a "governor's council on physical activity"

- Reconstitute that council; make it permanent, with a focus on bicycling and walking
- Combine recommendations of RI Department of Health's Physical Activity and Nutrition Program with recommendations of the RI Outdoor Recreation Council to write a state physical activity plan with a focus on bicycling and walking
- The Governor, RI Department of Health, and RI Department of Education should work with municipalities to make school outdoor recreational facilities available to neighborhood residents outside of school hours for recreational and health purposes
- Obligate all SRTS funds currently available
- State DOT endorse NACTO's Urban Bikeway Design Guide and/or Urban Street Design Guide

The Rhode Island Strategic Highway Safety Plan



The 2017 update to the Rhode Island Strategic Highway Safety Plan (SHSP) represents a significant improvement in how bicycling is addressed over the prior version published in 2012. Most significant is how Vulnerable Road Users (VRUs) are addressed. The 2012 plan made mention of VRUs in only a few places, including listing some action steps. The 2017 update elevates how VRUs are addressed by creating a new emphasis area just for them, with three pages of statistics, strategies, and action items related to infrastructure, prevention, law enforcement, and more. Recommendations including creation of a VRU Task Force to engage different agencies, better implementation of RI's Complete Streets policy, improved law enforcement, and more could all lead to improved bicyclist safety. It is recommended that the action item, "enforce pedestrian and bicycle laws particularly at locations where vulnerable road user crashes are a problem" be clarified and strengthened by altering it slightly to read "enforce the law, particularly at locations where vulnerable road user crashes are a problem".

In the "Run-Off-The-Road" section, infrastructure subsection, language regarding protection of VRUs is strong. Action items related to complete streets and road diets could enhance bicyclist safety if pursued. This section also encourages implementation of systemic-type improvements, including rumble strips. Special attention must be paid when evaluating a road for rumble strip installation to ensure that bicyclist safety and comfort would not be reduced. The "Speeding" emphasis area also elevates the needs of VRUs (including bicyclists) by encouraging the implementation of the state's Complete Streets policy.

Education and Encouragement Programs led by Nonprofit Organizations

Rhode Island has several nonprofit organizations that bring bicycle education and encouragement to their communities and the State. RIBike coordinates Smart Cycling classes around the state with grants from RIDOT, and offers bicycle valet service at farmers markets and other events. Bike Newport also offers Smart Cycling classes, as well as bike maintenance classes, and administers the state's most in-demand bike valet service, offered during the Newport Jazz Festival and Newport Folk Festival. Recycle-A-Bike offers bike maintenance classes as well, at its Providence facility. The Woonasquatucket River Watershed Council teaches youth cycling skills and bicycle maintenance skills through its Red Shed bike camp, located in Providence's Riverside Park. The Steel Yard, an industrial arts and small business incubator located in Providence's Valley neighborhood, builds bicycle parking "hitching posts" found all over the state, often designed to fit the context of their location.

1.3. The Rhode Island Department of Motor Vehicles Driver's Manual

Rhode Island DMV's Driver's Manual should be updated with a series of changes that aim to better instruct Rhode Island's drivers on how to navigate our streets when bicyclists are present.

Overall assessment: the Rhode Island DMV Driver's Manual does a fair job of explaining to motorists how they should drive around bicyclists, but there is much room for improvement. In Chapter 8, "Sharing the Road Fairly", the Manual explains how to operate around school buses, large trucks, blind pedestrians, and at night. Part F of that chapter (Bicycle Riders) describes to readers how to operate their motor vehicles around bicycle riders, while also describing how bicycle riders themselves should operate. On both counts, some information is lacking and some is not entirely correct. What follows are proposed additions and removals of content for the Driver's Manual.

Part IV-B, Roadway Markings

Current text:

> *Sharrows and "Share the Road" with bicycles and bike lanes*: A shared-lane marking, installed in the center of a travel lane to indicate that a bicyclist may use the full lane. It is to alert motorists of the lateral location bicyclists are likely to occupy within the traveled way and reduce the incidence of wrong-way bicycling.

Change to:

> *Sharrows and "Share the Road" with bicycles*: A shared-lane marking, installed in the center of a travel lane, indicates that a bicyclist may use the full lane. It is to

alert motorists of the lateral location bicyclists are likely to occupy within the traveled way and reduce the incidence of wrong-way bicycling.

Add this bullet:

Bicycle lanes: roadway lanes typically 5' or 6' wide for the exclusive use of bicyclists, marked off with white lines, green paint (at intersections) and with a bicycle icon stenciled onto the pavement of the lane. Motorists shall not drive or park in bicycle lanes and shall yield to bicyclists in the bicycle lane when turning.

Also, add diagrams showing shared-lane markings and various types of bicycle lanes (standard, buffered, parking-separated).

Part IV-C, Rotary/Roundabout Diagram

Current text:

Generally, bicyclists should walk their bicycles across the pedestrian crosswalk. Experienced bicyclists may navigate roundabouts like motorists. Bicyclists should ride in the middle of the lane, not near the curb line, to prevent vehicles from passing them. As with following the same laws as motor vehicles, bicyclists must yield to pedestrians in crosswalks.

Change to:

To safely navigate a roundabout, bicyclists may either operate as a vehicle in the proper roundabout lane, or use the crosswalks. Bicyclists in a crosswalk must yield to pedestrians. Confident bicyclists who navigate roundabouts in the roadway should ride in the middle of the lane, not near the curb line, to prevent vehicles from passing them. Just like operators of motor vehicles, bicyclists must yield to pedestrians in crosswalks.

Part VIII-F, Bicycle Riders

The first paragraph of this section includes bulleted items that should be edited.

Current text:

- Bicycle riders should ride as close to the right of the road as they can do safely. They should only cross the lane of vehicle travel to make a left turn.
- No more than two (2) bicycles may ride side by side.
- When there is a safe bicycle path near the roadway, riders should use the path rather than the road, but it is not required unless adjacent to a limited access highway.

Change to:

- Bicycle riders should ride as close to the right of the road as is practicable. Bicyclists may operate in the center of the lane (also known as "taking the

lane") if they feel that doing so is the safe option. They should only cross the adjacent lane of vehicle travel to make a left turn, to avoid hazards or stopped/slower moving vehicles in the right lane, or to become properly positioned at a multi-lane intersection.

- No more than two (2) bicycles may ride side by side when operating on Rhode Island's roadways.

- *Delete the bullet stating that bicyclists should use an adjacent path rather than the road.*

Page 51: Share the Road with Bicyclists

Current text:

Road hazards not easily seen by automobile drivers or trucks may hamper a bicyclist or cause them to crash. These hazards could include potholes, glass, litter, storm grates, and railroad crossings, as well as opened doors of parked vehicles. Any of these items could cause a bicyclist to move into your path or to slow down. Give bicyclists plenty of clearance on the street so they will have room to move around these hazards.

Change to:

Road hazards not easily seen by automobile drivers or trucks may hamper a bicyclist or cause them to crash. These hazards could include potholes, glass, litter, storm grates, and railroad crossings, longitudinal cracks or pavement joints as well as opened doors of parked vehicles. Any of these items could cause a bicyclist to move into your path or to slow down. Give bicyclists plenty of clearance on the street so they will have room to move around these hazards. State law requires that motorists provide enough space while passing bicyclists such that if the bicyclist fell over, the car would still be clear of the bicyclist.

Page 52: Shared Lane Markings

Current text:

Have you seen this road marking? Well, be aware. They have been installed on some local and state roadways over the past few years. The road marking in the picture is a "shared lane" marking. What does the road marking mean? What purpose does it serve? The points below explain the purpose of the Shared Lane markings:

- Assist bicyclists with lateral positioning in a shared lane with on-street parallel parking in order to reduce the chance of a bicyclist's impacting the door of a parked vehicle.

- Assist bicyclist with lateral positioning in lanes that are too narrow for a motor vehicle and a bicycle to travel side by side within the same traffic lane.
- Alert road users of the lateral location bicyclists are likely to occupy within a traveled way.
- Encourage safe passing of bicyclists by motorists.
- Reduce the incidence of wrong-way bicycling.

Change to:

The road marking in the picture is a "shared lane" marking, sometimes called a "sharrow". These are the purposes of Shared Lane markings:

- Assist bicyclists with lateral positioning in a shared lane next to on-street parallel parking in order to reduce the chance of a bicyclist crashing into the opened doored of a parked vehicle.
- Assist bicyclists with lateral positioning in lanes that are too narrow for a motor vehicle and a bicycle to safely travel side-by-side within the same traffic lane.
- Alert road users of the lateral location bicyclists are likely to occupy.
- Encourage safe passing of bicyclists by motorists.
- Reduce the incidence of wrong-way bicycling.

Page 52: Seven Things to Know When Sharing the Road with Bicyclists

Current text:

1. When passing bicyclists leave adequate space and be aware of road surface conditions like potholes, puddles or debris which may force bicyclists to move further left than usual.
    - Don't blast your horn as you approach a bicyclist as the loud noise can startle them and cause them to swerve.
    - Avoid talking on a cell phone, text messaging, or being otherwise distracted when approaching or passing a bicyclist.
    - Avoid driving or swerving into bicycle lanes.
2. When approaching or passing a bicycle be prepared to stop suddenly if a person enters the driver's lane.

- In bad weather give bicyclists extra trailing and passing room like you would give other motorists.

- Allow as much clearance as possible (3-5 feet) when passing to prevent contact with a bicyclist and be prepared to stop suddenly if the person were to fall into the driver's lane.

3. When a road is too narrow for cars and bicycles to travel safely side by side, be prepared to slow down or stop when the bicyclists ahead of you "takes the travel lane," (i.e., proceeds in the center of the road).

4. Do not pass bicyclists if oncoming traffic is near. Wait until there are no oncoming automobiles before you pass.

- After you have passed a bicyclist, do not slow down or stop quickly directly in front of them.

5. When turning left at an intersection, yield to oncoming bicyclists just as you would to an oncoming motorist.

6. Before turning right at an intersection or driveway, check for bicyclists on your right or behind you who are continuing straight ahead.

7. Look behind you for a bicyclist approaching your parked car before you open the door into a traffic lane.

Change to:

1. When passing bicyclists, leave adequate space and be aware of road surface conditions like potholes, puddles or debris which may force bicyclists to move further to the left than usual.

- Don't blast your horn as you approach a bicyclist as the loud noise can startle them and cause them to swerve or crash.

- Avoid talking on a cell phone, text messaging (which is illegal while driving), or being otherwise distracted when approaching or passing a bicyclist.

- Avoid driving or swerving into bicycle lanes.

2. When approaching or passing a bicycle be prepared to stop suddenly if a bicyclist unexpectedly enters the driver's lane due to debris in the bicycle lane, a parked car's door suddenly opening in the path of the bicyclist, or any other reason.

- In bad weather give bicyclists extra trailing and passing room like you would give other motorists.

- Allow as much clearance as possible (at least 5 feet) when passing to prevent contact with a bicyclist and be prepared to stop suddenly if the person were to fall into the driver's lane.

3. When a road is too narrow for cars and bicycles to travel safely side by side, be prepared to slow down or stop when the bicyclists ahead of you "takes the lane," (i.e., proceeds in the center of the road).

4. Do not pass bicyclists in a shared lane if oncoming traffic is near. Wait until there are no oncoming automobiles before you pass.

- After you have passed a bicyclist, do not slow down or stop quickly directly in front of them.

5. When turning left at an intersection, yield to oncoming bicyclists just as you would to an oncoming motorist.

6. Before turning right at an intersection or driveway, check for bicyclists on your right or behind you who are continuing straight ahead.

7. Look behind you for a bicyclist approaching your parked car before you open the door into a traffic lane. A good practice is to use the "Dutch Reach" when opening the car door. Use your hand farthest from the door and check for approaching bicyclists and other vehicles before you open the door. Opening the door applies to both sides of the vehicle.

Page 52: Driving on Roads with Bicycle Lanes

Current text:

In Rhode Island, bicycle lanes on the road are clearly marked with a solid white line, with the words "Bicycle Lane" and include bicycle symbols. Do not drive in a bicycle lane. You may cross a bicycle lane when you are turning a corner or entering or leaving an alley, private road or driveway. Yield to bicyclists in a bicycle lane or on a sidewalk before you turn into the lane or sidewalk.

Change to:

In Rhode Island, bicycle lanes on the road are clearly marked with a solid white lane line, green paint, with bicycle symbols marked on the pavement, and with "Bicycle Lane" signs posted. Do not drive in a bicycle lane. You may cross a bicycle lane when you are turning a corner or entering or leaving an alley, private road or driveway. Yield to bicyclists in a bicycle lane or on a sidewalk before you cross the lane or sidewalk. Bicycle lanes are usually to the right of the right-most travel lane, but can also be between the curb and the parking lane, in a travel lane to the left of a right-turn-only lane, or on the left side of a one-way street in a contraflow bike lane (which allows bicyclists to ride in the opposite direction of motor vehicles). Sometimes bicycle lanes are separated from travel lanes with wide painted buffer zones, flexible posts, parked cars, planters, or a

combination of the above. Bicycle lanes are also sometimes highlighted with green paint. Bicycle lanes are sometimes used in tandem with "bike boxes", which are designated areas at the head of a traffic lane at a signalized intersection, providing bicyclists with a safe and highly visible way to get ahead of queuing traffic during a red light.

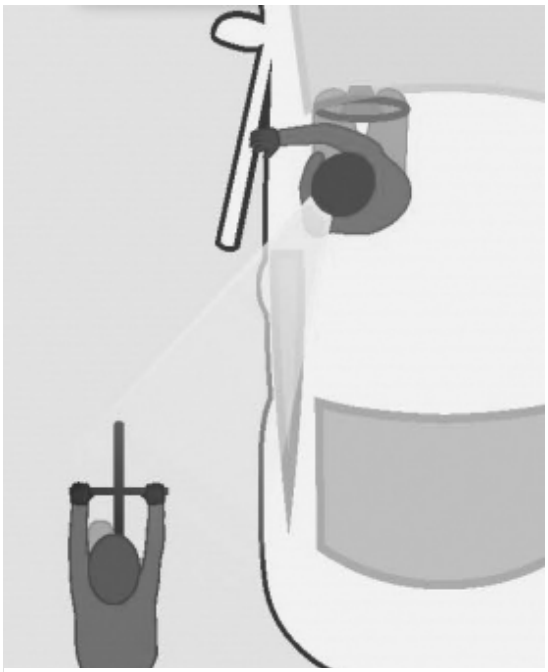
Page 53: Dooring

Current text:

"Dooring" is when the driver or passenger carelessly opens the door of a parked or stopped vehicle and collides with a passing bicyclist. Every passenger of a stopped or parked vehicle should check their surroundings before opening the door of a vehicle.

Change to:

"Dooring" is when the driver or passenger suddenly opens the door of a parked or stopped vehicle and causes a passing bicyclist to crash. Every passenger of a stopped or parked vehicle should check their surroundings before opening the door of a vehicle. When preparing to open your car door, always check the rearview and sideview mirrors first. If no one is approaching from the rear, use your opposite hand (i.e., the driver's right hand or the front-seat passenger's left hand) to pull the door latch, as this causes your body to twist and better see approaching bicyclists and other roadway users that might crash into an open car door. This is referred to as the "Dutch Reach".



The "Dutch Reach" method of opening a car door is considered safer for bicyclists, as it improves the driver's ability to see the passing bicyclist. Image courtesy of the Massachusetts Registry of Motor Vehicles Drivers Manual

2. Review of Current RIDOT Design Guidance

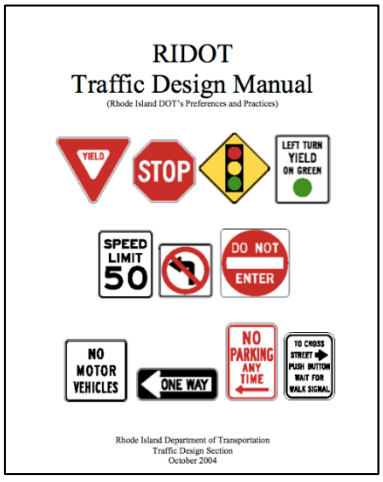
As part of the Bicycle Mobility Plan effort, design guidance typically used by RIDOT and local departments of public works for roadway implementation projects was considered. The primary documents in use are the RIDOT Traffic Design Manual, published in 2004 and the RIDOT Highway Design Manual, published in 2008.

In November 1997, RIDOT developed a design policy memorandum (DPM) #10-37 based on General Assembly approval of RIGL 31-18-21 – Relating to Motor Vehicle and Other Vehicles – Pedestrians. When RIDOT developed the new DPW numbering system/PMP; the 1997 DPM 10-37 was not assigned a new DPM#. DPM 10-37 remains active, and is posted to the PMP DPM document file under "old active DPM's.

RIDOT's current Statewide Short Term Traffic Counting Services consultant contract is with Connecticut Counts and includes bicycle/pedestrian counts on an as-needed basis. This RIDOT contract can be used when needed for bicycle counts.

RIDOT DPM 10-37 was developed in 1997 based on passage of RIGL § 31-18-21 (Pedestrians and bike facilities) which states that ... "Except in the cases of limited access roads, and/or roads of less than twenty-three feet (23') in width, the director of the department of transportation is authorized and directed to provide for the accommodation of bicycle and pedestrian traffic in the planning, design, construction and reconstruction, and to consider this in the resurfacing and striping of any project undertaken by the department, unless the director, after appropriate review by the director or his or her designees, determines that the inclusion of bike facilities and pedestrian access would be contrary to acceptable standards of public safety, degrade environmental or scenic quality, or conflict with existing right-of-way. In his or her deliberations, the director shall take into consideration the cost of the facilities in relationship to available funding. Bike facilities may include bicycle lanes, routes, paths or trails; permeable paved shoulders; and/or signage."

2.1. RIDOT Traffic Design Manual



An assessment of the RIDOT Traffic Design Manual led to several suggested edits that aim to accommodate bicycle transportation more effectively. **It is noted that at the time of the Bicycle Mobility Plan publication, updates are currently (2019) being made to RIDOT's Traffic Design Manual (TDM).**

In addition to the details provided below, it is noted that several "Interim Approvals" issued by the Federal Highway Administration (FHWA) are not yet in the Manual of Uniform Traffic Control Devices (MUTCD). Jurisdictions must request permission to use devices or applications covered by an Interim Approval. However,

agencies may apply to FHWA for permission to use the Interim Approvals across their jurisdictions. It is recommended that RIDOT seek that permission, and once received, add language to the Traffic Design Manual indicating blanket statewide approval for all current FHWA Interim Approvals for bicycle-related signals, markings, and signs.

Cover of the RIDOT Traffic Design Manual, courtesy of RIDOT

Part 1.3: Traffic Signal Approval

Current text on page 1-2:

> For signal warrant analysis, bicyclists may be counted as either vehicles or pedestrians. When performing a signal warrant analysis, bicyclists riding in the street with other vehicular traffic are usually counted as vehicles and bicyclists who are clearly using pedestrian facilities are usually counted as pedestrians.

Change to:

> For signal warrant analysis, bicyclists should be counted as vehicles whether the bicyclists are riding in the street with other vehicular traffic or using pedestrian facilities. Signal timing and actuation shall be reviewed and adjusted to provide for bicyclists.

Current text on page 1-2:

> Vehicular volumes for each traffic movement from each approach, classified by vehicle type (heavy trucks, passenger cars and light trucks, public-transit vehicles, and, in some locations, bicycles) during each 15-minute period of the two hours in the morning and the two hours in the afternoon during which total traffic entering the intersection is greatest.

Change to:

> Vehicular volumes for each traffic movement from each approach, classified by vehicle type (heavy trucks, passenger cars and light trucks, public-transit vehicles, and, in all locations except for roadways where bicycle riding is prohibited such as limited-access highways, bicycles) during each 15-minute period of the two hours in the morning and the two hours in the afternoon during which total traffic entering the intersection is greatest.

Part 3.3:

Current text:

> Street Name Signs – Overhead mounted street name signs shall be called for at all signalized intersections. The lettering should be 12 inches high in capital letters. If upper and lower-case letters are called for they should be 12 and 9 inches high, respectively. All ground mounted street name signs shall be 8 inches in capital letters or 8 inch upper-case with 6 inch lower case.

Change to:

Street Name Signs – Overhead mounted street name signs shall be called for at all signalized intersections, including shared-use path crossings. The lettering should be 12 inches high in capital letters. If upper and lower-case letters are called for they should be 12 and 9 inches high, respectively. All ground mounted street name signs shall be 8 inches in capital letters or 8 inch upper-case with 6 inch lower case.

Part 3.6:

Current text:

Sign Placement – Directional, Regulatory, Warning signs should be placed per Figures 2A-1 and 2A-2 in section 2A-16 of the MUTCD.

Change to:

Sign Placement – Directional, Regulatory, Warning signs should be placed per Figures 2A-1 and 2A-2 in section 2A-16 of the MUTCD, except for signs on shared-use paths which should be placed per Part 9 of the MUTCD.

Part 4.0 (Work Zone Traffic Control):

Add new section:

4.7 Non-motorized road users - attention shall be paid to the safety needs of walkers, bicyclists, and other vulnerable roadway users in work zones. Standards, Guidance and Typical Applications for accommodating bicycles in work zones are provided in Part 6 of the MUTCD.

Part 5 (Traffic Signal Projects):

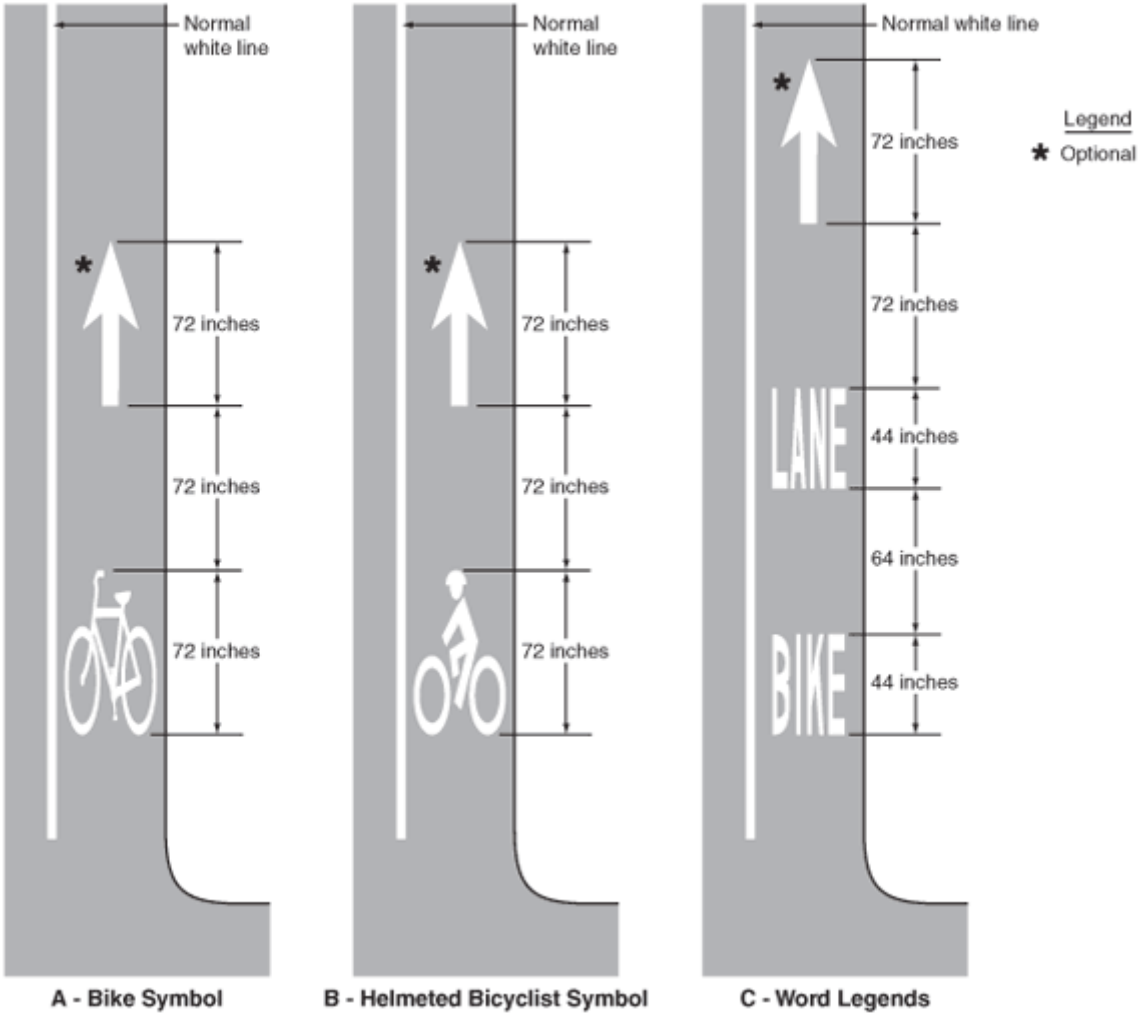
Add new text:

Reference should be added for over-roadway detectors (video, infrared, etc.), with proviso that such detectors must be aligned to detect bicyclists. Regarding under-roadway loop detectors: add clause requiring use of bicycle loop detectors, in tandem with MUTCD Bicycle Detector Pavement Marking (Figure 9C-7), in every instance that calls for presence of loop detectors, except on limited-access highways.

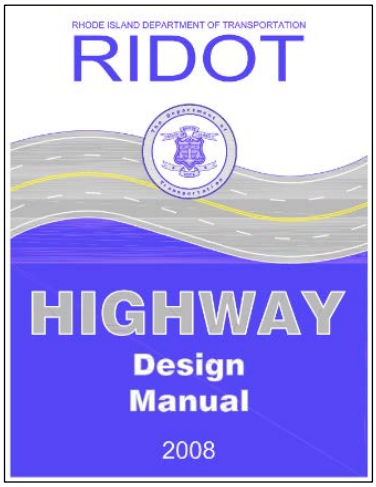
RIDOT Standard Item Codes:

The RIDOT Std. Items Codes will be updated to include standard items for "BIKE LANE (HELMETED BICYCLIST AND ARROW)" pavement marking symbol sets, which will in effect standardize RIDOT's preference for the MUTCD Figure 9C-3 - Option B Bike Lane Markings:

Figure 9C-3. Word, Symbol, and Arrow Pavement Markings for Bicycle Lanes



2.2. RIDOT Highway Design Manual



The RIDOT Highway Design Manual has been assessed and a number of edits are suggested. A global suggested change is to replace the word accident with crash. This is consistent with other state DOTs, including MassDOT.

Section 110.01 Definitions of Terms:

Current text:

> Bicycle Path: A bikeway physically separated from motorized vehicular traffic by an open space or barrier, either within the highway right-of-way or

within an independent right-of-way. **Often used interchangeably with Shared-Use Path. See also Shared-Use Path**

Cover of the RI Highway Design Manual, courtesy of RIDOT

Change to:

Bicycle Path: A bikeway physically separated from motorized vehicular traffic by an open space or barrier, either within the highway right-of-way or within an independent right-of-way. Often used interchangeably, erroneously, with Shared-Use Path. See also Shared-Use Path

Add these new terms and definitions:

Bikeway: a generic term for any road, street, path or way that in some manner is specifically designated for bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes.

Bicycle Facilities: a general term denoting improvements and provisions that accommodate or encourage bicycling, including parking and storage facilities, and shared roadways not specifically defined for only bicycle use.

Shared-Use Path: a bikeway outside the traveled way and physically separated from motorized vehicular traffic by an open space or barrier, either within a highway right-of-way or within an independent right-of-way, and usable for transportation purposes. Shared use paths are also used by pedestrians, bicyclists, skaters, equestrians, and other non-motorized users.

Separated Bicycle Lane: an exclusive facility for bicyclists that is located within or directly adjacent to the roadway and that is physically separated from motor vehicle traffic with a vertical element. See the *FHWA Separated Bike Lane Planning and Design Guide* and the *MassDOT Separated Bike Lane Planning and Design Guide* for guidance and more information.

Protected Intersection: an at-grade road junction in which bicyclists and pedestrians are separated from motor vehicles. See *MassDOT Separated Bike Lane Planning and Design Guide*, Chapter 4, for guidance and more information.

Section 210.03.01

Current text:

Regarding Context-Sensitive Solutions (CSS): "The incorporation of CSS into a project can, in many cases, be accomplished without the need to reduce design criteria. The designer must consider the input from the stakeholders; however, not all recommendations can be incorporated into the design. The engineer will determine which CSS recommendations to include."

Change to:

Regarding Context-Sensitive Solutions (CSS): "The incorporation of CSS into a project can, in many cases, be accomplished without the need to reduce design criteria. The designer must consider the input from the stakeholders; however, not all recommendations must be incorporated into the design. The engineer will determine which CSS recommendations to include."

Section 220.01.2 Project types and descriptions:

Current text:

Bicycle Facilities: these projects involve new construction or rehabilitation of existing bike paths, trails or greenways, and/or the addition of bike lanes and bike routes (by signing and striping).

Enhancement: these projects consist of improvements beyond those considered typical of a highway improvement project. Such elements may include, but are not limited to, streetscape improvements, new sidewalks, signage, minor landscape enhancements, bicycle paths/trails stormwater retrofits, and water access projects.

Change to:

Bicycle Facilities: these projects involve new construction or rehabilitation of existing bike paths, greenways, shared-use paths, and/or the addition of bike lanes and bike routes (by signing and striping, and in the case of separated bike lanes, addition of a vertical element).

Enhancement: these projects consist of improvements beyond those considered typical of a highway improvement project. Such elements may include, but are not limited to, streetscape improvements, new sidewalks, signage, minor landscape enhancements, bicycle paths or shared-use paths, greenways, stormwater retrofits, and water access projects.

Section 450.02: Lane and Shoulder Widths

Current text:

Although the AASHTO Green Book acknowledges lane widths ranging from 9 to 12 feet, it is RIDOT policy to require a minimum width of 11 feet for travel lanes.

Change to:

Although the AASHTO Green Book acknowledges lane widths ranging from 9 to 12 feet, it is RIDOT policy to require a minimum width of 11 feet for travel lanes. Lanes 10' wide are acceptable on low-speed facilities, and lanes 9' wide may be appropriate on low-volume roads in rural and residential areas. In some instances, on multilane facilities in urban areas, narrower inside lanes may be utilized to permit wider outside lanes for bicycle use.

Section 620.05.03 (rumble strip installation criteria)

Add to the numbered list:

7. Rumble strips should not be installed on highways designated as bicycle routes, or on highways noted on the state bicycle map as "suitable" or "most suitable" for bicycling, if doing so leaves less than 5' of rideable space between the curb and the rumble strip, or, on roads without curbs, 4' of space between the outside edge of the pavement and the rumble strip. For highways meeting these criteria, but where incidences of ROR crashes demand attention, "rumble stripes" (also called "edge line rumble strips"; narrower than rumble strips, and co-located with the edge line) should be considered instead. Best practices recommendations for rumble strip design can be found in the FHWA Technical Advisory on Shoulder and Edge Line Rumble Strips, T 5040.39, Revision 1.

Section 910.01: Introduction

Current text:

Paragraph 1: "Providing for safe and efficient travel for both bicycles and pedestrians should be an integral part of the design process."

Paragraph 3: "Except in the cases of limited access roads, and/or two-way roads of less than twenty- three feet (23') in width, the director of the Department of Transportation is authorized and directed to provide…"

Change to:

Paragraph 1: "Providing for safe and efficient travel for both bicycles and pedestrians shall be an integral part of the design process."

Paragraph 3: "Except in the cases of limited access roads, the director of the Department of Transportation is authorized and directed to provide…" **Note: this will require a change to RIGL 31-18-21**

Section 910.03: Bicycle Facilities

Current text of paragraph 1:

Bicycle facilities may include bike lanes, routes or paths, permeable paved shoulders, and/or signage. In addition, protect intersections are preferable when feasible in certain urban contexts. All projects whether resurfacing, 1R, or reconstruction should consider provisions for bicycles especially in those areas where bicycle usage may be expected to be increased. Areas of increased bicycle demand may include roads near or leading to bike paths, schools, parks, and recreational areas.

Change to:

Bicycle facilities may include bike lanes (including separated bicycle lanes), shared-use paths, paved shoulders, and/or signage. All projects as part of the

early scoping process whether resurfacing, 1R, or reconstruction should consider provisions for bicycles especially in those areas where bicycle usage may be expected to be increased. Areas of increased bicycle demand may include (but are not restricted to) roads near or leading to shared-use paths, schools, parks, residential areas, commercial districts, business parks, and recreational areas.

Add final paragraph:

For additional guidance on bicycle facility design, see the Federal Highway Administration memo dated August 20, 2013, with subject line "Guidance: Bicycle and Pedestrian Facility Design Flexibility.

Section 910.03.1: Shared Roadway Facilities

Current text in paragraph 1:

Providing proper shoulder widths to promote safe bicycle travel should be part of any design where it is determined that promoting the use of a highway by bicycles is appropriate.

Change to:

Providing proper shoulder widths to promote safe bicycle travel should be part of highway design except on limited-access highways.

Current text of item #2 on page 9-3:

…the percent of AADT that is truck traffic, accident rates, and roadway grades should also be considered when evaluating a roadway for signing as a bike route."

Change to:

…the percent of AADT that is truck traffic and crash rates should also be considered when evaluating a roadway for signing as a bike route.

Current text of item #3 on page 9-3:

All signs on State roadways must conform to the MUTCD D11-1 (Bike Route) sign. Signs are typically placed at .5-mile intervals and at intersections where bike routes change direction. In certain cases, a local municipality may design and install a special sign logo for those roadways under city and/or town maintenance responsibility.

Change to:

The default bicycle route sign for State roadways is the MUTCD D11-1 (Bike Route) sign. Signs are typically placed at 0.5-mile intervals and at intersections where bike routes change direction. In certain cases, a local municipality may design and install a special sign logo for those roadways under city and/or town maintenance responsibility as per provisions in MUTCD Chapter 9B for local or regional bicycle routes. RIDOT may also designate bicycle routes as intrastate or

U.S. Bicycle Routes per AASHTO procedures, and mark them with signs per MUTCD chapter 9.

Current text of item #4, paragraph 2, on page 9-4 :

"Share the Road" sign assemblies should be used, in place of the "Bike Route" sign for short roadway segments in otherwise contiguous bike routes that do not meet the minimum criteria, or where sight distance is inadequate.

Change to:

"Bikes May Use Full Lane" sign assemblies should be used, and "Bikes On Roadway" sign assemblies may be used, in place of the "Bike Route" sign for short roadway segments in otherwise contiguous bike routes that do not meet the minimum criteria, or where sight distance is inadequate. A "Bikes May Use Full Lane" sign assembly will consist of a R4-11 bicycle traffic sign, and a "Bikes on Roadway" sign assembly will consist of a W11-1 bicycle warning sign and an "ON ROADWAY" advisory plaque.

Strike item #4, paragraph 3, as that language is added to paragraph 2

Current text of item #4, paragraph 4, on page 9-4:

Bicycle lanes are portions of roadways that are designated for the preferential use by bicycles. Bike lane delineation assigns right of way to bicycles and motorists in a shared facility. Bicycle lanes are designated by a combination of signing, striping, and pavement markings. Designated bicycle lanes may be considered when demand is high, or when there is a need to provide clear instructions and/or expectations of the movements of the bicyclist. This delineation can benefit both the bicyclist and the motorist."

Change to:

Bicycle lanes are portions of roadways that are designated for the preferential use by bicycles. Bike lane delineation assigns right of way to bicycles and motorists in an otherwise shared facility. Bicycle lanes are designated by a combination of signing, striping, and pavement markings, and may also include separation from the travel lane, becoming a "separated bicycle lane", if a vertical element (e.g., a row of flexible delineator posts, parked vehicles or planters) is placed between the bicycle lane and the travel lane. Designated bicycle lanes should be considered when demand is high, when there is a need to provide clear instructions and/or expectations of the movements of the bicyclist, or where the engineer concludes that addition of a bicycle lane will enhance road safety. This delineation can benefit both the bicyclist and the motorist.

Highway Design Manual Appendix, TAC-0040

The TAC-0040 section on overpasses refers only to roadways. A sentence should be added regarding clearance for bridges that span shared-use paths:

> For bridges over shared-use paths, the W12-2 sign shall be placed in advance of clearances under 8′ (or W12-2P placed on the bridge structure).

Highway Design Manual Appendix, TAC-0183

Current text:

> The minimum bridge shoulder width to accommodate bicyclists shall be 4′ (5′ is preferred). The minimum bridge lane width shall be 12′. If the 12′ lane width cannot be accommodated due to site restrictions, it is preferable to use 11′ lane widths in order to maintain the minimum 4′ shoulder width.

Change to:

> The minimum bridge shoulder width to accommodate bicyclists shall be 4′. However, at least 5′ is preferred so as to allow for a bicycle lane. The preferred bridge lane width shall be 12′. If the 12′ lane width cannot be accommodated due to site restrictions, it is preferable to use 11′ lane widths in order to maintain the minimum 4′ shoulder width. Where the adjoining roadway sections have lanes narrower than 12′, those narrower widths should be maintained over the bridge span.

4/12/19 RIDOT *To All Consultants* (TAC) 0326 directive, *Traffic Counts,* following page. Future Scoping process for ALL RIDOT bridge and roadway improvement projects should consider including a task for *Current and projected traffic volumes <u>including non-motorized traffic.</u>*

RIGL 24-16-2. *Complete street design*

RIGL 24-16-2. *Complete street design.*

(a) When the state of Rhode Island constructs or modifies roads and highways, the relevant department must consider complete street design features that facilitate safe travel by all users that expands upon currently accepted state and federal design requirements to accommodate all users, including current and projected users, particularly pedestrians, bicyclists and individuals of all ages and mobility capabilities. These features of complete street design shall include, but not be limited to, sidewalks, paved shoulders suitable for use by bicyclists, lane striping, bicycle lanes, share the road signage, "road diets," roundabouts, crosswalks, pedestrian control signalization, bus pull outs, curb cuts, raised crosswalks and ramps and traffic calming measures.

(b) Exceptions to subsection (a) of this section shall be permissible only after the agency with jurisdiction over the project, fully demonstrates with supporting documentation which shall be available to the public, that one of the following exists:

(1) Use by bicyclists and pedestrians is prohibited by law, such as within interstate highway corridors; or

(2) The cost would be disproportionate to the need as determined by factors including, but not limited to, the following: (i) Land use context; (ii) Current and projected traffic volumes including non-motorized traffic; and (iii) population density; or

(3) Demonstrated lack of need as determined by factors, including, but not limited to: (i) Land use; (ii) Current and projected traffic volumes including non-motorized traffic; and (iii) population density.

History of Section.
(P.L. 2012, ch. 315, § 1; P.L. 2012, ch. 355, § 1.)

Department of Transportation
Two Capitol Hill
Providence, RI 02903

To: **All Consultants** **TAC – 0326**

Date: **April 12, 2019**

Subject: **Traffic Counts**

Traffic counts (pedestrian, bicycle, vehicle classification, and traffic volume counts) collected for all state and federally funded RIDOT contracts shall be submitted to the Office of Safety, Traffic Research Unit no later than 45 days after the counts have been collected. Common types of traffic counts include Turning Movement Counts (TMCs) and Portable Automatic Traffic Recorder Counts (ATRs).

It is preferred that counts be submitted as a PRN file but Excel format and/or pdf will also be acceptable.

Historical Counts from calendar year 2016 forward shall also be submitted.

All data should be submitted to dot.trafficdata@dot.ri.gov.

All traffic counting personnel working in the field should wear reflective vests and carry identification. Traffic counting firms should notify the Chief of Police in the appropriate Town of the location, date, and time the count will take place at least 48 hours in advance.

Should you have any questions regarding implementation, please send an email to dot.trafficdata@dot.ri.gov or contact your Project Manager or Project Engineer. Thank you for your cooperation with this matter.

Sincerely,

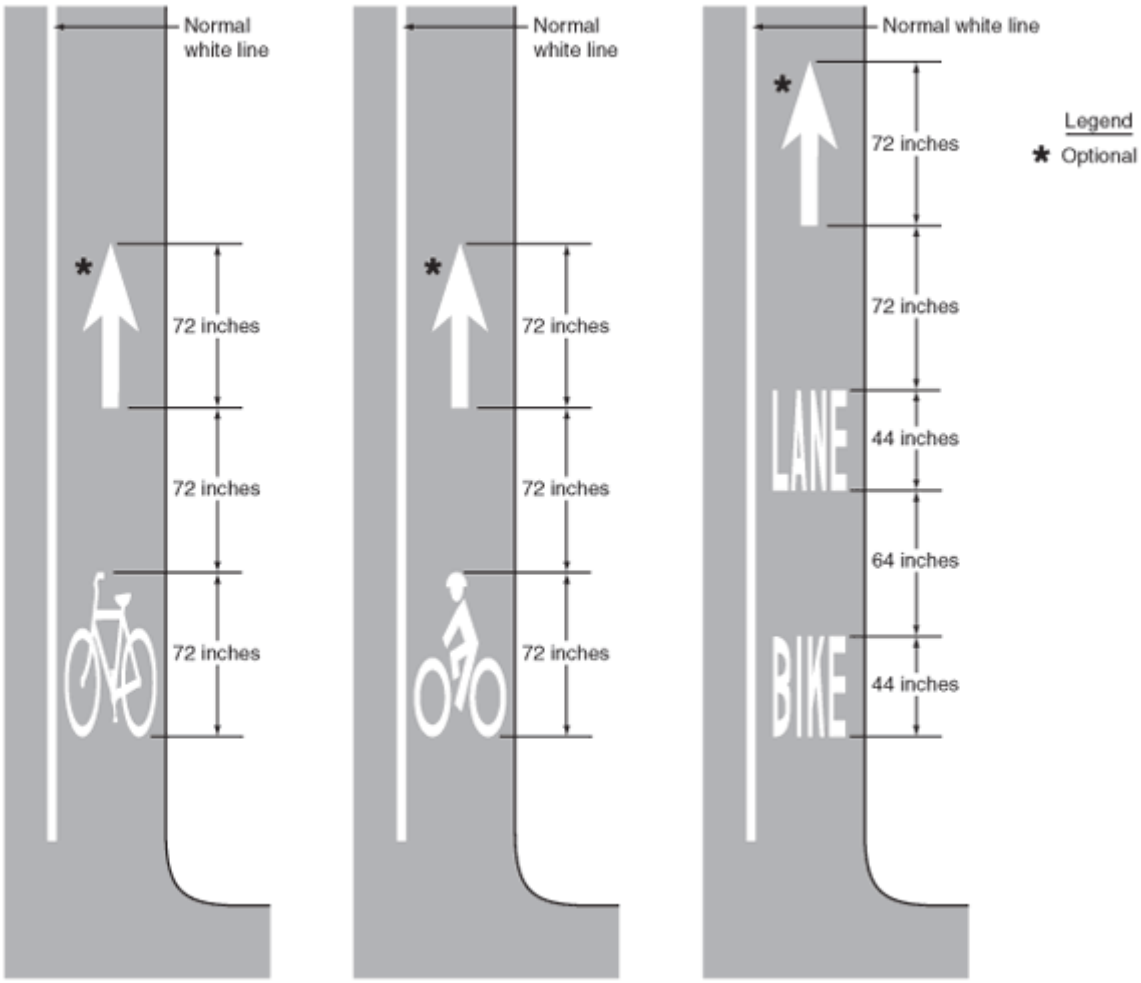
Robert Rocchio

Robert Rocchio, P.E.
Chief Engineer of Infrastructure

Updates are currently being made to RIDOT's Traffic Design Manual (TDM). The RIDOT Std. Items Codes will be updated to include standard items for "BIKE LANE (HELMETED BICYCLIST AND ARROW)" pavement marking symbol sets, which will in effect standardize RIDOT's preference for the MUTCD Figure 9C-3 - Option B Bike Lane Markings:

See Figure 9C below.

Figure 9C-3. Word, Symbol, and Arrow Pavement Markings for Bicycle Lanes





Rhode Island's Complete Streets Action Plan

RI dot

FEBRUARY 2015

Complete Streets are road systems designed to accommodate all users to include pedestrians, bicyclists, automobiles, and transit. They are designed to balance the safety and access needs of all road users. Streets designed with this principle in mind will help create a more multi-modal street network. Complete Streets promote more livable communities.

Integrating Complete Streets. . .the RIDOT project lifecycle experience

Planning

- Engage stakeholders during project visioning
- Enact reforms and updates to policies

Scoping

- Include stakeholders in scope of work development
- Integrate new and revised policies in project scope development

Design

- Incorporate Road Safety Audits and public outreach in design process
- Formalize updated policy through design directives

Implementation

- Include stakeholder and public outreach throughout implementation
- Develop project implementation plans

Legislation and Policy Updates

In June 2012, the Rhode Island General Assembly passed the Complete Streets law to integrate multiple transit options into the design and construction of the state's transportation system. This provides safe access to all users, regardless of how they traveling.

This report presents several case studies that showcase the progress the Rhode Island Department of Transportation (RIDOT) has made in implementing the Complete Streets design principles.

JUN 2012

The Rhode Island General Assembly enacted General Law 24, Chapter 16, "to address Complete Streets Design Principles." The guiding principle of the law states:

These features of Complete Street design shall include, but not be limited to: sidewalks, paved shoulders suitable for use by bicyclists, lane striping, bicycle lanes, share the road signage, road diets, roundabouts, crosswalks, pedestrian signals, bus pull outs, raised crosswalks, and traffic calming measures.

JUL 2012

RIDOT issued a policy directive on Complete Streets design consideration.

It required that all consultants working on RIDOT transportation improvement projects consider people of all ages and abilities, and all appropriate forms of transportation.

Community Involvement. . .the key to success

RIDOT's experience has been coordinating with the community and our partners is the foundation for a successful Complete Streets program. RIDOT has forged relationships with many key stakeholders to help propel Complete Streets implementation forward:

- Grow Smart Rhode Island
- Rhode Island Coalition for Transportation Choices
- Rhode Island Statewide Planning
- Aquidneck Island Planning Commission (AIPC)
- Sierra Club – Rhode Island Chapter
- Providence Bicycle and Pedestrian Advisory Commission (BPAC)
- Rhode Island Public Transit Authority (RIPTA)
- Bike Newport
- American Association of Retired Persons (AARP)
- Federal Highway Administration (FHWA)
- Municipalities, local community groups, elected officials, business owners, residents, and other stakeholders tailored to each project

AUG 2012

RIDOT launched the Vulnerable Road Users Safety Action Program. RIDOT offered training for municipalities on how to complete a safety action plan for vulnerable road users, including pedestrians, bicyclists, moped operators and motorcyclists. The training included a case study in the City of Newport that can be used as a template for other communities to follow. The template provides a menu of options for communities that are designed to increase safety and awareness of all road users.

RIDOT also participated in numerous public workshops and conferences focused on Complete Streets and how planners, engineers, and other stakeholders can embrace Complete Streets.

OCT 2013

RIDOT approved the Institute of Transportation Engineer's (ITE) Designing Walkable Urban Thoroughfares: A Context Sensitive Approach as standard operating procedure. This design manual can be referenced for the design of any road. This manual considers transportation needs beyond motorized vehicles and offers solutions such as narrower lane widths, slower design speeds, bicycle lanes, road diets, roundabouts, raised crosswalks, curb extensions, bus pull-outs, and pedestrian signalization.

NOV 2013

RIDOT issued a policy directive on the consideration and use of proven crash countermeasures in projects. These crash countermeasures include roundabouts, managing curb cuts and access to properties, road diets, and pedestrian crossing beacons.

RIDOT issued a policy directive on the implementation of accessible pedestrian signals. The directive calls for the installation of accessible pedestrian signals on all new projects involving upgrades of pedestrian signal accommodations. All consultants working on RIDOT transportation improvement projects must consider people of all ages and abilities, and all appropriate forms of transportation.

Progress To Date

50+ Road Safety Audits (RSAs) conducted

3 RSAs at transit hubs – Interlink, Wickford Junction, and Kennedy Plaza

10+ road diets implemented with **10+** planned

5+ miles of new bike lanes

20+ miles of roadways with shared lane markings

5+ miles of trails/shared use paths

30+ Complete Street intersection improvements

10 roundabouts installed; **33** in planning or design



Aquidneck Island Improvements

Portsmouth, Middletown, Newport, RI

The Aquidneck Island Transportation Study (AITS), completed in July 2011, identified opportunities to incorporate Complete Streets design principles across the island. One major element of the study was the construction of the Aquidneck Island Bikeway. This bikeway will connect existing bicycle facilities with planned facilities, ultimately providing an 18-mile, non-motorized connection on the west side of Aquidneck Island from the Sakonnet River Bridge in Tiverton/Portsmouth to Easton's Beach in Newport. The bikeway will connect to the new Sakonnet River Bridge bike path in the north, and to the East Bay Bike Path and the Blackstone River Bikeway over the Mount Hope Bridge to the west.

Construction of this bikeway will provide access to educational and recreational opportunities. A centerpiece is the proposed 15-acre Greene Lane Park facility, which is planned to offer an ADA-accessible salt water fishing pier, swimming, picnicking, bird watching, interpretive signs, adjacent walking trails, bikeway connections, and an Old Colony Railroad stop.

Additional educational opportunities include a mussel aquaculture farm, the Battle of Rhode Island historic site, the Patriots Park Memorial site, and Fort Butts – the site of a major Revolutionary War land battle.

During the development of the AITS and subsequent design stages of various projects, a comprehensive outreach campaign was conducted with stakeholder groups, including: AIPC, RIPTA, Bike Newport, City of Newport, state representatives, AARP, and the Sierra Club.

Several components of the bikeway have been installed. RIDOT has used the following implementation mechanisms to facilitate the overall Complete Streets connection: Rhode Island Strategically Targeted Affordable Roadway Solutions (RI*STARS), RIDOT work orders/maintenance activities, resurfacing contracts, and programmed projects.





Enhanced pedestrian crossings



Memorial Boulevard road diet



Pedestrian countdown timers



Comprehensive outreach



Marked Shared Lanes

Anthony Road (proposed)

Boyds Lane (proposed)

Cory's Lane (proposed)

Coddington Highway

Memorial Boulevard



Bike Lanes/ Paved Shoulders

West Main Road (North of Rt. 24)

Burma Road

Coddington Highway

America's Cup Avenue

Memorial Boulevard



Shared Use Paths

Sakonnet River Bridge

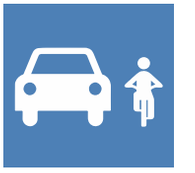
Between Cory's Lane & Burma Road



Enhanced Pedestrian Crossings

America's Cup Avenue

Memorial Boulevard



Road Diets

Bristol Ferry Road

West Main Road

Coddington Highway

Memorial Boulevard

East Main Road



Exchange Street Bus Livability

Providence, RI

The intent of the Exchange Street Bus Livability Project is to improve the access and safety for pedestrians, bicyclists, and users of RIPTA buses and trolleys. The project extends from Providence Station to Burnside Park/Kennedy Plaza.

The Providence train station currently hosts AMTRAK and MBTA commuter rail service. Providence Station ranks 14th nationwide in terms of AMTRAK passenger volume and is ranked as one of the top three busiest stations in the MBTA commuter rail system. Over the last decade, the trackside/platform capacity of the station has been expanded by lengthening the passenger platforms, however, the curbside intermodal capacity remains as originally constructed in the early 1980s.

The project objectives include design and construction of ADA compliant sidewalks, crosswalk improvements, street furnishings, plantings, and pavement graphics on Exchange Street. The project also incorporates features complementary to the new RIPTA R-Line shelter at the station plaza, along with the coordination of downtown wayfinding signage to promote a friendlier connection between the station and RIPTA facilities at Kennedy Plaza.

This project provides improved non-motorized connections between the two major transportation hubs in Providence. It promotes a friendlier and ADA-compliant travel path for pedestrians who use commuter rail and bus transit services. A centerpiece for bicyclists will be a bicycle lane and the first bus/bike lane in the state providing a highly visible designated space for bicyclists. The Exchange Street project will be coupled with the planned intermodal improvements at Providence Station, including expanded bicycle parking and enhanced pedestrian accommodations.



Current Conditions:

- Prioritize motorized travel
- Inadequate bicycle accommodations
- Uncomfortable pedestrian experience
- Excess travel lanes



Marked Shared Lanes

Bus/Bike Lanes

Integrates RIPTA Rapid Bus (R-Line)



Bike Lanes/ Paved Shoulders

Along Exchange Street corridor

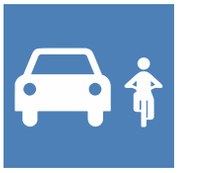
Added bicycle parking



Enhanced Pedestrian Crossings

Crosswalk upgrades

High-visibility signing



Road Diets

Along Exchange Street corridor



Atwells Avenue

Providence, RI

Atwells Avenue is a central artery through historic Federal Hill in Providence. It is a vibrant urban street where people drive, walk and bike to the various shops, restaurants, jobs and housing located in the area.

In 2010, the Federal Hill Commerce Association convened RIDOT, elected officials, city officials and other stakeholders to discuss pedestrian safety along Atwells Avenue; this was in response to a series of crashes involving pedestrians. RIDOT collaborated with the City of Providence to conduct a pedestrian Roadway Safety Assessment (RSA), which included a team of safety, traffic and highway engineers, as well as local law enforcement and commerce association members.

RIDOT and FHWA presented its preliminary findings to elected officials, city officials and business owners at the Providence Safety Complex in December 2010. A wide range of suggestions addressed all road users. The installation of bump-outs at unsignalized intersections along the corridor was proposed to have the greatest impact as they narrow the roadway to calm traffic speeds, reducing crossing widths and pedestrian exposure. This work also helps reduce obstructions, provide improved visibly of intersections, and help enhance signing treatments.

To facilitate the implementation of the RSA options, a Recommendation and Action Plan was developed that identified responsible parties and timelines. Over the last couple of years, we have put out several projects with the cooperation of the City of Providence that have implemented pedestrian safety and traffic calming measures along this stretch of road.



Current Conditions:



Pedestrian crosswalks were faded and inconspicuous



This resulted in pedestrians crossing midblock



Space for parked vehicles was limited, which resulted in crashes



Pedestrian signs were installed making crosswalks more visible



Marked Shared Lanes

Buffer between travel lanes and on-street parking to protect bicyclists

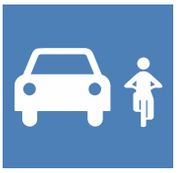


Enhanced Pedestrian Crossings

Curb extensions along the corridor

Enhanced crossings with high-visibility signing and flashing beacons

Pedestrian countdown timers



Road Diets

Reduced pedestrian crossing widths

Narrower travel lanes, reduced travel speeds to improve safety



Roundabouts

Statewide Implementation

Roundabouts are designed to accommodate mobility for all users. By reducing speeds and requiring all vehicles to yield, roundabouts balance the needs of vehicles, pedestrians, and bicyclists. In addition to enhancing safety, roundabouts improve air quality through reduced vehicle emissions and complement aesthetics through landscaping. Vehicles circulating through the roundabout do so at lower speeds equivalent to a bicyclist.

Benefits

Slower vehicle speeds and fewer conflict points

- Under 30 MPH
- Conflict points reduced from 32 to 8

Community benefits

- Traffic calming
- Aesthetics and more green spaces
- Reduced paved areas

More efficient traffic flow

- 30-50% increase in traffic capacity
- 65% reduction in vehicle delays
- 52% reduction in vehicle stops

Reduced vehicle emissions and fuel consumption:

- 32% reduction in carbon monoxide
- 34% reduction in nitrous oxide
- 37% reduction in carbon dioxide
- 42% reduction in hydrocarbons

Reduced number and severity of crashes

- 30-40% reduction in pedestrian crashes
- 39% reduction in all crashes
- 76% reduction in injury crashes
- 90% reduction in fatal crashes



RIDOT's recently completed roundabouts:

- Royal Mills, West Warwick
- Twin River Road, Lincoln
- Centerdale, North Providence
- Fruit Hill Avenue, Providence
- Divsion Road , East Greenwich

e
s



Marked Shared Lanes

Bus/Bike Lanes

Bicyclists use the roundabouts like a vehicle



Bike Lanes/ Paved Shoulders

Slower vehicle speeds

Enhanced bicycle accommodations

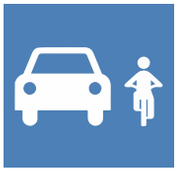


Enhanced Pedestrian Crossings

Slower vehicle speeds

Improved crosswalks where vehicles yield

Splitter/refuge islands



Road Diets

Narrowed travel lanes at the roundabouts



Integrating Complete Streets into General Roadway Resurfacing (1R Projects)

Statewide implementation

Route 44 - Chepachet

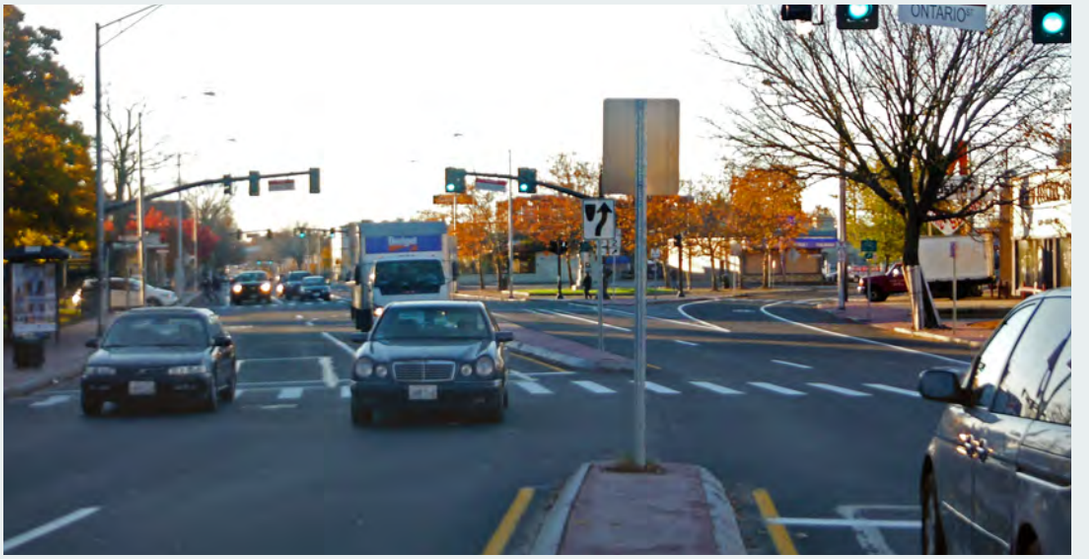
Streetscape enhancements include upgraded sidewalks, granite curb crosswalks , period-style light posts, mid-block stamped concrete crosswalks, wood sign posts and a minimalistic approach to signage.

The design considerations included traffic calming, parking, reduced signage, and future expansion of street lighting. Currently under design is the construction of a roundabout at the intersection of Route 44 and Route 100 (Money Hill Road) to replace the existing traffic signal, eliminate turning movement conflicts, and create a green space as a focal point.

1R, or Resurfacing, projects involve:

- New pavement surface
- Curb and sidewalk replacement
- Drainage improvements
- Traffic signal installation
- Guardrail improvements
- Signing & striping





Elmwood Avenue – Cranston/Providence

As part of a typical resurfacing project, RIDOT performed a Road Safety Assessment to address safety concerns for students crossing Elmwood Avenue at various points along the corridor. The Department worked with numerous stakeholders, including community and neighborhood members, local crossing guards, school department officials, and the Providence Police Department.

Hartford Avenue – Johnston/Providence

Along Hartford Avenue, RIDOT performed a Road Safety Assessment to address safety concerns, and worked with stakeholders, including community members, RIPTA, and the Providence Police Department.



Bike Lanes/ Paved Shoulders

Elmwood Avenue

Aquidneck Island projects



Enhanced Pedestrian Crossings

HAWK signals

School zone flashing lights



Road Diets

Elmwood Avenue

Hartford Avenue



Complete Streets in Rhode Island:

10
Roundabouts Constructed

5+
Miles of New Bike Lanes

5+
Miles of New Shared Use Paths

5
Enhanced Pedestrian Crossings

10+
Road Diets Implemented

RI dot

www.ridot.gov

PARE PROJECT NO. 02175.00

FINAL REPORT

BIKE ROUTE SIGNING
STATEWIDE, RHODE ISLAND

For

Rhode Island Department of Transportation
RI Contract No. 2002-EI-008



MAY 3, 2006

PARE CORPORATION

TABLE OF CONTENTS

Section	Description	Page
1	OVERVIEW	1
	Introduction	
2	CRITERIA	2
	Figure 1 - Bike Facility Class Figure 2 - Bike Lane Cross Section Document 1 - Design Policy Memo (DPM) 920.06A-1 Attachment: Bicycle Route Suitability Report, Rev. 2	
3	EXISTING CONDITIONS	14
	Table 1 - Existing Statewide Signed Shared Roadway Figure 3 - Bike RI Map	
4	REFERENCES	28
5	RECOMMENDATIONS	31
	Figure 4 - Proposed Bicycle Routes, Providence, RI	

SECTION 1

OVERVIEW

Introduction

The Rhode Island Department of Transportation (RIDOT) has retained Pare Engineering Corporation (PARE) to submit a summary of the bike route signage that exists throughout the State. The location of the existing bike routes and bike lanes as well as constraints and opportunities for connecting this network of bike facilities is investigated. The intent of this review is to present to RIDOT the opportunity to reconsider its policy regarding the selection of roadways as bike routes.

Bicycle route and destination signs are considered traffic control devices by the "*Manual of Uniform Traffic Control Devices for Streets and Highways, 2003 Edition"* (MUTCD). In Part 1, GENERAL, of the MUTCD, the purpose, principle, placement and operation and maintenance of traffic control devices is described.

This section states that sound engineering study and judgment should be exercised in the selection and application of traffic control devices.

According to the MUTCD:

> *To be effective, a traffic control device should meet five basic requirements:*
> *A. Fulfill a need;*
> *B. Command attention;*
> *C. Convey a clear simple meaning;*
> *D. Command respect from road users; and*
> *E. Give adequate time for proper response.*
>
> *Design, placement, operation, maintenance, and uniformity are aspects that should be carefully considered in order to maximize the ability of a traffic control device to meet the five requirement listed in the previous paragraph.*

SECTION 2

CRITERIA

General Guidelines

The 1999 American Association of State Highway and Transportation Officials (AASHTO) "*Guide for the Development of Bicycle Facilities"* defines three bicycle user types that are a helpful guide in assisting highway designers in determining the impact of different facility types and roadway conditions on bicyclists:

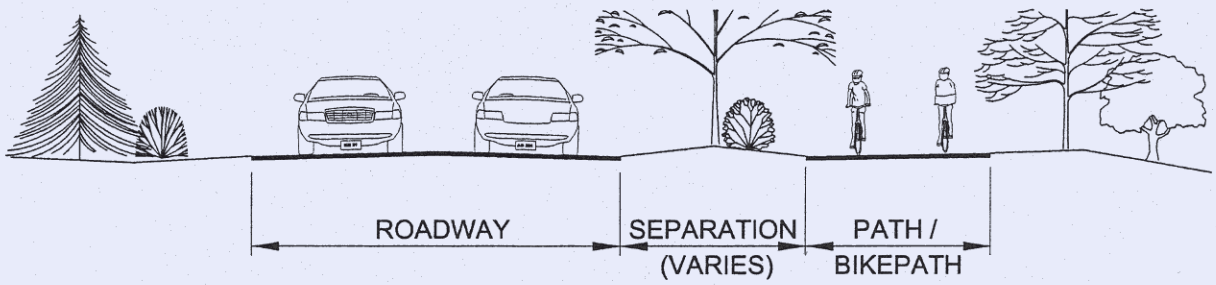
- Group A – Advanced Bicyclists: These are experienced riders who can operate under most traffic conditions. They are typically comfortable riding with motor vehicle traffic; however they need sufficient operating space on the traveled way or shoulder to eliminate the need for either them or a passing vehicle to shift position.
- Group B – Basic Bicyclists: These are casual or new adult and teenage riders who are less confident of their ability to operate in traffic without special provisions for bicycles. Thus, basic riders are comfortable riding on neighborhood streets and Shared Use Paths and prefer designated facilities such as Bike Lanes or wide shoulder lanes on busier streets.
- Group C – Children: These bicyclists ride on their own or with their parents. Residential streets with low motor vehicle speeds, linked with Shared Use Paths and busier streets with well-defined pavement markings between bicycles and vehicles, can accommodate children without encouraging them to ride in the travel lane of major arterials.

Bicycle Facility Design

Bikeway classification is based on AASHTO's description of each of the four bike facility types as explained below. Figure 1, Bike Facility Class, illustrates three of these types. The recommended bicycle facility is based on several factors including the ability of the users, specific corridor conditions, existing roadway conditions, and associated costs necessary to upgrade the roadway to an acceptable bicycle facility.

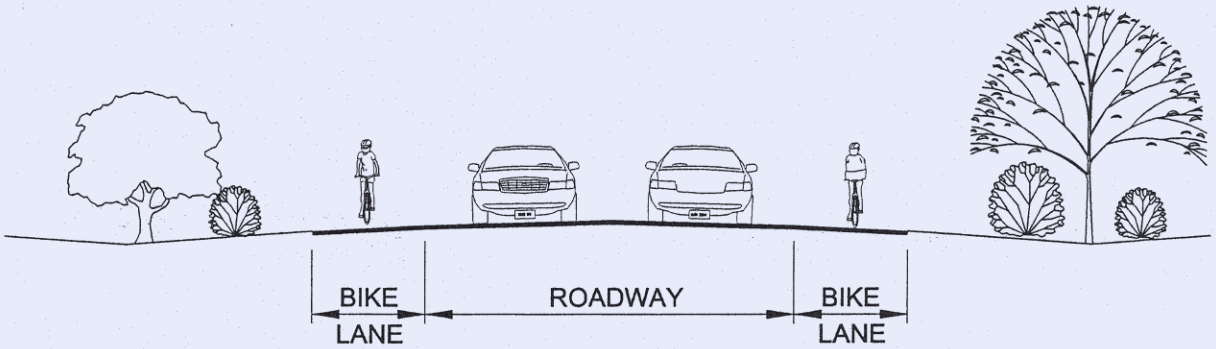
Shared Use Path:

Shared Use Paths should be thought of as a complementary system of off-road transportation routes for bicyclists and others that serve as a necessary extension to the roadway network. Most Shared Use Paths are facilities on exclusive right-of-way, are designed off-road, and are physically separated from motor vehicle traffic. Shared Use Paths can be located along rivers, ocean fronts, canals, abandoned or active railroad and utility right-of-way, limited access freeways, within college



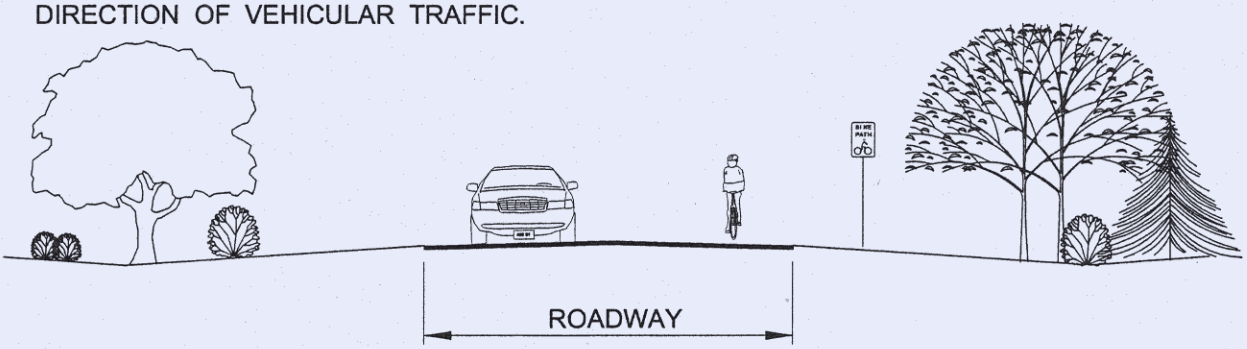
SHARED USE PATH / BIKE PATH - CLASS I

A BIKEWAY PHYSICALLY SEPARATED FROM MOTORIZED VEHICLUAR TRAFFIC BY AN OPEN SPACE OR BARRIER WITHIN THE HIGHWAY RIGHT - OF - WAY OR WITHIN AN INDEPENDENT RIGHT - OF - WAY. THESE PATHS WILL ALSO BE USED BY PEDESTRIANS, SKATERS, WHEELCHAIRS, JOGGERS AND OTHER NON - MOTORIZED USERS.



BIKE LANE - CLASS II

A PORTION OF A ROADWAY WHICH HAS BEEN DESIGNATED BY STRIPING, SIGNING, AND PAVEMENT MARKINGS FOR THE PREFERENTIAL OR EXCLUSIVE USE OF BICYCLISTS. BIKE LANES ARE ONE - WAY DIRECTIONAL TRAVEL LANES, CORRESPONDING WITH THE DIRECTION OF VEHICULAR TRAFFIC.



SIGNED SHARED ROADWAY / SIGNED BIKE ROUTE - CLASS III

A SHARED ROADWAY WHICH HAS BEEN DESIGNATED BY SIGNING AS A PREFERRED ROUTE FOR BICYCLE USE. THE SHARED ROADWAY, WHICH IS OPEN TO BOTH BICYCLE AND MOTOR VEHICLE TRAVEL, MAY BE WITH OR WITHOUT PAVED SHOULDERS AND / OR CURBING. BICYCLISTS TRAVEL IN THE SAME DIRECTION AS VEHICLES SHARING THE SAME SIDE OF THE ROADWAY.

Not To Scale

PARE

PARE ENGINEERING CORPORATION
8 BLACKSTONE VALLEY PLACE
LINCOLN, RI 02865
401 - 334 - 4100

N
W E
S

BIKE FACILITY CLASS

FIGURE 1

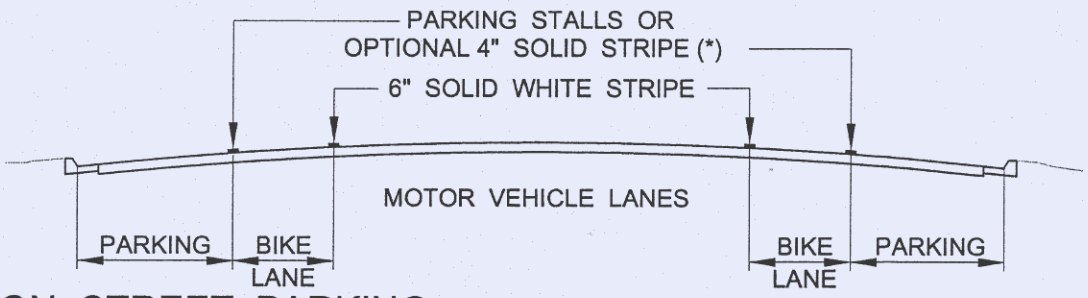
campuses or within and between parks. Shared Use Paths are designed to work with the on-road bicycle facilities to provide the greatest opportunities to bicyclists and pedestrians. For Shared Use Paths to be successful, it is very important to provide users with connections to the roadway network. A critical component of Shared Use Paths are the transitions to and from the roadway network.

Bike Lane:

A Bike Lane is a portion of roadway that has been designated with striping, signing, and pavement markings for preferred or exclusive use by bicyclists. Bike Lanes should always be one-way, carrying bicyclists in the same direction as the adjacent travel lane and on the right side of the road. Minimum motor vehicle travel lane width is the same as for that of the Shared Roadway, 12 feet minimum, 14 feet desirable. Widths greater than 14 feet may encourage the undesirable operation of two motor vehicles in one lane and therefore is not recommended. In areas where 15 feet or more of pavement width exists, striping of lanes for bikes or shoulders should be considered. Width requirements for Bike Lanes vary according to roadway conditions. Bike Lanes may have a minimum width of 4 feet, where the area beyond the paved shoulder can provide additional maneuvering width. A width of 5 feet or greater is preferred where truck traffic is present or where motor vehicle speeds exceed 50 MPH. Where parking is permitted, the Bike Lane should be placed between the parking area and the travel lane and have a minimum width of 5 feet. A Bike Lane should be delineated from motor vehicle travel lanes with a 6-inch solid white line. Figure 2, Typical Bike Lane Cross Sections, is the standard provided by AASHTO for the delineation and designations of Bike Lanes for different situations.

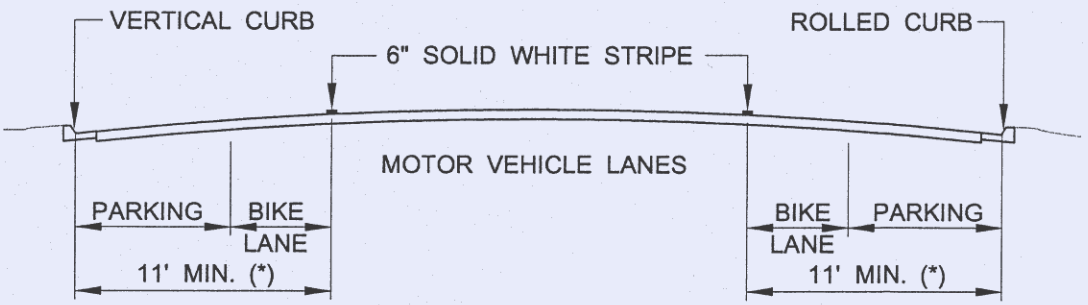
Signed Shared Roadway:

Signed Shared Roadways are those roads that have been identified by signing only as preferred bike routes through high demand corridors. Certain criteria must be considered prior to signing a Signed Shared Roadway. These include, but are not limited to, the removal or restriction of on-street parking, smooth riding surface, regularly maintained roadways that meet the needs of bicyclists, and have wide shoulders.



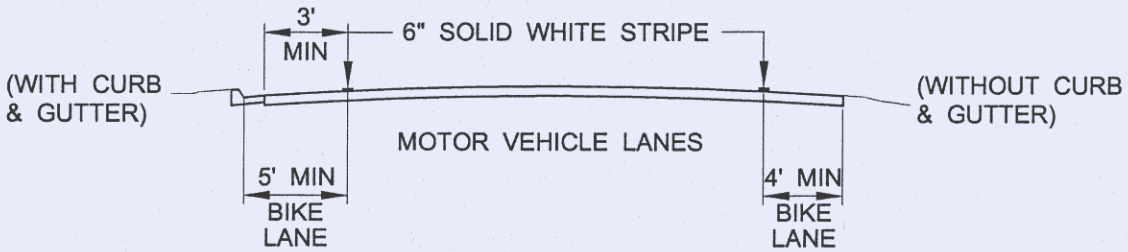
ON STREET PARKING

*THE OPTIONAL SOLID WHITE STRIPE MAY BE ADVISABLE WHERE STALLS ARE NECESSARY (BECAUSE PARKING IS LIGHT) BUT THERE IS CONCERN THAT MOTORISTS MAY MISCONSTRUE THE BIKE LANE TO BE A TRAFFIC LANE.

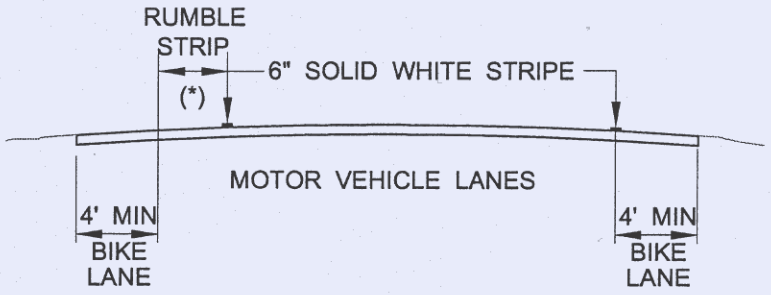


PARKING PERMITTED WITHOUT PARKING STRIPE OR STALL

* 13 ' IS RECOMMENDED WHERE THERE IS SUBSTANTIAL PARKING OR TURNOVER OF PARKED CARS IN HIGH (e.g. COMMERCIAL) AREAS.



PARKING PROHIBITED



TYPICAL ROADWAY IN OUTLYING AREAS PARKING PROTECTED

*IF RUMBLE STRIPS EXIST THERE SHOULD BE 4' MINIMUM FROM THE RUMBLE STRIPS TO THE OUTSIDE EDGE OF THE SHOULDER.

Not To Scale

PARE ENGINEERING CORPORATION
8 BLACKSTONE VALLEY PLACE
LINCOLN, RI 02865
401 - 334 - 4100

N W E S

TYPICAL BIKE LANE CROSS SECTIONS

FIGURE 2

A Signed Shared Roadway should have particular advantages for bicyclists over alternative routes. According to AASHTO, Signed Shared Roadways should provide through and direct travel, connect to other bicycle facilities, and give priority to bicyclists. Signing also advises motorists that bicycles are present.

According to AASHTO, "width is the most critical variable affecting the ability of a roadway to accommodate bicycle traffic. In order for bicycles and motor vehicles to share the use of a roadway without compromising the level of service and safety for either, the facility should provide sufficient paved width to accommodate both modes." AASHTO recommended paved widths vary with the roadway conditions. Like that of a "Shared Roadway," minimum lane width of 12 feet is required but 14 feet is desirable to accommodate both bicyclists and motorists. These minimum useable lane widths provide maneuvering room for drivers exiting from or in areas with limited sight distances.

Signed Shared Roadways should be signed approximately every ¼ mile and at signalized intersections with both guide and supplemental signs. Also, directional signs are to be placed at every turn to both mark the road and to confirm that the rider has made the correct turn. Bicycle warning signs should be installed to warn bicyclists of conditions not readily apparent, such as "HILL" or "CURVE", along the route. Roadways that do not meet the criteria for a Signed Shared Roadway should not be signed as such. However, destination signs may be posted if the roadway leads to a logical destination such as a park, school, or municipal offices. Crossing signs and crosswalks can be proposed at locations where it is necessary to cross the road to access Signed Shared Roadways, Shared Use Paths, or other destinations.

AASHTO provides the following reasons for designating a road as a Signed Shared Roadway as follows:

Signed Shared Roadways are those that have been identified by signing as preferred bike routes. There are several reasons for designating signed bike routes:

a. *The route provides continuity to other bicycle facilities such as bike lanes and shared use paths.*
b. *The road is a common route for bicyclists through a high demand corridor.*
c. *In rural areas, the route is preferred for bicycling due to low motor vehicle traffic volume or paved shoulder availability.*

d. *The route extends along local neighborhood streets and collectors that lead to an internal neighborhood destination such as a park, church, school or commercial district.*

Signing also advises motorists that bicycles are present. Once a route has been signed it means that the responsible agencies have taken action to ensure these routes are suitable as shared routes for both the bicyclist and motorist and that they will be maintained regularly. Maintenance of the route will be at a higher standard than that of other comparable streets (e.g. more frequent street sweeping, tree trimming and removal of edge of road obstructions). The agency or municipality is ultimately responsible for prioritizing a recurring maintenance schedule for this roadway that has been designated as a Signed Shared Roadway, or Bike Route.

RIDOT recently established and instituted Design Policy Memo (DPM) Number 920.06 A-1 – titled Bicycle Routes & Share the Road Signs, with Attachment: Bicycle Route Suitability Report, Revision 2, dated 11/08/05. It specifically addresses setting standards for the signing of roadways as bike routes throughout the State. Its description states that *"this DPM serves as general technical guidance for the signing of state and local roadways as bike routes that are constructed utilizing federal and state funds. The intent of this DPM is to sign such roadways as an aid to navigation for experienced and /or commuter cyclists in determining those roadways that may be designated as bike routes, utilizing the parameters of sound engineering judgment by considering a given roadway posted speed limit, Average Annual Daily Traffic (AADT) Volume, minimum useable width in feet and other factors. This DPM is not intended to indicate the relative safety of the roadways that are signed as bike routes."*

Item number 5 in Section 920.06.05.01 of the DPM, titled Bicycle Route Sign Criteria, refers to a "Bicycle Route Suitability Recommendation Report". This report contains 24 items that are investigated and documented in a report. The report is provided to RIDOT for review by various departments for consideration of signing a road as a bike route. This information is to be evaluated prior to providing an opinion on the posting of bike route signs on the subject road.

The MUTCD provides sign and pavement markings standards. In contrast, RIDOT specifies that "*all signs on state roadways must conform to the Manual on Uniform Traffic Control Devices (*MUTCD*) D11-1 (Bike Route) sign, to be typically placed at .5 mile intervals"* in item number 4 of the DPM.

Shared Roadways:

A Shared Roadway facility has no bikeway classification or designation. This facility is not shown on Figure 1 since this is any roadway that does not prohibit bicycle traffic. According to AASHTO, different types of roadway conditions can result in a Shared Roadway designation. One condition is that the existing street system is currently being used for efficient bicycle travel without signing and striping. A second condition is that the existing roadway is not deemed suitable for bicycle travel and, therefore, bicycle travel should not be encouraged by designating the Signed Shared Roadway by means of signing and/or marking as an approved bikeway. Another condition that could lead to a Shared Roadway classification is that the roadway is not considered a high demand bicycle corridor and as such the road should not be designated as another bikeway classification, regardless of roadway conditions. On roadways without designated bikeways, a minimum lane width of 12 feet, 14 feet desirable, can best accommodate both the bicyclist and motorist.

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
ENGINEERING DIVISION
Two Capitol Hill, Rm. 226
Providence, RI 02903-1124
PHONE 401-222-2023
FAX 401-222-3006; TDD 401-222-4971

Date: November 8, 2005 **TAC 0054**

To: All Consultants

Subject: DPM 920.06 - Bicycle Routes Share the Roads Signs
Attachment: Bicycle Route Suitability Report, Revision 2
Revised: 11/08/05

Attached for your use is the revised Bicycle Route Suitability Report. Effective November 8, 2005, all Designers will use the attached report when reviewing the suitability of a route for use by bicyclists.

As the Department continues its DPM review process, different DPMs will be issued upon their completion. Once a DPM is released, a copy of it will be posted on the Department's website, http://www.ridot.us/PMP. As a reminder, the DPMs may not be issued in sequential order. Therefore, we recommend a working binder be maintained until the entire Design Policy Memo and Procedures Manual is completed.

If you have any questions or require additional information, please contact this office or RIDOT Project Manager. Questions/comments may also be directed to RIDOTDesign@dot.state.ri.us . Electronic copies of all recently released Design Policy Memo's, To All Consultants letters, and attachments may be found on the Department's website http://www.ridot.us/PMP.

Sincerely,

Kazem Farhoumand, P.E.
Deputy Chief Engineer

Attachment

STATE OF RHODE ISLAND

DEPARTMENT OF TRANSPORTATION

BICYCLE ROUTE SUITABILITY REPORT

PROJECT: _____

CONSULTANT: _____ REVIEW DATE: _____

ROUTE NAME & NUMBER: _____ CITY/TOWN: _____

ROADWAY LIMITS: _____

Technical Paper No. 130 Roadway Classification _____

"Guide to Cycling in the Ocean State 2003" Roadway Designation _____

The State Highway noted above is being considered for signage as a "Signed Shared Roadway" in accordance with the criteria set forth in RIDOT DPM No. 920.06. The following information is to be provided to the Deputy Chief Engineer of the Design Section for consideration:

ITEM NO.	DESCRIPTION	COMMENT NO. (SEE ENDNOTES)
1	Posted Speed Limit	
2	85th Percentile Speed (Radar speed study)	
3	Average Annual Daily Traffic (AADT) Volume	
4	Percent Truck Traffic Volume	
5	Number of Travel Lanes	
6	Width of Travel Lanes	
7	Width of Shoulders	
8	Delineation of Centerline & Shoulders	
9	Sidewalk	
10	Curbing	
11	On-Street Parking	

ITEM NO.	DESCRIPTION			COMMENT NO. (SEE ENDNOTES)
12	Frequency of Curb Cuts	Moderate		
		Heavy		
		Commercial		
		Residential		
13	Horizontal Alignment Constraints			
14	Vertical Alignment Constraints			
15	Intersections & Corresponding Stopping Sight Distances			
16	Stop Controls Along Roadway			
17	General Roadway Conditions	Surface		
		Potholes		
		Cracking		
		Catch Basin Types		
		Sand & Debris		
18	Are all grates bicycle-safe? (If no, please indicate which ones)	Yes:____	No:____	
18A	Total Number of Grates: _____			
18B	Location of Grates (list): _____			
19	Off-Road Obstacles	Mailboxes, signs		
		Poles		
		Outcrops		
		Hanging Limbs		

ITEM NO.	DESCRIPTION		COMMENT NO. (SEE ENDNOTES)
20	Facilities List on Roadway	Parks	
		Schools	
		Recreational Fields	
		Historical Districts	
		Commercial Establishments	
21	Expected Bike User Type	A – Advanced	
		B – Basic	
		C – Children	
22	Location of nearest Bike Route/Path as potential link		
23	Additional Observations		
24	Accident History (Provide Crash Data for the previous three years according to type, location, injury, roadway surface and time		

COMMENTS
(Expand/Delete as needed)

Based on the information contained in the above "Bicycle Route Suitability Report", the reviewing engineer:

Recommends ( )

Does not recommend ( )

designation of this roadway as a Rhode Island Bicycle Route

Reviewing Engineer:	Date:
Approved Deputy Chief Engineer:	Date:
Approved Chief Engineer:	Date:

SECTION 3

EXISTING CONDITIONS

As part of this report, the existing statewide bike routes (Signed Shared Roadways) as shown on the RIDOT Bike RI Map (Figure 3) were investigated. A field review and general survey of these bike routes was conducted. A list was created that recorded existing roadway conditions pertinent to bike route signing criteria. In particular, close attention was paid to the approximate spacing, location, and the type of sign that was installed. Subsequently, Table 1 was created that lists the existing statewide Signed Shared Roadway and provides corresponding information in regards to the approximate measured bike route length, spacing of signs, and the existence or non existence of Begin and End signage. Photos accompany the table documenting the existing conditions. The following analysis provides a broad overview and discussion of the existing bike route signing policy implemented by RIDOT.

A number of begin and /or end bike route signs were found at places with no noticeable or apparent reason to begin or end at that specific location. This situation was evident on the Statewide Signed Shared Roadways along Routes 2 and 3 in North Kingstown and Exeter in the southern part of the State and along portions of Route 12 in Cranston and Scituate in the northern section of the State. Missing signs contribute to the bicyclist's confusion while riding either route. This is primarily a result of poor maintenance.

Additionally, observations revealed that the majority of the existing state bike route signs were regularly located approximately ½ mile apart. This was the case in areas of continuous roads where intersections and other physical features did not interrupt the landscape. Where the surroundings permit, the space between the signs has been increased to approximately one mile.

Referring to Figure 3, the logic for installing termini bike signs, such as on the Warwick-East Greenwich Bicycle Network at Potowomut near the Sandy Point Beach and at Apponaug Cove, is obvious and clear. Additionally, the Statewide Signed Shared Roadway along Route 1A from Point Judith, Narragansett to Wickford, North Kingstown is scenic from beach to village. These routes support a methodology that the signing should be based on a logical beginning and last stop points; a park, town centers, schools, and churches with places for parking available for single day usage.

The end of a signed bike route could be at a location to provide connections to other modes of transportation by the use of bicycle. These could include Shared Use Paths or the availability of extended transportation by means of car, train, bus, or boat. This multimodal approach would be a strong case for the extension of a bike route. This could be considered for providing bike access to the numerous ferry services in the State. The location of some start and end points of bike routes do not necessarily follow the AASHTO recommendations.

Another notable observation made regarding bike route signage is the overlap that happens on some of the Local Neighborhood and Statewide Bike Routes. This situation exists on the Warwick – East Greenwich Bicycle Network. The separation of the two different bike routes where they are in close proximity to each other is at times unclear. Keeping track of the two separate sign logos is particularly tricky in residential neighborhoods where the roadway network is intertwined

TABLE 1
EXISTING STATEWIDE SIGNED SHARED ROADWAYS

Bike RI Map Designation	Signed Shared Roadway	Begin/End	Approx. Total Measured Length (mile)	Approx. sign spacing (mile)	Bike Route Begin Sign Exists?	Photo No.	Bike Route End Sign Exists?	Photo No.
1	Scituate Avenue	Rt. 5, Cranston to Scituate Reservoir, Scituate	5.7	Varies-average distance between sign is .5 or 1 mile intervals	YES*	1-BEGIN	NO	N/A
2	Route 2	Rt. 102, N.Kingstown to Rt. 138, S. Kingstown	6.5		NO	N/A	YES	2-END
3	Route 3	Division Rd., W. Greenwich to Bakers Pine Rd., Hopkinton	10.5		YES	3-BEGIN	NO	N/A
4	Route 102	Rt. 14/102, Foster to Breakneck Hill Rd., W. Greenwich	9.5		YES*	4-BEGIN	YES	4-END
5	Route 1A	Town Hall, N. Kingstown to Sprague Park, Narragansett	11.3		YES	5-BEGIN	YES	5-END
6	Route 14	Pippin Orchard Rd., Cranston to Rt. 116, Scituate	1.5		YES	6-BEGIN	YES	6-END
7	Pippin Orchard Road	Rt. 14 to Rt. 12, Cranston	1.5		NO	N/A	NO	N/A
8	Route 117	Rt. 102 to Coventry Greenway, Coventry	7.2		YES	8-BEGIN	YES	8-END
9	Route 91 Alton Bradford Rd.	Rt. 112, Charlestown to Bradford Fishing Area, Westerly	6.2		YES	9-BEGIN	YES **	9-END
10	Route 120 Nate Whipple Hgwy.	Mendon Rd., Cumberland to MA State Line	4.8		YES	10-BEGIN	YES	10-END

* "Bike Route" Sign exists but attached "Begin" sign is missing.
** In opposite direction - at Mendon Road - "Bike Route" sign is missing but "Begin" sign exists.



Photograph No. 1 Begin on the Scituate Avenue Signed Shared Roadway at Route 5, Cranston

No End Bike Route Sign on the Scituate Avenue Signed Shared Roadway at Scituate Avenue, Scituate

No End on the Scituate Avenue Signed Shared Roadway at Scituate Avenue, Scituate

No Begin Bike Route Sign on the Route 2 Signed Shared Roadway at Route 102, North Kingstown

No Begin – Route 2 Signed Shared Roadway at Route 102, North Kingstown



Photograph No. 2: End - Route 2 Signed Shared Roadway at Route 138, South Kingstown



Photograph No. 3 Begin on the Route 3 Signed Shared Roadway at Division Road, West Greenwich

No End Bike Route Sign on the Route 3 Signed Shared Roadway at Bakers Pine Road, Hopkinton

No End on the Route 3 Signed Shared Roadway at Bakers Pine Road, Hopkinton



Photograph No. 4 Begin on the Route 102 Signed Shared Roadway at Route 14/102, Foster



Photograph No. 4 End on the Route 102 Signed Shared Roadway at Breakneck Hill Road, West Greenwich



Photograph No. 5 Begin on the Route 1A Signed Shared Roadway at the Town Hall, North Kingstown



Photograph No. 5 End on the Route 1A Signed Shared Roadway at Sprague Park, Narragansett



Photograph No. 6 Begin on the Route 14 Signed Shared Roadway at Pippin Orchard Road, Cranston



Photograph No. 6 End on the Route 14 Signed Shared Roadway at Route 116, Scituate

No Begin Bike Route Sign on the Pippin Orchard Road Signed Shared Roadway at Route 14, Cranston

No Begin on the Pippin Orchard Road Signed Shared Roadway at Route 14, Cranston

No End Bike Route Sign on the Pippin Orchard Road Signed Shared Roadway at Route 12, Cranston

No End on the Pippin Orchard Road Signed Shared Roadway at Route 12, Cranston



Photograph No. 8 Begin on the Route 117 Signed Shared Roadway at Route 102, Coventry



Photograph No. 8 End on the Route 117 Signed Shared Roadway at Coventry Greenway, Coventry



Photograph No. 9 Begin on the Route 91 Alton Bradford Road at Route 112, Charlestown



Photograph No. 9 End on the Route 91 Alton Bradford Road at the Bradford Fishing Area, Westerly



Photograph No. 10 Begin on the Route 120 Nate Whipple Highway at Mendon Road, Cumberland



Photograph No. 10 End on the Route 120 Nate Whipple Highway at the Massachusetts State Line

Rhode Island Department of Transportation
Bike RI

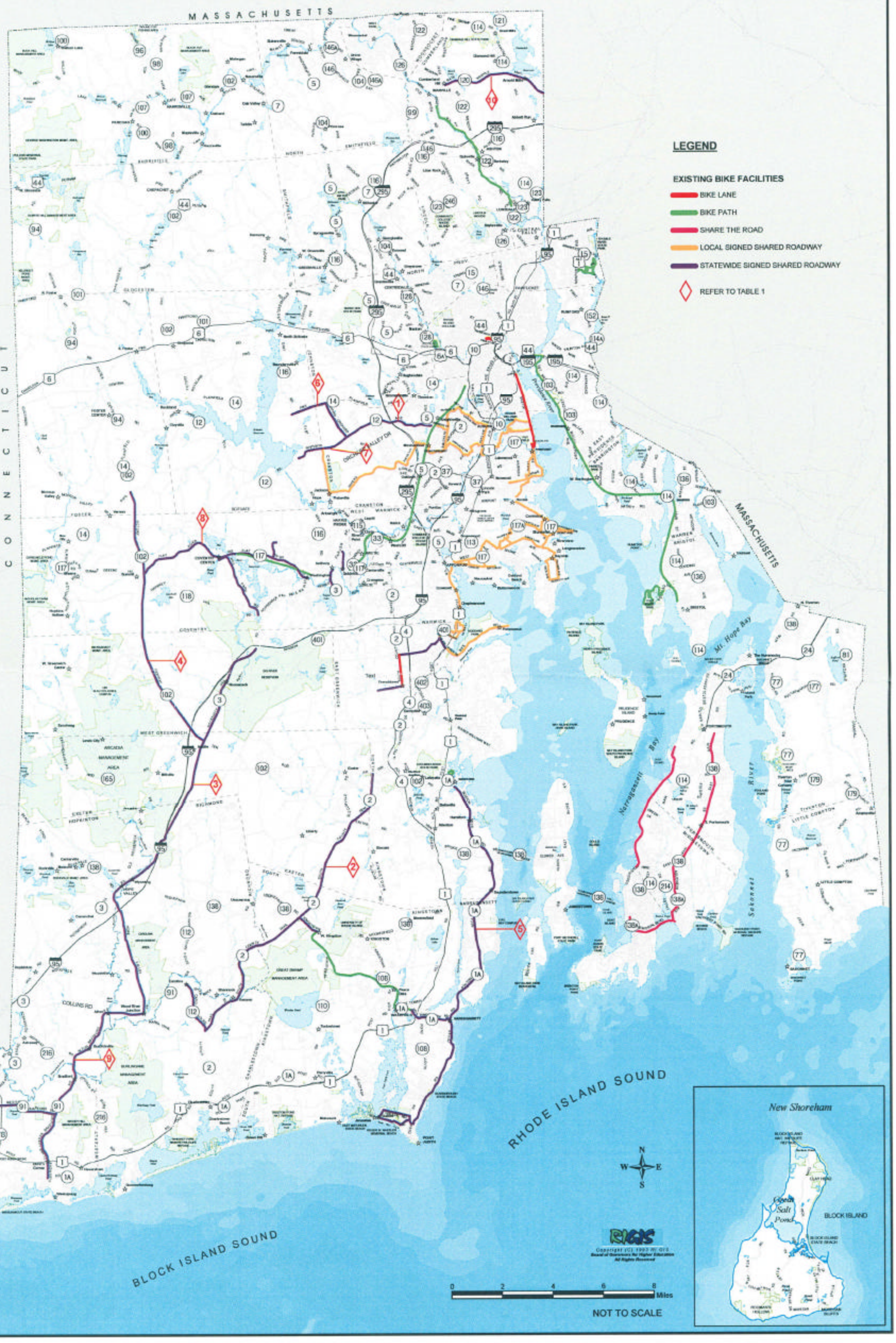


FIGURE 3. BIKE RI MAP

SECTION 4

REFERENCES

Opinions on the subject of the bike route signage issue were solicited from professional individuals and agencies that are associated with the bicycle transportation industry. Their expert opinion on this matter is considered a valuable addition to this study. Their viewpoints about the subject should be considered when making decisions in the future.

Mr. Michael P. Ronkin, Bike Coordinator for the Oregon Department of Transportation (ODOT) was contacted and offered the following information. In general, ODOT requires no signs for Shared Roadways. Referencing ODOT's website, "*Bicyclists should be expected on all urban local streets, which are mostly shared roadways. Bicyclists riding on shoulder bikeways are well served with adequate width and a smooth pavement. On narrow rural roads heavily used by cyclists, it may be helpful to install bike-warning signs (W11-1) with the rider "ON ROADWAY" or "ON BRIDGE ROADWAY", where there is insufficient shoulder width for a significant distance. This signing should be in advance of the roadway condition. If the roadway condition is continuous, an additional rider "NEXT XX MILES" may be used.*"



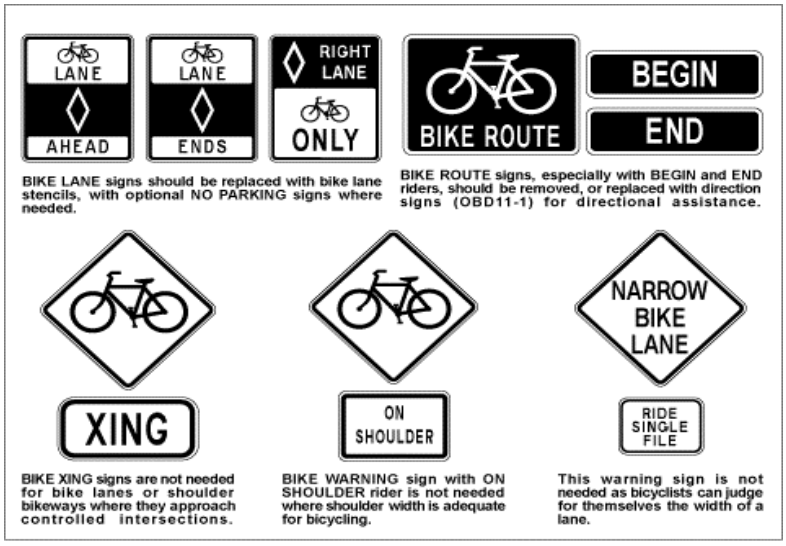
Sign W11-1 with riders

ODOT strongly recommends **against** the use of Bike Route signs and arrows like those being used along streets in Rhode Island because there is no indication to cyclists as to where they are being directed. The claim is that cyclists will usually ignore these signs if they send them off direction. Instead ODOT encourages the installation of directional signs as shown below. They claim that they are useful where it is recommended that bicyclists follow a routing that differs from the routing recommended for motorists. This may be for reasons of safety, convenience, or because bicyclists are banned from a section of roadway (the routing must have obvious advantages over other routes).



Sign OBD11-1, Destination

The ODOT recognizes that well-designed roads make it clear to users how to proceed, and require very little signing. Conversely, ODOT considers that an over-abundance of installed warning and regulatory signs may indicate a failure to have addressed problems. The attention of drivers, bicyclists and pedestrians should be on the road and other users, not on signs on the side of the road. Regarding the maintenance of existing signs and pavement markings for bike facilities, ODOT requires periodic review of existing signs, to upgrade and standardize signing. All existing signs and markings are inventoried and recommendations are made to the appropriate office. In most cases, this results in a net decrease in the total number of signs. ODOT is in the process of removing signs that are not appropriate for the situation and bike lane stencils on rural shoulder bikeways. A table of the unwanted signs is given below.



John Forester is a professional engineer and an avid bicyclist. He has combined these interests in founding the discipline of cycling transportation engineering. Mr. Forester is author of several cycling books that addresses many topics associated with bicycle riding. Among those subjects covered are the demographics and economics of cycling, accidents, the effects of bicyclists on traffic, effective educational programs, improving bicycling facilities, and dealing with government cycling policy. Foremost, the author's opinion is that bicyclists do best when they act, and are

treated in return, as drivers of vehicles, with the same rights and responsibilities that motorists have. As such, the intent of signs should be to function effectively for both users, rather than single out one over the other.

Bicycle signs and signing policies in Rhode Island do not appear to currently meet these requirements. States such as Oregon, who are on the leading edge of bicycle advocacy, are heading in a different direction from Rhode Island. Examination of the policies involved with signage should be reviewed to see that these conditions are meet.

Through the development of this report the DPM has been created to implement a more effective method of sign control for bicycle use.

RECOMMENDATIONS

RIDOT's Traffic Engineering section provided comments on the need for better sign control as a relatively inexpensive option for improving a community's appearance and providing a more effective message for vehicle and bicycle users on the road. Well-designed roads usually require very little signing, because they are built so all users understand how to proceed. Conversely, an overabundance of warning and regulatory signs may indicate a failure to have addressed problems. The attention of drivers, bicyclists and pedestrians should be on the road and other users, not on signs along the side of the road. Oversigning of roadways is ineffective and can degrade sign effectiveness. Too many signs are distracting and a visual blight, they may be a waste of resources. The message conveyed by the sign should be easily understandable by all roadway users. The use of symbols is preferred over the use of text.

A recently released Providence Bicycle Network draft report on bike route signing for the City of Providence prepared by Vanasse Hangen Brustlin, Inc. was submitted to RIDOT for review and comment. Figure 4, Proposed Bicycle Routes, Providence, Rhode Island, indicates the proposed route locations. Comments from the Traffic Engineering section of RIDOT in regards to signing indicated that "*the proposed bike routes and lanes be studied to ensure that each selected bike travel path is indeed suitable for signing as a preferred bike route*". Additionally, the comment was made "*that the large number of proposed signed bike routes is excessive…. And, therefore, it is our recommendation that only the most suitable and practical routes be selected for signing*".

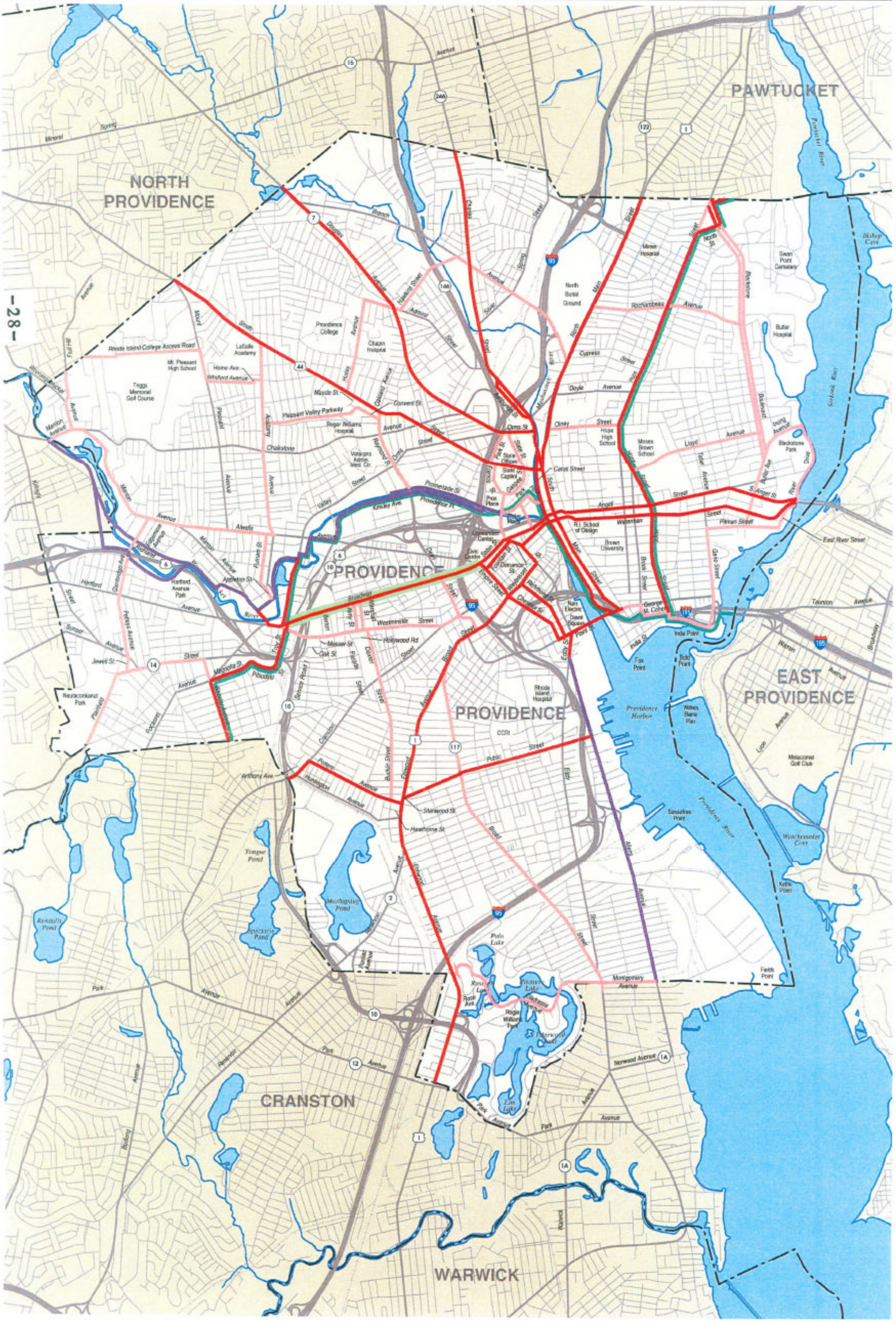
Having evaluated and discussed the current bike route sign methodology in Rhode Island, it is concluded that the Bicycle Route Suitability Report does address the termini points in Item Number 19, Facilities List on Roadway and in Item Number 21, Location of Nearest Bike Route/Path as potential link. This attempts to have the designer evaluate the logic of recommending a Signed Shared Roadway.

Additionally, the Bike RI Map provides a source for the State, Engineer and bike enthusiasts to examine, review and recommend bicycle network connections that are logical.

On the federal level, AASHTO recognizes the need to address the bicycle route signing and other related bicycle issues that exist throughout the country. The organization is attempting to offer consistency in terms of the designation of bike facilities by recommending design standards. The AASHTO Standing Committee on Highways has established an ad hoc Task Force on US Bicycle Routes to encourage the development of a coordinated system of US Bicycle Routes across the country. The task force's first step is to collect, compile, and review information on existing and proposed multi-state bicycle routes designated by states, local jurisdictions and other groups. Once that information is in hand, a proposed corridor plan and numbering system will be developed and reviewed with the key AASHTO technical committees. The endorsed US Bicycle Route Corridor Plan may be used as a tool by the State DOTs in proposing the designation of appropriate roads and highways as part of an interconnected system of US Bicycle Routes. Included in this study will most likely address the bike route signing concerns. This is an opportunity for the State of Rhode Island to contribute, participate, and monitor the committee's proposal in this regard.

Signs need to be an asset to both the motorist and bicyclist. Better sign control is a relatively inexpensive and simple option for improving a community's appearance and providing a more effective message for vehicle and bicycle users on the road. Restricting the installation of bike signs is an opportunity to accomplish these objectives.

Through the development of this report the DPM 920.06 has been created to implement a more effective method of sign control for bicycle usage.



Vanasse Hangen Brustlin, Inc.

Proposed Bicycle Routes
Providence, Rhode Island

FIGURE 4. PROPOSED



ENGINEERS
SCIENTISTS
PLANNERS

www.parecorp.com



RHODE ISLAND

MOVING FORWARD

STATEWIDE BICYCLE MOBILITY PLAN

APPENDIX

A3. Counts and Crash Data

CURRENT BICYCLE RIDERSHIP

The BMP process reviewed bicycle counts from on-street and off-street locations conducted throughout the state, including:

- A 21-location count completed in September 2017 as part of the planning process
- RIDOT, the City of Providence, and University of Rhode Island (URI) counts between 2014-2017 at 18 locations, 8 of which corresponded with the September 2017 locations
- Supplemental data from Strava, a smart-phone app used by many recreational bicyclists and some bicycle commuters

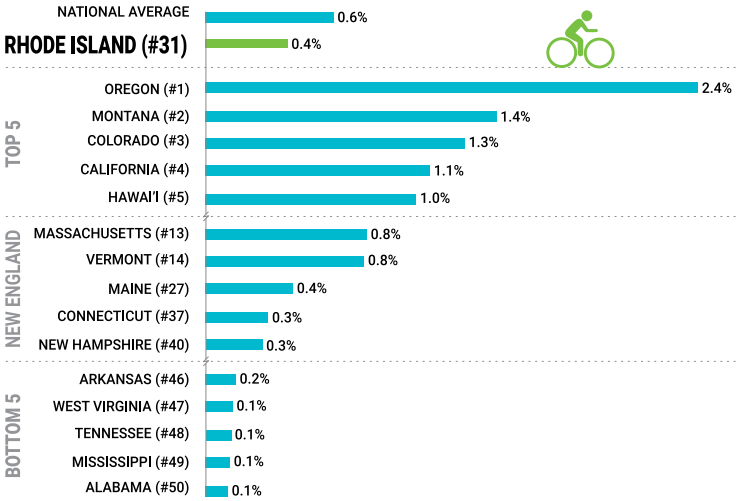
It is also worth noting that Providence is one of the 10 U.S. cities participating in the Big Jump program by PeopleForBikes. The Big Jump initiative aims to double or triple bike ridership in specific neighborhoods over the course of just three years, proving that when cities make smart changes, more people ride bikes and communities become better places to live, work and play. Providence's new bike share system launched in Fall 2018 provides another data source for ridership and utilization.

2014 to 2017 Bicycle Counts

Beginning in 2014, the RIDOT, the City of Providence, and URI tracked bicycle ridership at a variety of locations throughout the state. Of the 18 count locations, most were conducted along prominent shared-use paths, including the Blackstone River Bikeway and the East Bay Bike Path. The map and table on the following page illustrates the locations and count totals at 13 of the count sites. The remaining five 2014-2017 count locations were focused on the City Walk corridors in Providence and are not included in the table.

Eight of the 18 locations from the 2014-2017 counts were maintained as appropriate sites for continued data collection as part of the BMP process. The previously-collected data provides insight into bicycle ridership levels at a number of important locations throughout the state.

2012-2016 Bicycle Commute Share



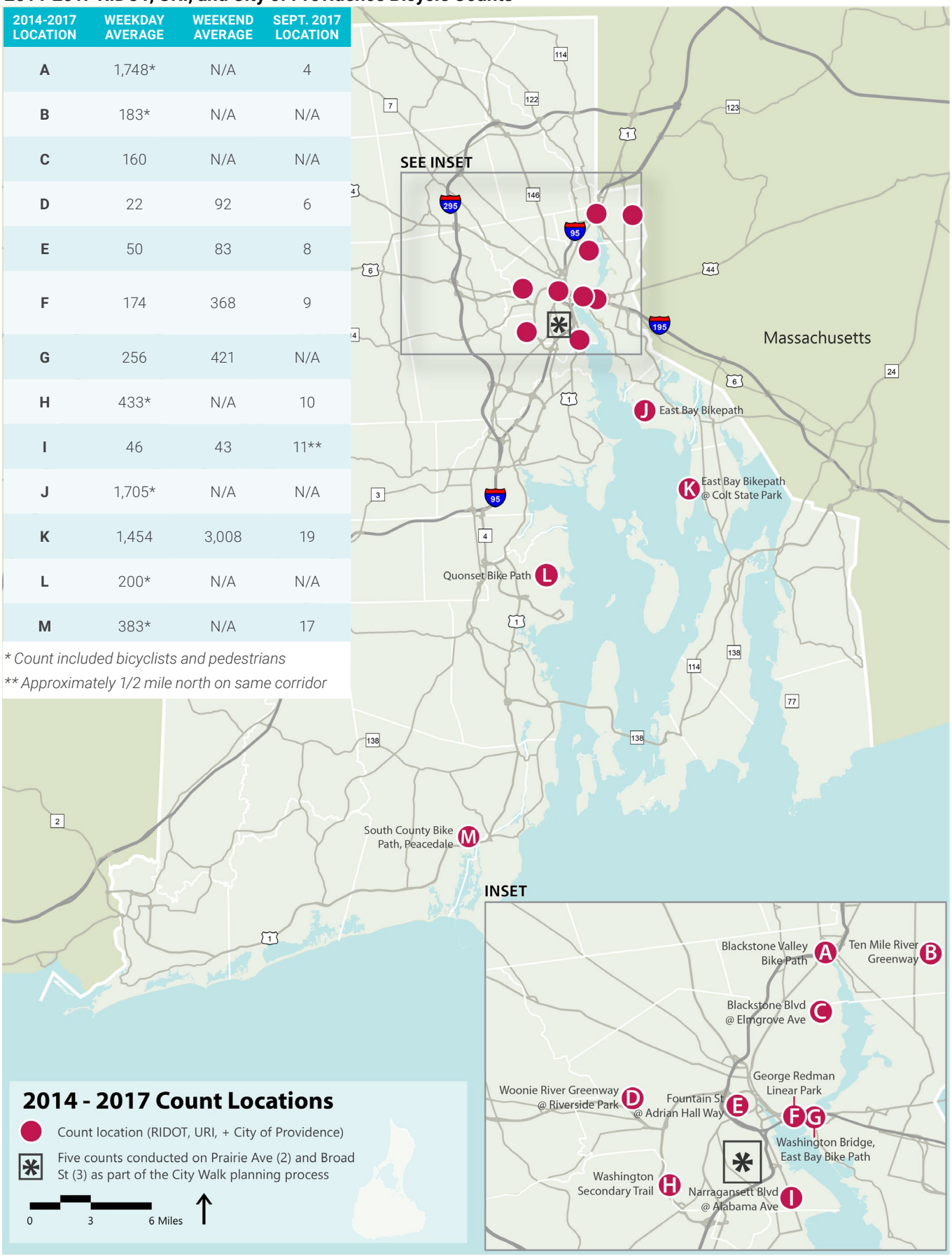
SOURCE: TABLE B08301, 5-YEAR ESTIMATES, AMERICAN COMMUNITY SURVEY (2012-2016)

2014-2017 RIDOT, URI, and City of Providence Bicycle Counts

2014-2017 LOCATION	WEEKDAY AVERAGE	WEEKEND AVERAGE	SEPT. 2017 LOCATION
A	1,748*	N/A	4
B	183*	N/A	N/A
C	160	N/A	N/A
D	22	92	6
E	50	83	8
F	174	368	9
G	256	421	N/A
H	433*	N/A	10
I	46	43	11**
J	1,705*	N/A	N/A
K	1,454	3,008	19
L	200*	N/A	N/A
M	383*	N/A	17

** Count included bicyclists and pedestrians*

*** Approximately 1/2 mile north on same corridor*



September 2017 Bicycle Counts

The 21 bicycle counts observed in September 2017 as part of the BMP planning process included both on- and off-street locations. Counts were made during two-hour periods in the morning and afternoon "rush hour" and during two-hour midday periods on the weekend. The count totals are shown in the map on the following page. This data was used to make a projection of the estimated annual number of riders at the 21 path and roadway locations (see table at right).

The bicycle counts should be continued on an annual or biannual basis so that the State is able to use the data to assess changes in the number of bicyclists over time. Future data collection will also help local and State policymakers understand bicycle usage patterns and be better prepared for grant applications.



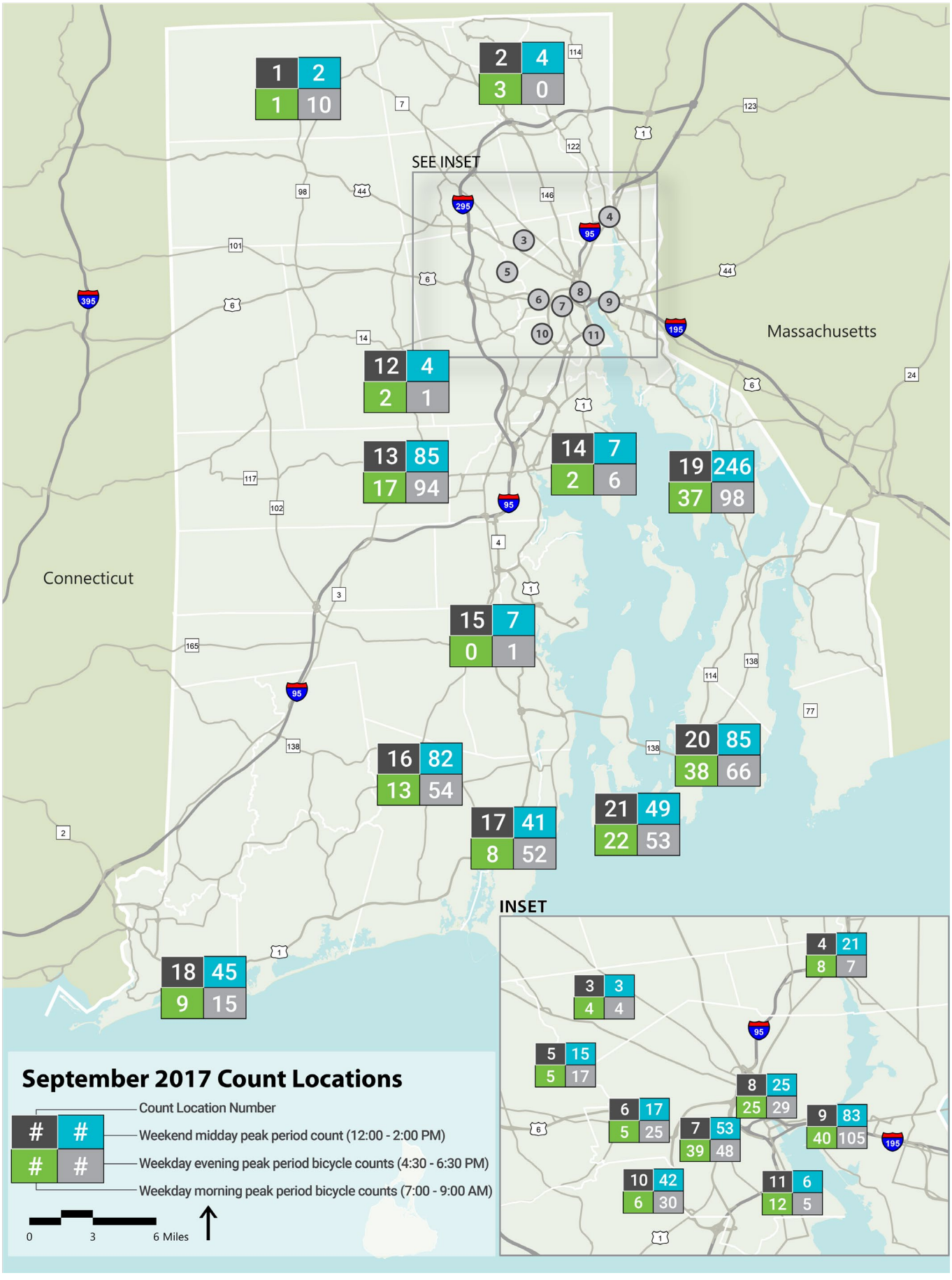
September 2017 bicycle counts were conducted on a mix of on-street and off-street locations in diverse regions throughout the state

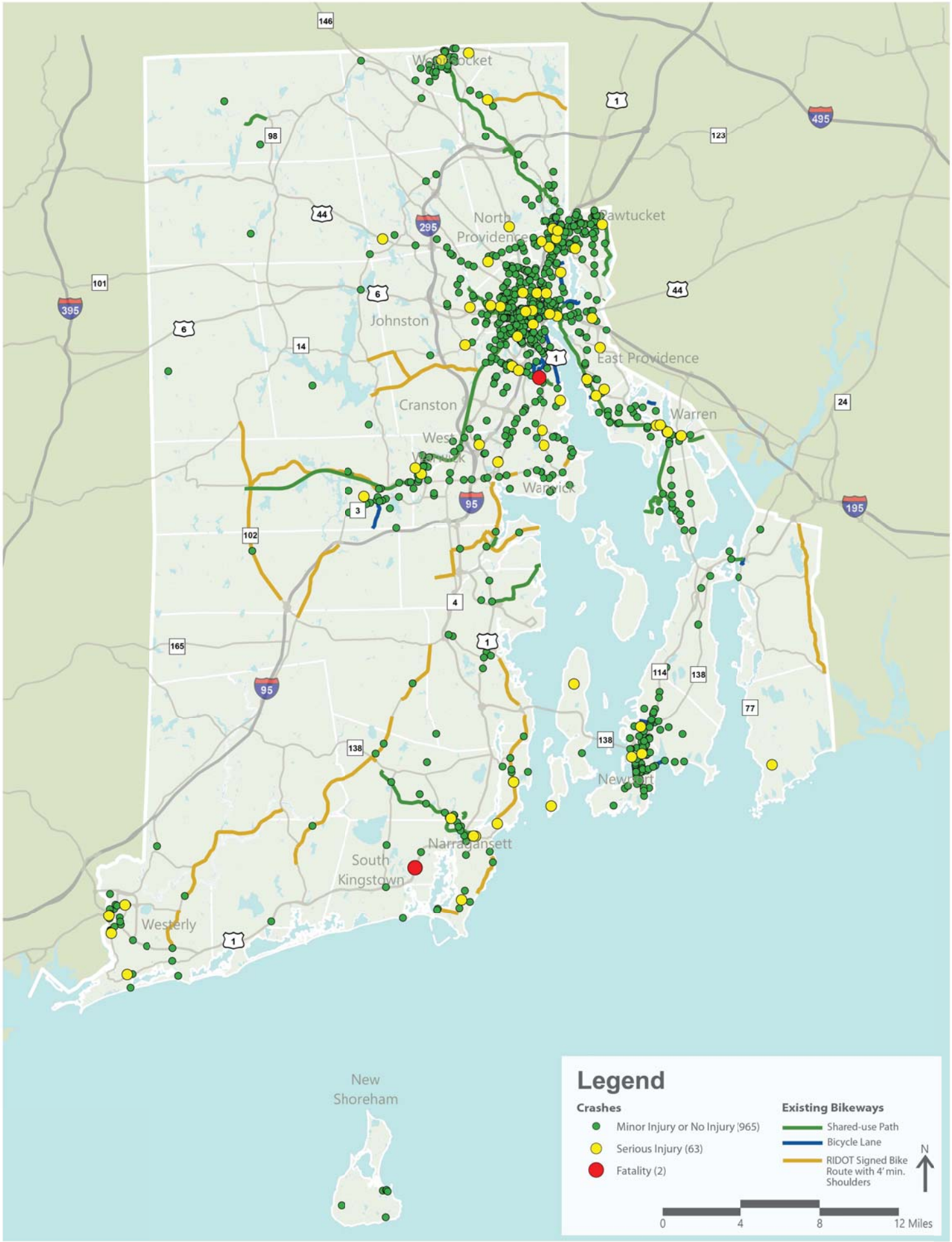
The 21 locations chosen for the September 2017 counts should be considered a starting point with additional count locations added in the future to accommodate new bicycle facilities and communities not originally included.

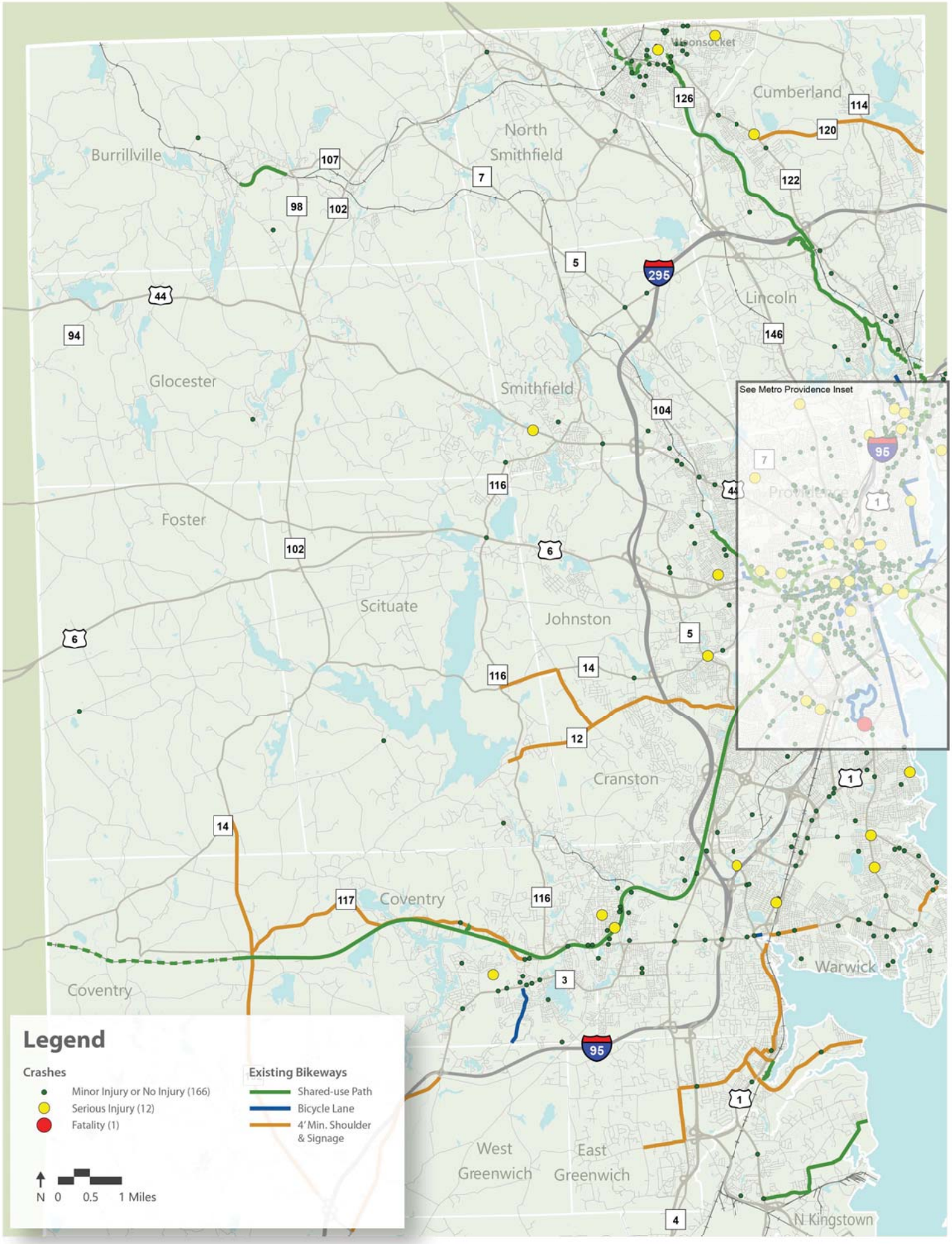
	LOCATION	ESTIMATED ANNUAL NUMBER OF BICYCLE TRIPS
1	Main St. @ East Ave., Burrillville	4,000
2	Nate Whipple Hwy. @ Mendon Rd., Cumberland	2,000
3	Smithfield Rd. @ Mineral Spring Ave., N. Providence	16,000
4	Roosevelt Ave. @ Slater Mill, Pawtucket	11,000
5	Woonasquatucket River Greenway @ Lyman St., Johnston	15,000
6	Woonasquatucket River Greenway @ Riverside Park, Providence	16,000
7	Broadway @ Dean St., Providence	169,000
8	Fountain St. @ Empire St., Providence	104,000
9	East Bay Bike Path @ Warren Ave., East Providence	109,000
10	Washington Secondary Bike Path @ Garfield Ave., Cranston	26,000
11	Allens Ave. @ Ernest St., Providence	47,000
12	Scituate Ave. @ Route 116, Scituate	5,000
13	Coventry Greenway @ Flat River Rd., Coventry	62,000
14	Oakland Beach Ave. @ West Shore Rd., Warwick	11,000
15	Victory Hwy. @ Wickford Junction Rail Station, N. Kingston	3,000
16	South County Bike Path @ Kingston Station, Kingstown	53,000
17	South County Bike Path @ Mumford Rd, Narragansett	30,000
18	Atlantic Ave. @ Weekepaug Rd., Westerly	54,000
19	East Bay Bike Path @ Asylum St., Bristol	156,000
20	82 Broadway, Newport	95,000*
21	Ocean Dr. @ Brenton Point, Newport	46,000*

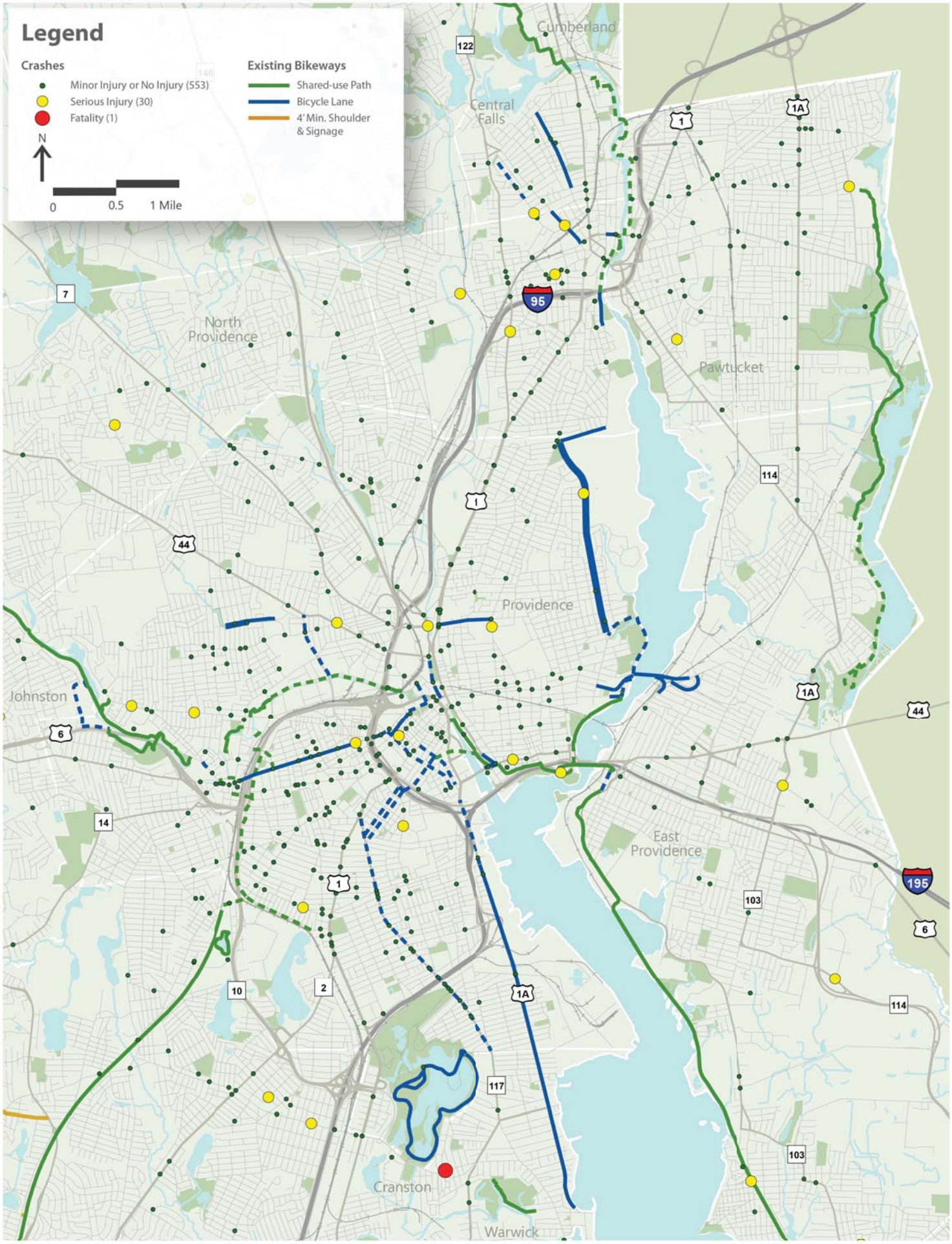
**Extrapolation did not account for spikes in the number of bicyclists along Ocean Loop and elsewhere in Newport during the area's peak tourist season in late summer.*

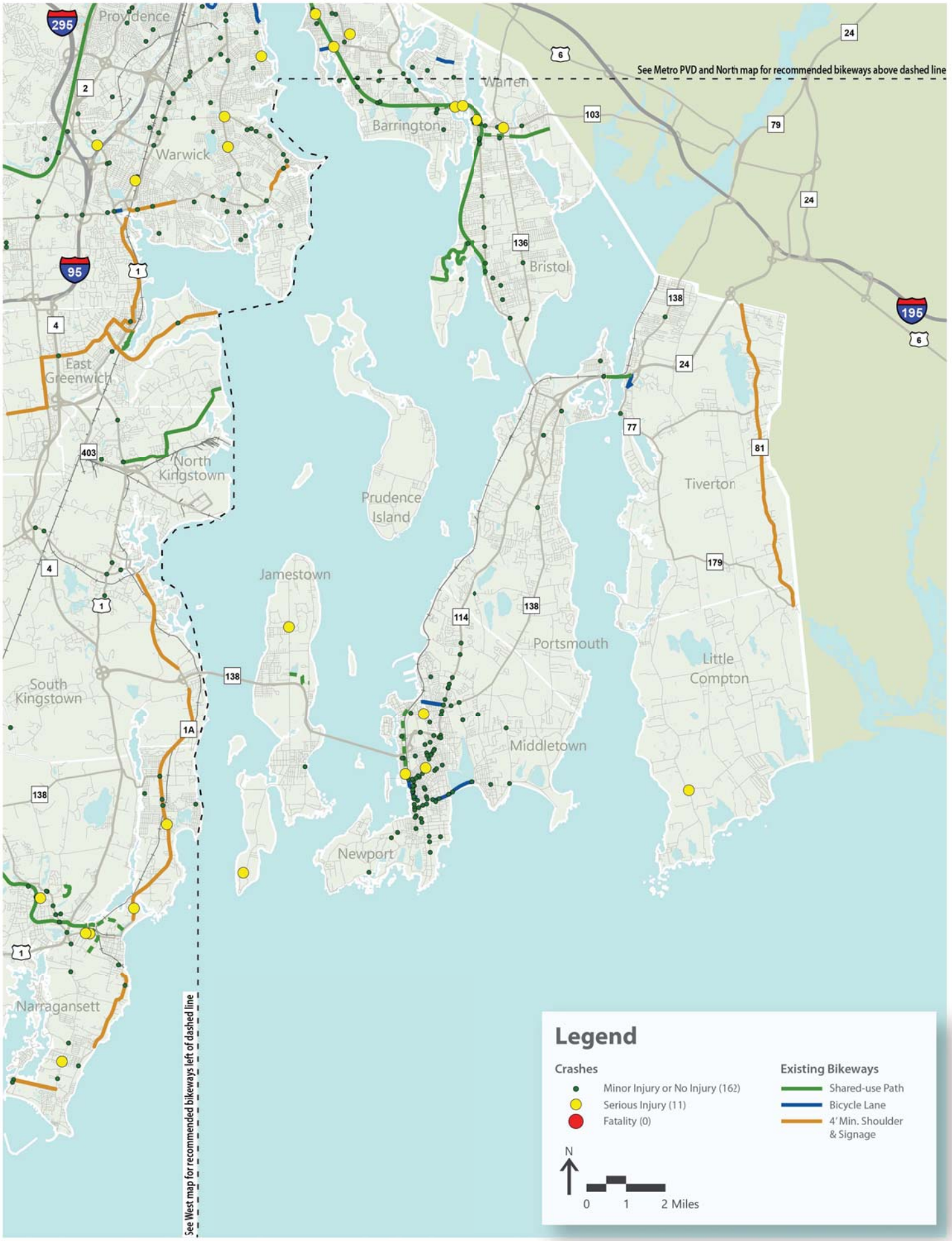
September 2017 Bicycle Counts




Legend
Crashes
Minor Injury or No Injury (965)
Serious Injury (63)
Fatality (2)
Existing Bikeways
Shared-use Path
Bicycle Lane
RIDOT Signed Bike Route with 4' min. Shoulders
N
0
4
8
12 Miles
Johnston
North Providence
Cranston
Warwick
East Providence
Warren
Narragansett
South Kingstown
Westerly
New Shoreham
Newport


Woonsocket
Cumberland
North Smithfield
Burrillville
Lincoln
Glocester
Smithfield
Foster
Scituate
Johnston
Cranston
Coventry
Warwick
West Greenwich
East Greenwich
N Kingstown
See Metro Providence Inset
Legend
Crashes
Minor Injury or No Injury (166)
Serious Injury (12)
Fatality (1)
Existing Bikeways
Shared-use Path
Bicycle Lane
4' Min. Shoulder & Signage
N 0 0.5 1 Miles


Legend
Crashes
Minor Injury or No Injury (553)
Serious Injury (30)
Fatality (1)
Existing Bikeways
Shared-use Path
Bicycle Lane
4' Min. Shoulder & Signage
N
0
0.5
1 Mile
Cumberland
Central Falls
North Providence
Pawtucket
Providence
Johnston
East Providence
Cranston
Warwick
122
1
1A
95
7
44
114
6
14
10
2
117
103
195


See Metro PVD and North map for recommended bikeways above dashed line
See West map for recommended bikeways left of dashed line
Providence
Warwick
Barrington
Warren
Bristol
East Greenwich
North Kingstown
Prudence Island
Jamestown
Portsmouth
Middletown
Newport
Tiverton
Little Compton
South Kingstown
Narragansett
295
95
195
Legend
Crashes
Minor Injury or No Injury (162)
Serious Injury (11)
Fatality (0)
Existing Bikeways
Shared-use Path
Bicycle Lane
4' Min. Shoulder & Signage
N
0
1
2 Miles


West Warwick
Warwick
Coventry
New Shoreham
Cow Neck
West Greenwich
East Greenwich
Exeter
North Kingstown
Hopkinton
Richmond
South Kingstown
Charlestown
Narragansett
Westerly
14
117
102
3
95
4
2
1
403
165
138
112
108
1A
110
91
78
Legend
Crashes
Minor Injury or No Injury (85)
Serious Injury (10)
Fatality (1)
Existing Bikeways
Shared-use Path
Bicycle Lane
4' Min. Shoulder & Signage
N
0
1
2 Miles

State Controlled Roadways

Refer to this website for the RI Scenic Roadways
http://www.dot.ri.gov/community/scenicroadways.php

BARRINGTON

Barneyville Road	Soams Road to the Mass SL
County Road (Rte. 103) (Rte. 103/114)	E. Prov CL to Wampanoag Tr Wampanoag Tr to Warren TL (Warren Bridge #124)
Massasoit Avenue	County Road to New Meadow Road
Metropolitan Park Drive	East Providence TL to Haines Memorial Park Road
Middle Highway	Primrose Hill Road to Nayatt Road
Nayatt Road	Rumstick Rd. to Washington Rd.
New Meadow Road	County road to the Mass SL
Primrose Hill Road	Wampanoag Trail to Middle Highway
Rumstick Road	Nayatt Road to County Road
Sowams Road	County Road to New Meadow Road
Wampanoag Trail (Rte. 114)	East Providence CL to County Road
Washington Road	From County Road to Nayatt Road

BLOCK ISLAND (NEW SHOREHAM)

Beach Avenue	Corn Neck Road to Center Road
Center Road	West Side Road to Lakeside Drive
Chapel Street	Water Street to the Square Deal Garage
Cooneymus Road	West Side Road to Lakeside Drive
Corn Neck Road	Chapel Street to 0.6 miles South of Brush Hill
Dodge Street	Corn Neck Road to Water Street
High Street	Water Street to Payne Road
Lakeside Drive	Cooneymus Road to Mohegan Trail
Mohegan Trail	Lakeside Drive to Spring Street (South East Light Road)
Ocean Avenue	Corn Neck Road to New Harbor Dock
Spring Street	High Street to Mohegan Trail
Water Street	Dodge Street to East of Old Harbor Dock
West Side Road	Ocean Avenue to Cooneymus Road

BRISTOL

Ferry Road (Rte. 114)	Hope Street/Wood Street to Mount Hope Bridge App. Rte. 114 to Bristol Ferry Slip
Gooding Avenue	Metacom Avenue to Main Street
Griswold Avenue	Ferry Road to Old Metacom Avenue
Hope Street (Rte. 114)	Warren TL to Ferry Road/Wood Street
Metacom Avenue (Rte. 136)	Warren TL to Ferry Road
Old Metacom Avenue	Metacom Avenue to Griswold Avenue
Poppasquash Road	Hope Street to the Southeast end of Colt's Drive

BURRILLVILLE

Bronco Highway (Rte. 102)	Glocester TL to North Smithfield TL
Buck Hill Road	Wallum Lake road to Connecticut SL
Chapel Street (Rte. 107)	.11 mile west of Railroad AV to Main Street
Church Street (Rte. 100)	High Street to Wallum Lake Road
Douglas Pike (Rte. 7)	Joslin Road to North Smithfield TL
East Avenue (Rte. 107)	South Main Street to .11 mile west of Railroad Avenue
(Rte. 98)	School Street to East Avenue
High Street	Church St. to South Main St.
Main Street (Rte. 107)	South Main St. to .11 mile west of Railroad Ave. School St. to East Ave.
Reservoir Road	Glocester TL to South Main Street
River Street	Chapel Street to Round Top Road
Round Top Road (Rte. 96)	School Street/Whipple Road Mass SL
School Street (aka Callahan School Rd.)	Sherman Farm Rd. to Round Top Rd.
Sherman Farm Road (Rte. 98)	Main Street to Mass SL
South Main Street (Rte. 100)	Main Street to Glocester TL
Steere Farm Road (Rte. 98)	East Avenue to Glocester TL
Victory Highway (Rte. 102)	Glocester TL to North Smithfield TL
Wallum Lake Road (Rte. 100)	Church Street to Mass SL

CENTRAL FALLS

Dexter Street	Pawtucket CL to Lonsdale Avenue
Lonsdale Avenue (Rte. 122)	Dexter Street to Walker Street (Lincoln TL)

CHARLESTOWN

Alton Carolina Road (Rte. 91)	Carolina Back Road to Richmond TL
Carolina Back Road (Rte. 112)	South County Trail to Richmond TL
Kenyon Road (aka Sherman Road)	RR Bridge to South County Trail
Kings Factory Road	Richmond TL to .10 miles south of Narragansett Trail
Narragansett Trail	Kings Factory Road east 3000 feet
Old Post Road (US 1)	Post Road to South Kingstown TL
Post Road (US 1)	Westerly TL to South Kingstown TL
Ross Hill Road (Rte. 216)	Post Road to Westerly TL
Shannock Road	Rte. 2 to Carolina Back Road
South County Trail (Rte. 2)	Richmond TL to Carolina Back Road
(Rte. 2/112)	Carolina Back Road to Old Post Road

COVENTRY

Coventry Greene Road (117) (aka Summit Greene Road)	Plainfield Pike to Victory Highway
Fairview Avenue	Washington Street to W. Warwick TL
Flat River Road (117) (117)	South Main Street to Rte. 102 Summit Greene Road to Plainfield Pike (14)
Harkney Hill Road (118)	Victory Highway to Nooseneck Hill Road
Hill Farm Road	Harkney Hill Road to Phillips Hill Road
Phillips Hill Road	Flat River Road to Hill Farm Road
Hopkins Hollow Road	Summit Greene Road to .03 mile south of Bridge 80
Knotty Oak Road (116)	Washington Street to Scituate TL
Main Street (117) (115)	South Main Street to Knotty Oak Road Cranston CL to W. Warwick TL
Nooseneck Hill Road (3)	South Main Street to W. Greenwich TL
Old Flat River Road	Flat River Road to Flat River Road (Coventry Center)
Peckham Lane	Flat River Road to Old Flat River Road
Plainfield Pike (14)	Foster TL to Connecticut SL
Sandy Bottom Road (33)	Washington Street to Tiogue Avenue
South Main Street	Tiogue Avenue to Washington Street/Main Street
Summit Green Road (117)	Rte. 102 west to Flat River Road
Tiogue Road (3)	W. Warwick TL to South Main Street
Victory Highway (102)	Foster TL to W. Greenwich TL
Washington Street (117/33)	Knotty Oak Road t W. Warwick TL
Wood Street	South Main to Tiogue Road

CRANSTON

Atwood Avenue (Rte. 5)	Johnston TL to Cranston Street
Bald Hill Road (Rte. 2)	Warwick TL to Rte. 5/2 Interchange
Dean Parkway	Oaklawn Avenue to Meshanticut Valley Parkway
East Avenue	Mayfield Street to Pontiac Avenue
Elmwood Avenue (US 1)	Warwick CL to Providence CL
Fletcher Avenue	Plainfield Street to Atwood Avenue
Howard Avenue	New London Avenue to Pontiac Avenue
Interstate 95	Providence CL to Warwick CL
Interstate 295	Johnston TL to Warwick CL
Mayfield Avenue	Oaklawn Avenue to East Street
Meshanticut Valley Parkway	Dean Parkway to New London Avenue
New London Avenue (Rte. 2/33)	Reservoir Avenue to W. Warwick TL
Oaklawn Avenue (Rte. 5)	Atwood Avenue to Warwick CL
Pippin Orchard Road	Plainfield Pike to Hope Road
Plainfield Pike (Rte. 14)	Atwood Avenue to Johnston TL
Pontiac Avenue	East Street to Hershey road
Reservoir Avenue (Rte. 2)	Providence CL to New London Turnpike
Route 10	Providence CL to Providence CL
Route 37	Phenix Avenue to Warwick CL
Scituate Avenue(Rte. 12) Old Scituate Avenue	Phenix Avenue to Scituate TL
Wayland Avenue	Phenix Avenue to Oaklawn Avenue
Warwick Avenue (Rte. 117)	Warwick TL to Broad Street
Wilbur Avenue (Underpass)	Bridge #420

CUMBERLAND

Albion Road	Lincoln TL (Albion Br) to Mendon Road
Angell Road (Rte. 116)	Mendon Road to Diamond Hill Road
Broad Street	Central Falls CL to Mendon Road
Chambers Street	Broad Street to John Street (one-way west loop)
Dexter Street (Rte. 123)	Broad Street to Mass SL
Diamond Hill Road (Rte. 114)	Pine Swamp Road to Hines Road
High Street (Rte. 114)	Hines Road to Broad Street
Interstate 295	Lincoln TL to Mass SL
John Street	Lincoln TL (Blackstone River) to Broad Street
Little Pond County Road	Whipple Highway to Scott Road
Manville Road (Rte. 120)	Lincoln TL to Mendon Road
Marshall Avenue	Mendon Road to Diamond Hill Road
Mendon Road (Rte. 122)	Lincoln TL to Woonsocket TL
Mill Street (aka Ann-Hope Way)	Mendon Road to Broad Street
Nate Whipple Highway (Rte. 120)	Mendon Road to Mass SL
Old Sneech Pond Road	Loops at Nate Whipple Highway; 1 mile E of 114 at Arnold Mills
Pine Swamp Road (Rte. 114) (aka W Wrentham Road)	Woonsocket CL to Diamond Hill Road
West Wrentham Road	Mendon Road to Pine Swamp Road
Wrentham Road (Rte. 121)	Pine Swamp Road t Mass SL

EAST GREENWICH

Carr Pond Road	Frenchtown Road to South County Trail
Cedar Avenue	Division Street to Middle Road
Cedar Road	Post Road to Middle Road
Davisville Road (Rte. 403)	Rte. 4/Frenchtown Road to N. Kingstown TL
Division Street (Rte. 401)	First Avenue to W. Greenwich TL
Division Street	First Avenue to Post Road
First Avenue (Rte. 401)	Post Road/Main Street to Division Street
Frenchtown Road (Rte. 402)	South County Trail to N. Kingstown TL
Frenchtown Road	South County Trail to Carr Pond Road
I-95	Warwick CL to W. Greenwich TL
Main Street (US 1)	Warwick CL to Forge Road
Middle Road	Carr Pond Road to Moosehorn Road
Middle Road	Moosehorn Road to Rte. 2
Middle Road U-Turn	Rte. 2 to Middle Road
Moosehorn Road	Middle Road to Division Street
Route 4	Warwick CL to North Kingstown TL
Old Post Road (?)	
Post Road (US 1)	Forge Road to N. Kingstown TL
South County Trail (Rte. 2)	Warwick TL to N. Kingstown TL

EAST PROVIDENCE

Bishop Avenue	Pawtucket Avenue South .07 miles (396')
Bullock's Point Avenue	Pawtucket Avenue to Crescent View Avenue
East Shore Expressway	I-195/Warren Avenue to Wampanoag Trail
Highland Avenue (US 6)	Warren Avenue/Skycrest Drive to Mass SL
I-195	Providence CL to Mass SL
Metropolitan Park Drive	Willet Avenue to Barrington TL
Mink Road/School Street `	Wampanoag Tr to Mass SL
Henderson Bridge/Approaches	Providence CL to Broadway
Newman Avenue (Rte. 152)	Pawtucket Avenue to Mass SL
Newport. Avenue (US 1A)	Pawtucket CL to Pawtucket Avenue
Pawtucket Avenue (Rte. 114) (Rte. 114/1A) (Rte. 114/103) (Rte. 103)	Pawtucket TL to Newport Avenue Newport. Avenue to I-195 I-195 to Wampanoag Trail Wampanoag Trail to Willet Avenue
Pleasant Street (Rte. 114A)	Pawtucket Avenue to Mass SL
Taunton Avenue (US 44)	N. Broadway to Mass SL
Veteran's Memorial Parkway	I-195/Warren Avenue to Pawtucket Avenue
Wampanoag Trail (Rte. 114)	Pawtucket Avenue to Barrington TL
Warren Avenue (US 6/Rte. 103)	Broadway to Pawtucket Avenue
(US 6)	Pawtucket Avenue to Highland Avenue Highland Avenue to Mass SL
Waterman Avenue	Massasoit Avenue to Warren Avenue
Willett Avenue (Rte. 103)	Pawtucket Avenue to Barrington TL

EXETER

Allentown Road	Rte. 2 to N. Kingstown TL
Arcadia Road	Ten Rod Road (165) to Richmond TL
Austin Farm Road	Black Plain Road to Nooseneck Hill Road
Beach Pond Road (Rte. 138)	Hopkinton TL to Conn SL
Black Plain Road	Ten Rod Rd (165) to Austin Farm Road
Bridge Road	New Road to N. Kingstown TL
Cul-de-sac	New Road to end
Escoheag Hill Road	Ten Rod Road (165) to W. Greenwich TL
I-95	W. Greenwich TL to Richmond TL
Liberty Road	New Road to N. Kingstown TL
New Road (Connector Rd. Mill Pond Rd, Chipuxet Rd)	Liberty Road to Yawgoog Valley Road
Nooseneck Hill Rd (Rte. 3)	W. Greenwich TL to Richmond TL
South Road (aka Slocumville Road)	Ten Rod Rd. to Rte. 2
South County Trail (Rte. 2)	N. Kingstown TL to S. Kingstown TL
Ten Rod Road (Rte. 102) (Rte. 165)	N. Kingstown TL to Victory Highway Rte. 3 to Connecticut SL
Victory Highway (Rte. 102)	Ten Rod Road to W. Greenwich TL

FOSTER

Anna Wade Road	Hartford Pike to Glocester TL
Central Pike	Foster Center Rd. to Scituate TL
Cucumber Hill Road	Danielson Pike to Mooseup Valley Road
Danielson Pike (US 6)	Scituate TL to Conn SL
Foster Center Road (Rte. 94)	Danielson Pike to Plainfield Pike
Hartford Pike (Rte. 101)	Scituate TL to Conn SL
Mooseup Valley Road	Cucumber Hill Rd. to Plainfield Pike
Mount Hygeia Road (Rte. 94)	Danielson Pike to Glocester TL
Old Danielson Pike	US-6 to US-6 Loop
Plainfield Pike (Rte. 14/102)	Scituate TL to Coventry TL
Victory Highway (Rte. 102)	Plainfield Pike to Coventry TL

GLOCESTER

Anne Wade Road	Snake Hill Rd. to Foster TL
Douglas Hook Road	Putnam Pike to Whipple Rd (Steeres Farm)
Hartford Pike (Rte. 101)	Small piece
Mt. Hygeia Rd (Rte. 94) (aka Renolds Road) (aka Sheldon Road)	Putnam Pike to Hartford Pike
Old Putnam Pike	At Pine Orchard Road
Money Hill Road (Rte. 100) (aka Pascoag Road)	Victory Highway to Burrillville TL
Putnam Pike (Rte. 44)	Smithfield TL to Conn SL
Reservoir Road	Putnam Pike to Burrillville TL
Saw Mill Road	Putnam Pike to Scituate TL
Snake Hill Road	W. Greenville Rd. to Anan Wade Rd.
Steere Farm Road (Rte. 98)	Money Hill Rd. to Burrillville TL
West Greenville Rd (116)	Scituate TL to Smithfield TL (2 pieces)
Victory Highway (Rte. 102) (aka Chompmist Hill Road)	Scituate TL to Burrillville TL

HOPKINTON

Arcadia Road/Bank Street	Exeter TL to Nooseneck Hill Rd
Bridge Street	Arcadia Rd. to Rte. 3/138
Alton-Bradford Rd. (Rte. 91)	Richmond TL to Westerly TL
Ashaway-Bradford Rd. (Rte. 216)	Main St. to Alton-Bradford Rd.
Spring Street (Rte. 138) (aka Beach Pond Rd, Rockville Rd.)	Nooseneck Hill Rd. to Exeter TL
Clarkes Fall Road	Nooseneck Hill Rd. to Connecticut SL
Grey Lane	Wellstown Rd. to dead end (I-95)
High Street	Nooseneck Hill Rd. (Main St). to Connecticut SL
I-95	Richmond TL to Connecticut SL
Laurel Hill Road	Westerly TL to High St.
Mechanic Street	Nooseneck Hill Rd. to Hopkinton TL
Nooseneck Hill Rd. (Rte. 3) (Main Street)	Richmond TL to Westerly TL
Old Nooseneck Hill Road	Connecticut SL to Exit 1 I-95
Wellstown Road	High St. to Nooseneck Hill Rd.
Woodville Road	Nooseneck Hill Rd. to Richmond TL
Yawgoog Road	Spring St. to Camp Yawgoog
Wincheck Pond Road	Spring St. to Spring St.

JAMESTOWN

Beavertail Road	Southwest Ave. to State Park Entrance
Conanicus Avenue	East Shore Rd. to Narragansett Ave.
East Shore Road (Rte. 138)	Summit Ave. to Eldred Ave. Eldred Ave. to Newport Bridge
Eldred Avenue (Rte. 138)	Jamestown Bridge to East Shore Rd.
Hamilton Avenue	Beavertail Rd. to Walcott Ave.
Jamestown-Verranzano Bridge	
Narragansett Avenue	Conanicus Ave. westerly to end
North Road	Eldred Ave. to Narragansett Ave.
Southwest Avenue	Narragansett Ave. to Hamilton/Beavertail Rd.
Walcott Avenue	Ocean St. to Narragansett Ave.

JOHNSTON

Atwood Avenue (Rte. 5)	Greenville Ave to Cranston CL
Borden Avenue	Killingly St. to Hartford Ave.
Central Avenue	Atwood Ave. to Providence CL
Cherry Hill Road	Atwood Ave. to Greenville Ave.
Dean Avenue	Putnam Pike to Smithfield TL
George Waterman Rd. (Rte. 128)	Greenville Ave to Putnam Pike
Greenville Avenue	Smithfield TL to Sprague ville Rd.
(Rte. 5)	Sprague ville Rd. to Atwood Ave. Atwood Ave. to Providence CL
Hartford Avenue (US-6A)	Providence CL to Scituate TL
Hopkins Avenue	Hartford Pike to Winsor Ave.
I-295	Smithfield TL to Cranston TL
Killingly Street (Rte. 128)	Greenville Ave. to Providence TL
Orchard Avenue	Smithfield TL to Winsor Avenue
Plainfield Pike (Rte. 14)	Providence CL to Scituate TL
Putnam Pike (US 44)	N. Providence TL to Smithfield TL
Simmonsville Road	Plainfield Pike to Atwood Ave.
Sprague ville Road (Rte. 5) (aka Sanderson Road)	Smithfield TL to Greenville Ave.
US-6 Expressway	I-295 to Providence TL
Winsor Avenue	Greenville Ave. to Scituate TL

LINCOLN

Albion Road (Rte. 123)	Smithfield TL to George Washington Hwy Old River Rd west to end
Breakneck Hill Road (Rte. 123)	Louisquisset Pike (246) to Great Rd.
Front Street (Rte. 123)	Breakneck Hill Rd. to Lonsdale Ave.
George Washington Hwy (116)	Smithfield TL to Mendon Rd.
Great Road (Rte. 123)	Front Street to Breakneck Hill Rd. Breakneck Hill Rd. to .7 m north of Sherman Ave.
Interstate 295	Smithfield TL to Cumberland TL
Jenckes Hill Road (Rte. 123)	Louisquisset Pike (246) to Smithfield TL
John Street (Rte. 123)	Lonsdale Ave to Cumberland TL (Blackstone River)
Limerock Road	Jenckes Hill Road to Smithfield TL
Lonsdale Avenue (Rte. 122)	Central Falls CL to Cumberland TL
Main Street (aka Manville Road)	New River Rd. to Cumberland TL
New River Road (aka Railroad Avenue)	Old River Rd. to School St.
(Old) Louisquisset Pike (246)	N. Providence TL to Rte. 146
Old River Road (Rte. 126)	N. Smithfield TL to River Rd.
River Road (Rte. 126)	Old River Rd. to Front St.
Route 99	Rte. 146 to Cumberland TL
Route 146	N. Providence TL to N. Smithfield TL
Sayles Hill Road (aka Manville Road)	N. Smithfield TL to Old River Rd.
School Street (aka Albion Road)	Old River Rd. to Cumberland TL
Smithfield Avenue (Rte. 126)	Pawtucket CL to Front St.
Twin River Road	Smithfield TL to Olney Rd. – Lincoln Woods
Walker Street	Smithfield Ave. to Lonsdale Ave.

LITTLE COMPTON

Adamsville Road	Crandall Rd. to Mass SL
Bramblewood Crossroad	Crandall Rd. to Church
Colebrook Road	Long Hwy to Stone Church Rd.
Little Compton Commons Commons Road	South of Commons Rd. to Meetinghouse Lane
Crandall Road (Rte. 81)	Tiverton TL to Adamsville Rd/Stone Church Rd.
East Main Road	Peckham Rd. to Simmons Rd.
Long Highway	Peckham Rd. to Colebrook Rd.
Meeting House Lane	West Main Rd. to south of Commons Rd.
Mullen Hill Road	Pottersville Rd. to Mass SL
Peckham Road	West Main Rd. to Long Hwy.
Pottersville Road	Long hwy to Mullen Hill Rd.
Sakonnet Point Road (Rte. 117)	West Main Rd. to end
Simmons Road	East Main Rd. to south of Commons Rd.
Snell Road	East Main Rd. to Long Hwy.
South of Commons Road	Commons Rd. to Swamp Rd.
Stone Church Road (Rte. 179) Main Street	Tiverton TL to Crandall Rd.
West Main Road (Rte. 77) Main Street	Tiverton TL to Crandall Rd.
West Main Road (Rte. 77)	Tiverton TL to Sakonnet Point Rd.
Westport Harbor Road	Adamsville Rd. to Mass SL

MIDDLETOWN

Aquidneck Avenue (Rte. 138A)	E. Main Rd. to Newport CL
Coddington Highway	W. Main Rd. to Newport. CL
East Main Road (Rte. 138)	Portsmouth TL to W. Main Rd.
Gate 17, Naval Access	W. Main Rd. to Navy Base
Green Lane	W. Main Rd. to Navy Base Entrance
Sachuest Point Road (aka Hanging Rock Road)	Paradise Ave. to end at Naval Reservation
Valley Road (Rte. 214)	W. Main Rd. to Aquidneck Ave.
West Main Road (Rte. 114) (Rte. 114/138)	Portsmouth TL to E. Main Rd.

NARRANGANSETT

Beach Street (US 1A)	Boston Neck Rd. to Ocean Rd.
Boston Neck Road (US 1A)	N. Kingstown TL to Beach St.
Bridgetown Road	Boston Neck Rd. to S. Kingstown TL
Burnside Avenue	Pt. Judith Rd. to Ocean Rd.
Galilee Connector Road	Great Island Rd. to Sand Hill Cove Rd.
Galilee Escape Road	Pt. Judith Rd. to Great Island Rd.
Great Island Road	Galilee Escape Rd. to Sand Hill Cove Rd.
Kingstown Road (US 1A)	Narragansett Ave. to S. Kingstown TL
Knowlesway	Pt. Judith Rd. to Ocean Ave.
Narragansett Avenue (US 1A) (Caswell or Ouida Ave.)	Kingstown Rd. to Beach St.
Ocean Road	Beach St. to Pt. Judith Coast Guard Station
Point Judith Road (Rte. 108)	Kingstown Rd. to Ocean Rd.
Sand Hill Cove Road	Great Island Rd. to Point Judith Rd.
State Street	Great Island Rd. to State Pier
Succotash Road	S. Kingstown TL to end (State Pier)
Towerhill Road (US 1) (Post Road)	S. Kingstown TL to S. Kingstown TL

NEWPORT

Admiral Kalbfus Road (Rte. 138)	Third St. to W. Main Rd. (One Mile Corner)
America's Cup Avenue (Rte. 138A)	Farewell St. to Memorial Blvd.
Farewell Street (Rte. 138)	Van Zandt Ave. to America's Cup Blvd.
Goat Island Connector	America's Cup Ave. to Washington St.
J. T. Connell Highway	Middletown TL to Cul-de-sac
Memorial Boulevard (Rte. 138)	Thames St. to Middletown TL
Newport Bridge Approaches	Admiral Kalbfus Rd. to Newport. Bridge

NEW SHOREHAM (BLOCK ISLAND)

Beach Avenue	Corn Neck Rd. to Center Rd.
Center Road	West Side Road to Lakeside Drive
Chapel Street	Water Street to the Square Deal Garage
Cooneymus Road	West Side Road to Lakeside Drive
Corn Neck Road	Chapel St. to 0.6 miles south of Brush Hill
Dodge Street	Corn Neck Rd. to Water St.
High Street	Water St. to Payne Rd.
Lakeside Drive	Cooneymus Rd. to Mohegan Trail
Mohegan Trail	Lakeside Dr. to Spring St. (south East Light Rd.)
Ocean Avenue	Corn Neck Rd. to New Harbor Dock
Spring Street	High St. to Mohegan Trail
Water Street	Dodge St. to east of Old Harbor Dock
West Side Road	Ocean Ave. to Cooneymus Rd

NORTH KINGSTOWN

Boston Neck Road (US 1A)	Phillips St. to Narragansett TL
Bridge Road (aka New Road)	Slocum Rd. to Exeter TL
Brown Road (US 1A)	Boston Neck Rd./Phillips Rd. to W. Main Rd.
Davisville Road (Rte. 403)	E. Greenwich TL to School St.
Devil's Foot Road (Rte. 403)	School St. to Post Rd/Roger Williams Way
Exeter Road	Exeter TL to Layfayette Rd.
Ferry Road (aka Saunderstown Road)	Boston Neck Rd. east to end
Frenchtown Road (Rte. 402)	E. Greenwich TL to Post Rd.
Liberty Road	Exeter TL to Slocum Rd.
Namcook Road (Old Post Road)	Devil's Foot Rd. to Post Rd.
Phillips Street (Rte. 102)	Post Rd. to Boston Neck Rd.
Post Road (US 1)	E. Greenwich TL to Huling Rd. (south int)
Quaker Lane (Rte. 2) (aka S. County Trail)	E. Greenwich TL to Rte. 102
Railroad Avenue	Exeter Rd. to Liberty Rd.
Roger Williams Way	Post Rd/Devil's Foot Rd. to Pier
Route 4	E. Greenwich TL to US 1
Route 138	US 1 to Jamestown TL
Slocum Road	Liberty Rd. to Stony Fort Rd.
South County Trail (Rte. 2)	Rte. 102 Ten Rod Rd. to Exeter TL
Ten Rod Road (Rte. 102)	Post Rd. to Rte. 4
(Rte.102/2)	Rte. 4 to S. County Tr/Exeter TL
Tower Hill Road (US 1)	Huling Rd. to Rte. 138
(US 1/Rte.e. 138)	Rte. 138 to S. Kingstown TL
West Main Street (US 1A)	Post Rd. to Brown St.

NORTH PROVIDENCE

Centredale By-Pass (US 44WB)	US 44 to US 44
Charles Street	Providence CL to Rte. 146
Douglas Pike (Rte. 7)	Providence CL to Smithfield TL
High Service Avenue	Smith St. to Smithfield Rd.
Mineral Spring Avenue (Rte. 15)	Centredale Bypass to Pawtucket CL
Route 146	Providence CL to Lincoln TL
Smith Street (US 44)	Providence CL to Johnston TL
Smithfield Road	Providence CL to Mineral Spring Ave.
Waterman Avenue (Rte. 104)	Smith St. (EB) to Smithfield TL
Woonasquatucket Avenue	Smith St. (EB) to Providence CL
(Old) Louisquisset Pike (Rte. 246)	Rte. 146 to Lincoln TL

NORTH SMITHFIELD

Central Avenue	Great Rd. to Mass SL
Douglas Pike (Rte. 7)	Smithfield TL to Burrillville TL
Farnum Pike (Rte. 104/5) (Rte. 104)	Smithfield TL to Providence Pike Providence Pike to Woonsocket CL
Great Road (Rte. 146A)	Park Ave. to Central St.
Ironstone Street (Rte. 146A)	Great Rd. to Mass SL
Main Street	Victory Hwy. To Providence Pike
North Main Street	Main St. to Great Rd.
North Smithfield Industrial Highway	Providence Pike to Pound Hill to Rte. 146
Old Louisquisset Pike	Loop at Landmark Hospital (off E. Dowling Mem. Hwy.)
Providence Pike (Rte. 5) Railroad Avenue	Smithfield TL to Great Rd./Victory Hwy.
Rte. 146 (aka Louisquisset Pike) (aka N. Smithfield Exp.)	Lincoln TL to Rte. 146A (E. Dowling Mem. Hwy) Rte. 146A to Mass SL
Rte. 146A (E. Dowling Highway)	Rte. 146 to Woonsocket CL
Saint Paul Street	Great Rd. to south of Mendon Rd.
Sayles Hill Road	Rte. 146 to Cumberland TL
School Street (aka Branch River Road)	Providence Pike to Great Road
Steele Street	N. Smithfield Ind. Hwy. To end
Victory Highway (Rte. 102)	Burrillville TL to Great Road

PAWTUCKET

Armistice Boulevard (Rte. 15)	York Ave. to Mass SL
Central Avenue/Benefit Street	Broadway to Mass SL
Dexter Street	Goff Ave. to Central Falls CL
Interstate 95	Providence CL to Mass SL
Newport Avenue (US 1A)	E. Providence CL to Mass SL
Smithfield Avenue (Rte.e.126)	Providence CL to Lincoln TL
Pawtucket Avenue	Hillside Avenue to George Street

PORTSMOUTH

Boyd's Lane	Bristol Ferry Rd. to Park Ave.
Bristol Ferry Road (Rte. 114)	Bristol TL to West Main Rd./Turnpike Ave.
East Main Road (Rte. 138)	Rte. 24 to Middletown TL
Hummocks Avenue	Rte. 24 to Point Rd. Bridge
Middle Road	Union Ave. to School House Lane
Park Avenue	East Main Rd. to Stone Bridge Appr/Point Rd.
Point Road	Park Ave. to Hummocks Ave.
Rte. 24/138	Tiverton TL to Boyd Lane
Rte. 24	Boyd Lane to W. Main Rd.
School House Lane	Middle Rd. to E. Main Rd.
Sprague Street	Bristol Ferry Rd/Turnpike Ave. to E. Main Rd.
Turnpike Road	Bristol Ferry Rd./W. Main Rd. to E. Main Rd.
Union Street	W. Main Rd. to E. Main Rd.
West Main Road (Rte. 114)	Bristol Ferry Rd./Turnpike Ave. to Middletown TL

PROVIDENCE

Allens Avenue (US 1A) Narragansett Avenue	Cranston CL to Eddy St.
Broad Street (US 1)	Elmwood Ave. to Weybosset St. (Service Rd.)
Elmwood Avenue (US 1)	Cranston CL to Broad St.
Hartford Avenue (US 6A)	US 6 (old Rte. 195) exit ramp outside of Olneyville to Johnston TL
I-95	Cranston CL to Pawtucket CL
I-195	I-95 to E. Providence CL
New Red Bridge (aka Henderson Bridge)	E. Providence CL to S. Angell St.
Niantic Avenue	Cranston St. to Reservoir Ave.
North Main Street (US 1)	Smith St. to Pawtucket CL
Route 10	Cranston TL to US 6
Route 146	I-95 to N. Providence TL
Smith Street (US 44)	N. Providence TL to N. Main St.
South Main Street/N. Main St. (US 44)	Wickenden St./I-195 to Smith St.
US 6	Johnston TL to I-95/Civic Center Interchange

RICHMOND

Alton-Carolina Road (Rte. 91) (aka Church St.)	Charlestown TL to Hopkinton TL
I-95	Exeter TL to Hopkinton TL
Kings Factory Road	Alton-Carolina Rd. to Charlestown TL
Kingstown Road (Rte. 138)	S. Kingstown TL to I-95
Main Street (Rte. 138)	I-95 to Hopkinton TL
New Kings Factory Road	Alton-Carolina Rd. to Charlestown TL
Nooseneck Hill Road (Rte. 3)	Exeter TL to Hopkinton TL
Old Switch Road	Switch Rd. to dead end
Richmond Town House Road (Rte. 112)	Kingstown Rd. to Charlestown TL
Shannock Road	Charlestown to Charlestown Loop
South County Trail (Rte. 2)	S. Kingstown TL to Charlestown TL
Switch Road (aka Hope Valley Road)	Alton-Carolina Rd. to Hopkinton TL
Old Usquepaug Road (Rte. 138)	Loop at Rte. 138/S. Kingstown TL
Woodville Road	Switch Rd. to Hopkinton TL

SCITUATE

Battey Meeting House Road	Danielson Pike to Central Pike
Central Pike	Battey Meeting House Rd. to Foster TL
Chopmist Hill Road (Rte. 102) (aka Victory Highway)	Glocester TL to Plainfield Pike/Rockland Rd.
Danielson Pike	Hartford Pike (6, 101) to Foster TL
East Road (Rte. 116)	Hartford Pike to Coventry TL
Elmdale Road	Saw Mill Rd. to Polebridge Rd.
Hartford Pike (US 6/Rte. 101)	Johnston TL to US 6 Bypass
(Rte. 101)	By-pass to Foster TL
US 6 (Scituate By-Pass)	Hartford Pike to Danielson Pike
Old Scituate Avenue	Scituate Ave. to Tunk Hill Rd. Loop
Plainfield Pike (Rte. 14)	Johnston TL to Foster TL
Polebridge Road	Elmdale Rd. to W. Greenville Rd.
Rockland Road	Danielson Pike to Victory Highway
Sawmill Road	Elmdale Rd. to Glocester TL
Scituate Avenue (Rte. 12)	East Rd. to Cranston TL
Tunk Hill Road (Rte. 12)	East Rd. to Plainfield Pike
West Greenville Road (Rte. 116)	Hartford Pike to Glocester TL
Winsor Road	Johnston TL to W. Greenville Rd.

SMITHFIELD

Albion Road/Jenckes Hill Road	Lincoln TL to Lincoln TL
Cedar Swamp Road (Rte. 5)	Putnam Pike to Pleasant View Ave.
Dean Avenue	Johnston TL to Old County Road
Douglas Pike (Rte. 7)	N. Providence TL to N. Smithfield TL
Esmond Road	US 44 to Dean Ave.
Farnum Pike (Routes 104)	Esmond St. to Pleasant View Ave.
(Rte. 104/5)	Pleasant View Ave. to N. Smithfield TL
George Washington Highway (116)	Farnum Pike to Lincoln TL
Greenville Avenue	Johnston TL to Putnam Pike
Limerock Road	Douglas Pike NE 1.10 miles (Lincoln TL)
I-295	Lincoln TL to Johnston TL
Old County Road	Dean Ave. to Farnum Pike (104)
Orchard Avenue	Smith Ave (116) to Johnston TL
Pleasant View Avenue (Rte. 116)	Putnam Pike to Cedar Swamp Road
(Rte. 116/5)	Cedar Swamp Rd. to Farnum Pike
Providence Pike	Douglas Pike to N. Smithfield TL
Putnam Pike (US 44)	Johnston TL to Glocester TL
Sanderson Road (Rte. 5)	Johnston TL to Putnam Pike
Smith Avenue (Rte. 116)	Glocester TL to Putnam Pike
Twin River Road	Douglas Pike to Lincoln TL
Waterman Avenue (Rte. 104)	N. Providence TL to Esmond St.
West Greenville Road	Smith Ave. to Putnam Pike (2 pieces)

SOUTH KINGSTOWN

Bridgetown Road (Rte. 138)	Tower Hill Rd. to Narragansett TL
High Street	Kingstown Rd. (108) to Main St.
Kingstown Road (Rte. 138) (Rte. 108)	S. County Trail to Mooresfield Rd. Mooresfield Rd. to Post Rd. (US 1)
Main Street (Old Post Road)	Kingstown Rd. to Old Post Rd.
Ministerial Road (Rte. 110)	Kingstown Rd. (138) to Post Rd. (US 1)
Mooresfield Road (Rte. 138)	Kingstown Rd. to Tower Hill Rd.
Old Post Road (US 1A Main Street)	Main St. to US 1 Post Road US 1 to US 1 (by Rte. 110) US 1 to Charlestown TL
Post Road (US 1)	Wakefield Exit to Charlestown TL
South County Trail (Rte. 2)	Exeter TL to Richmond TL
Succotash Road	Post Rd. (US 1) to Narragansett TL
Tower Hill Road (US 1)	N. Kingstown TL to Wakefield Exit
Old Tower Hill Rd.	Wakefield Exit to Kingstown Rd. (Dale Carlia Corner)
Usquepaug Road (Rte. 138)	S. County Tr. to Richmond TL
Old Usquepaug Road	Rte. 138 at Richmond TL

TIVERTON

Bridgeport Road	Highland Rd. to Main Rd.
Bulgarmarsh Road (Rte. 177)	Main Rd. to Mass SL
Crandall Road (Rte. 81)	Bulgarmarsh Rd. to Little Compton TL
East Road (Rte. 179)	Main Rd. to Crandall Rd.
Evans Avenue	Riverside Dr. to Main Rd.
Highland Road	Main Rd. to Old Main Rd./Bridgeport. Rd.
Main Rd. (138) (77)	Mass SL to Rte. 24 Rte. 24 to Little Compton TL
Nannaquaket Road	Main Rd. north to Main Rd./Bridgeport. Rd.
Old Main Road	Main Rd. to Highland Rd./Bridgeport. Rd.
Rhode Island Avenue (Canning Blvd.)	Stafford Rd. to Mass SL
Riverside Drive	Evans Rd. to Main Rd.
Route 24	Mass SL to Portsmouth TL
Stafford Road (Rte. 81)	Mass SL to Bulgarmarsh Rd.
Stone Church Road	East Rd. to Tiverton TL

WARREN

Arlington Avenue (Rte. 136S)	Kickemuit Rd. to Metacom Ave.
Birch Swamp Road	Market St. to School House Rd.
Child Street (Rte. 103)	Main St. to Mass SL
Kickemuit Road (Rte. 136)	Market St. to Metacom Ave.
Main Street (Rte. 103/114)	Barrington TL to Child St.
(Rte. 114)	Child St. to Bristol TL
Market Street (Rte. 136)	Mass SL to Kickemuit Rd. Kickemuit Rd. to Main St.
Metacom Avenue (Rte. 136)	Kickemuit Rd. to Bristol TL
Old Market Street	Market St. to Market St.
School House Road (Handy Rd.	Birch Swamp Rd. to Mass SL
Vernon Street	Metacom Ave. to Main St.

WARWICK

Airport. Connector	I-95 to Post Rd.
Airport. Road	Post Rd. to Warwick Ave.
Bald Hill Road (Rte. 2)	Cranston CL to Quaker Lane
Centerville Road (Rte. 117)	Post Rd. to W. Warwick TL
East Avenue (Rte. 113)	Bald Hill Rd. to Greenwich Ave.
Elmwood Avenue (US 1)	Post Rd. to Cranston CL
Forge Road	Post Rd. to Ives Rd.
Greenwich Avenue (Rte. 5)	I-95 to Centerville Rd.
Ives Road	Forge Rd. to end
I-95	Cranston TL to E. Greenwich TL
I-295	Cranston TL to I-95
Lambert Lind Highway (Rte. 5)	I-95 to Cranston TL
Main Avenue (Rte. 113)	Greenwich Ave. to West Shore Rd.
Narragansett Parkway	Fair St. to Post Rd.
Oakland Beach Avenue	West Shore Rd. to Warwick Ave.
Old Greenwich Avenue	Lambert. Lind Hwy to Lambert. Lind Hwy
Post Road (US 1A) (US 1)	Narragansett Pkwy to Warwick Ave. Warwick Ave. to Elmwood Ave. Elmwood Ave. to E. Greenwich TL
Post Road Extension	Main Ave. to Post Rd.
Quaker Lane (Rte. 2)	Centerville Rd. (W. War. TL) to E. Greenwich TL
Route 37	Cranston CL to Post Rd.
Route 4	I-95 to E. Greenwich TL

WARWICK CONT'D

Veteran's Memorial Highway (Rte.1, 117)	Post Rd. to Greenwich Ave.
Warwick Avenue (Rte. 117)	Cranston CL to Airport. Rd.
(Rte. 117A)	Airport. Rd. to West Shore Rd.
Warwick Industrial Drive	Main Ave. north .57 miles
West Natick Road	Bald Hill Rd. to Lambert. Lind Highway
West Shore Road (Rte. 117)	Warwick Ave/Airport. Rd. to Post Rd.

WESTERLY

Airport. Road	Post Rd. to Winnapaug Rd.
Beach Street (US 1A)	Clarke St. to Watch Hill Rd./East Ave.
Broad Street (US 1)	Conn. SL to Elm St.
Dunn's Corner-Bradford Road	Post Rd. to Westerly-Bradford Rd. (91)
East Avenue	Watch Hill Rd. to Franklin St./Post Rd.
Franklin Street (US 1)	Airport. Rd. to East Ave.
Granite Street (US 1)	East Ave. to Elm St.
Grove Street (Rte. 3)	Granite St. to Oak St.
High Street (Rte. 3)	Oak St. to Nooseneck Hill Rd.
Langworthy Road	Post Rd. to Shore Rd.
Main Street (Rte. 91, 216)	Westerly-Bradford Rd./Church St. to Riverside Dr.
Nooseneck Hill Rd. (Rte. 3) (aka Ash away Rd.)	Hopkinton TL to High St./Upper High St.
Post Road (US 1)	Charlestown TL to Airport. Rd.
Potter Hill Road	Upper High St. to Hopkinton TL
Riverside Drive	Westerly-Bradford Rd./Main St. to Hopkinton TL
Ross Hill Road./Church Street (Rte. 216)	Charlestown TL to Westerly-Bradford Rd/Main St.
Route 78	Post Rd. to Conn SL
Shore Road (US 1A	Watch Hill Rd. to Post Rd.
Tower Street (Rte. 91)	Oak St. to Granite St.
Upper High Street	Nooseneck Hill Rd. to Potter Hill Rd.
Watch Hill Road (US 1A)	East Ave. to Watch Hill (Ninigret Ave.)
Westerly-Bradford Road (Rte. 91)	Main St./Church St. to Tower St./Oak St.
Winnapaug Road	Watch Hill Rd. to Shore Rd.

WEST GREENWICH

Division Road (Rte. 410)	E. Greenwich TL to Nooseneck Hill Rd.
Escoheag Hill Road	Exeter TL to Picnic Area Parking Lot
I-95	E. Greenwich TL to Exeter TL
Lake Shore Drive	Lake Dr. to Maccue Point Rd.
Nooseneck Hill Road (Rte. 3)	Coventry TL to Exeter TL
Town Hall Road	Loop at Rte. 3
Victory Highway (Rte. 102)	Coventry TL to Exeter TL
Weaver Hill Road/ Big River Access Road	Rte. 3 to end

WEST WARWICK

Cowesett Avenue (Rte. 3)	Warwick TL to Main St.
East Main Street	Main St. to Providence St.
Fairview Avenue	Coventry TL to Main St. (115)
Legion Way	Roberts St/Main St. to Providence St./Main St.
Legris Avenue (Rte.117)	Warwick CL to Veteran's Square
Main Street (Rte. 115)	Coventry TL to E. Main St. E. Main St. to Providence St.
Main Street (Rte. 33)	Providence St. to Washington St./Main St.
Main Street (Rte. 3)	Cowesett Rd. to Tiogue Rd./New London Turnpike
Pike Street	E. Main St. to Main St.
Providence Street (Rte. 33) (Rte. 115, 33) (Rte. 33)	Cranston CL to Tollgate Rd. Tollgate Rd. to E. Main St. E. Main St. to Main St.
Roberts Street	Washington St. to Main St. (non-state)
Tiogue Avenue (Rte. 3)	Main St./New London Turnpike to Coventry TL
Veteran's Square (Rte. 117)	Legris Ave. to W. Warwick Ave.
Washington Street (Rte. 33)	Main St. to Coventry TL
West Warwick Avenue (Rte. 117)	Veteran's Square to Washington St.

WOONSOCKET

Cumberland Hill Rd. (Rte. 122)	Mendon Rd. to Hamlet Ave.
Diamond Hill Road (Rte. 114)	Cumberland TL to Mass SL
Manville Road	N. Smithfield TL to Hamlet Ave.
Mendon Road (Rte. 122)	Cumberland TL to Cumberland Hill Rd. Cumberland Hill Rd. to Mass SL
Great Road (Rte. 146 A)	Park Ave. to Smithfield Line

AUGUST 2017 INSPECTION PHOTOS FOR EAST BAY BICYCLE PATH BRIDGE OVER PALMER RIVER BARRINGTON, RI



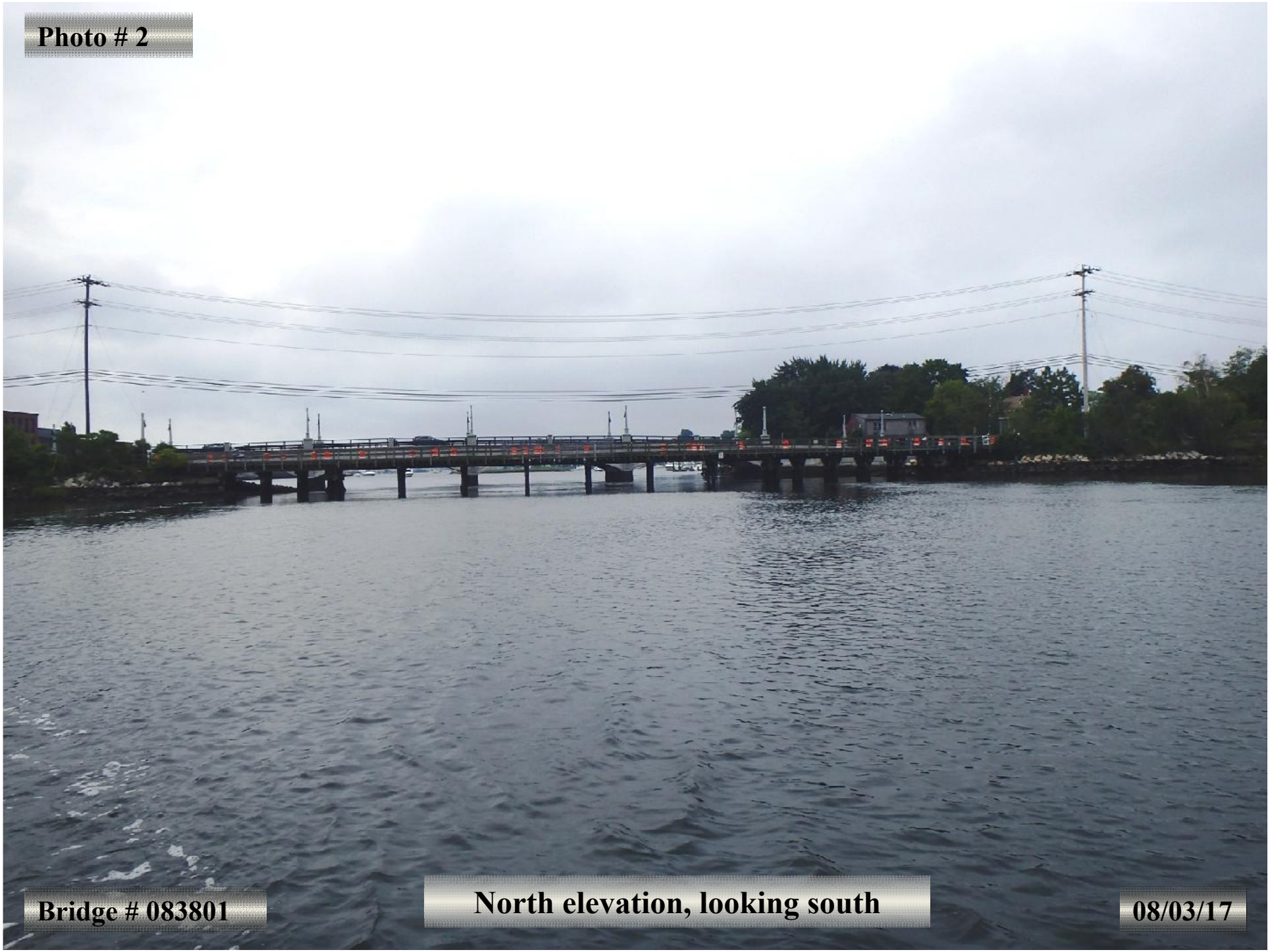

Photo # 2
Bridge # 083801
North elevation, looking south
08/03/17


Photo # 3
Sidewalk closed signs
KEEP
Bridge # 083801
Bridge from west approach, looking east
08/03/17

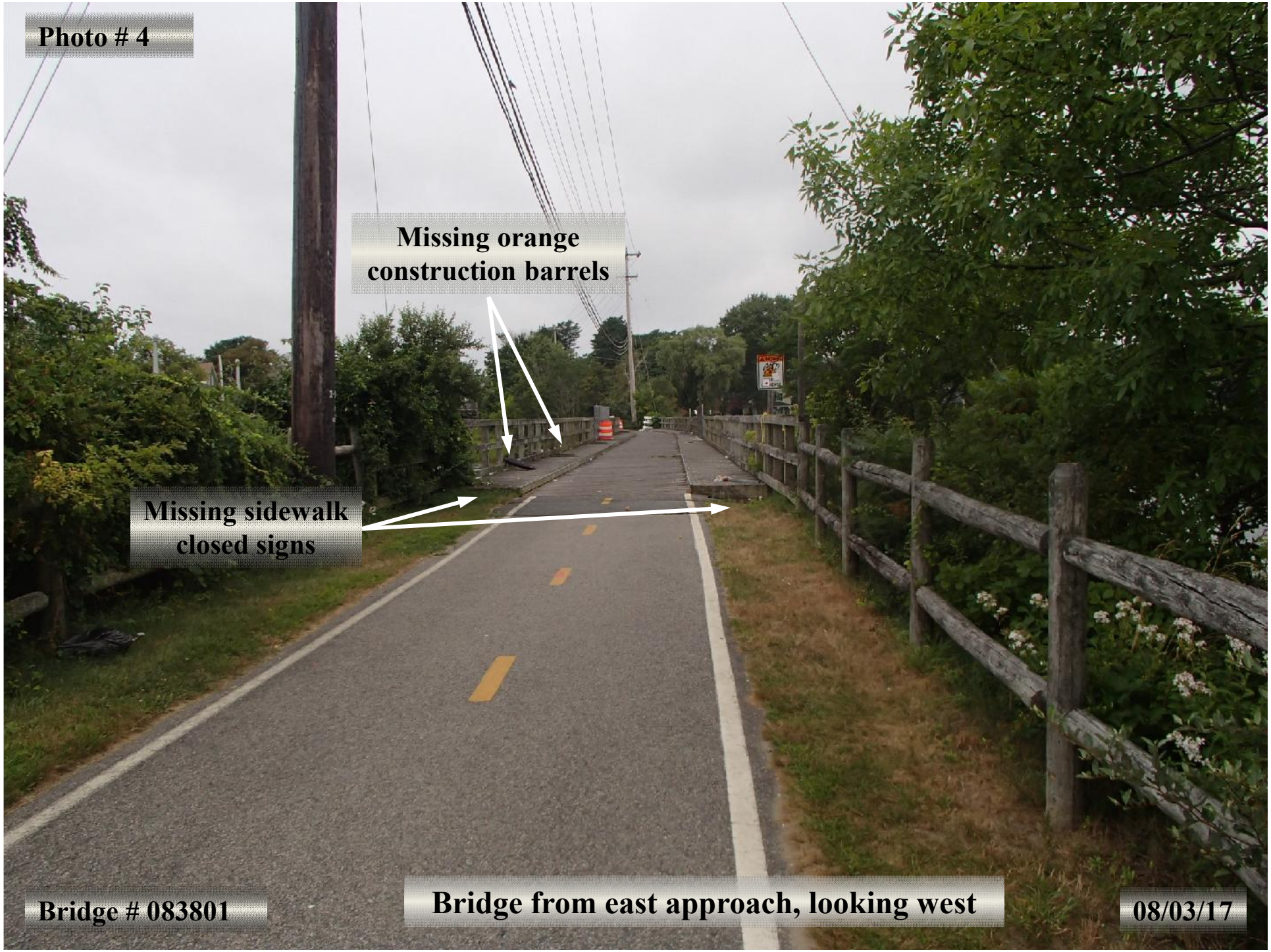

Photo # 4
Missing orange construction barrels
Missing sidewalk closed signs
Bridge # 083801
Bridge from east approach, looking west
08/03/17


Photo # 5
Missing orange construction barrels
Bridge # 083801
Top of deck overview, looking east
08/03/17


Photo # 6
C
B
Underside of deck in span 1, looking west
Bridge # 083801
08/03/17


Photo # 7
Pier 8
Overview of spans 8 thru 20, looking northeast
Bridge # 083801
08/03/17

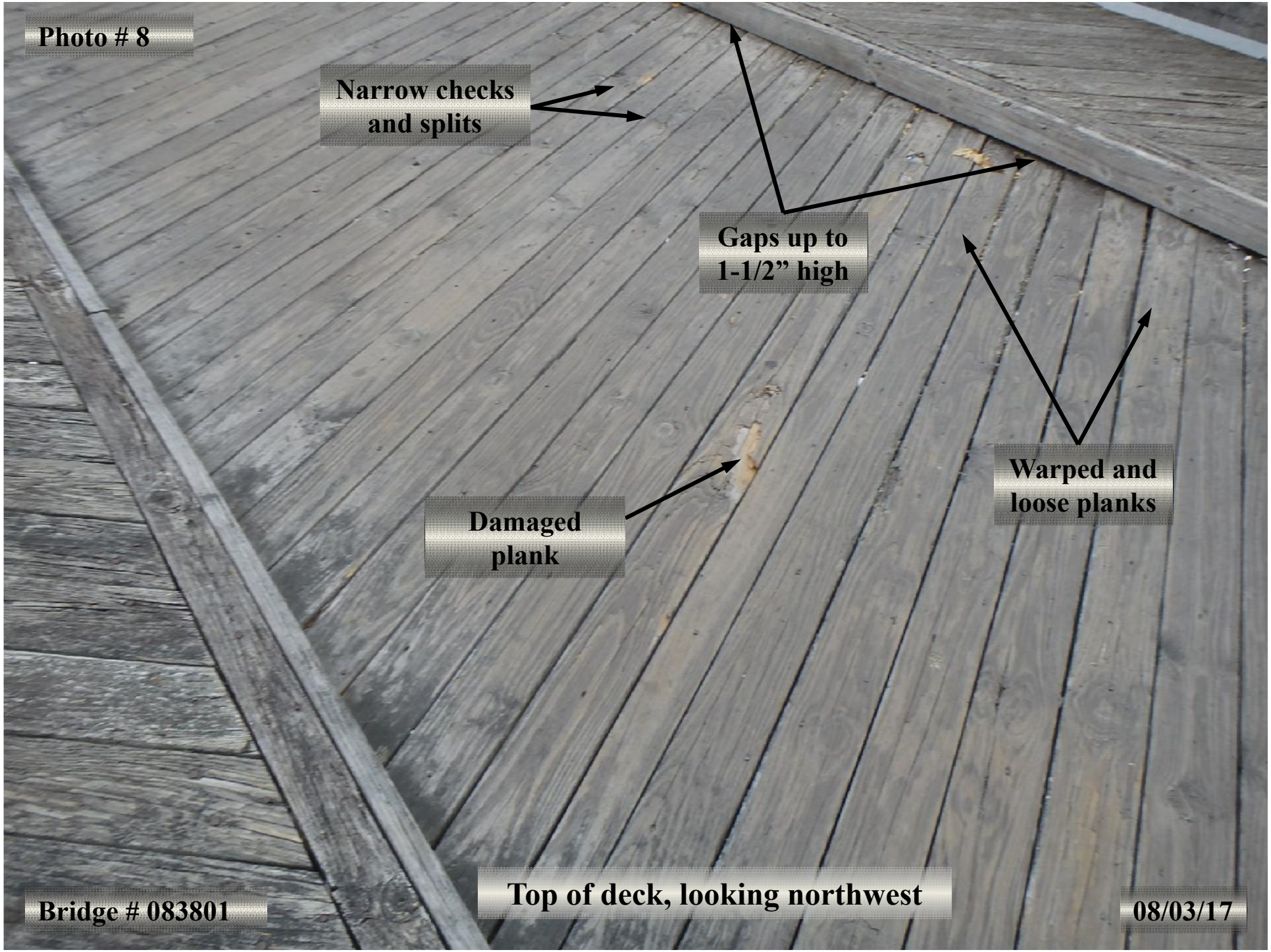

Photo # 8
Narrow checks and splits
Gaps up to 1-1/2” high
Warped and loose planks
Damaged plank
Top of deck, looking northwest
Bridge # 083801
08/03/17


Photo # 9
Warped and loose planks
Gaps up to 1-1/2” high
Narrow checks and splits
Top of deck, looking northeast
Bridge # 083801
08/03/17


Photo # 10
5’ long x up to full height x 3/16” deep section loss
1” high x 3” wide rust hole
6” high x 2” wide rust hole
Up to 10” long x 7” wide hole
Bridge # 083801
Girder D, south face, span 8, bent 8, looking north
08/03/17

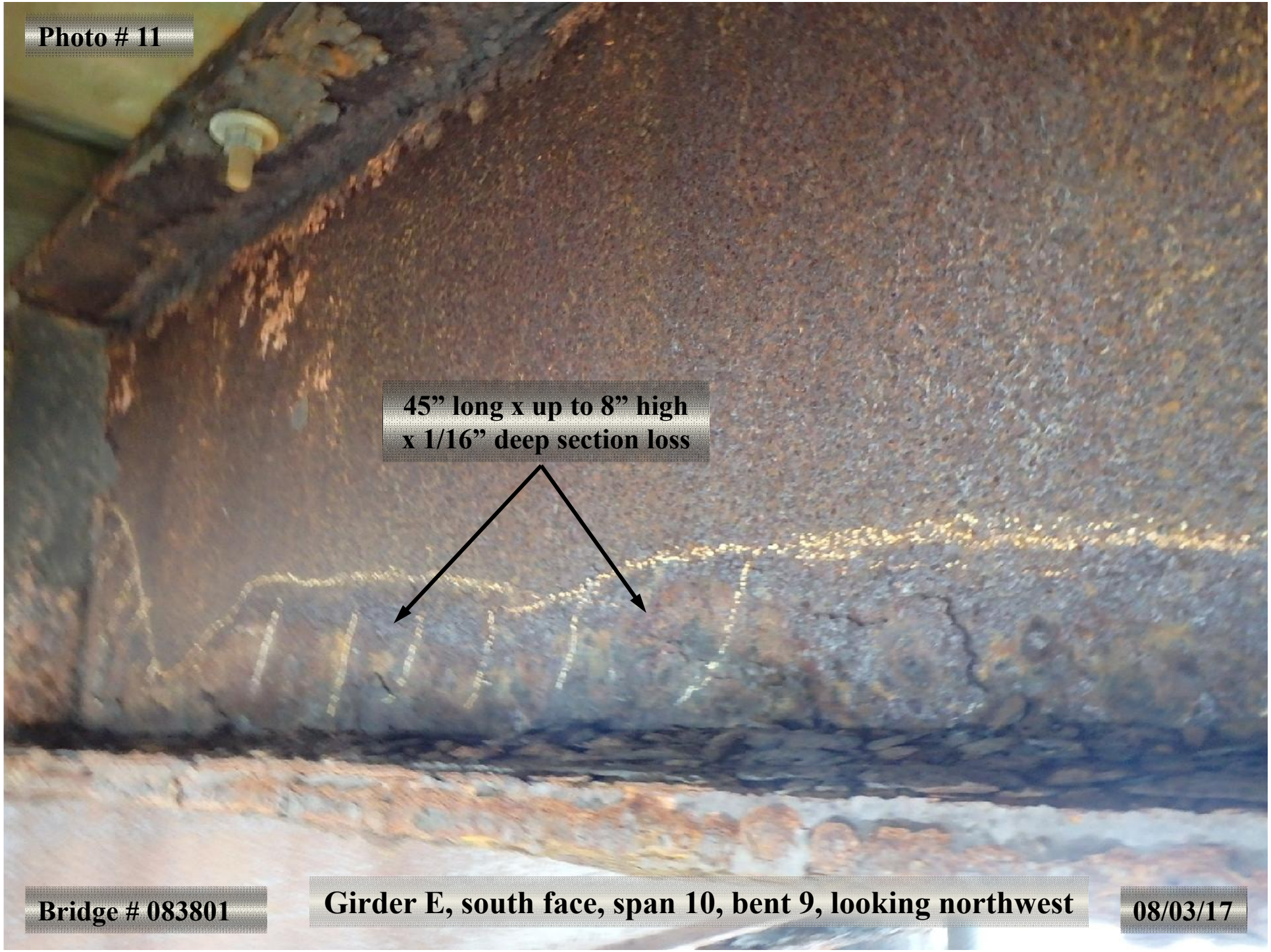

Photo # 11
45” long x up to 8” high
x 1/16” deep section loss
Bridge # 083801
Girder E, south face, span 10, bent 9, looking northwest
08/03/17


Photo # 12
Up to 2’ long x ¼” thick
remaining at top flange
Bridge # 083801
Girder C, south face, span 11, bent 11, looking northeast
08/03/17

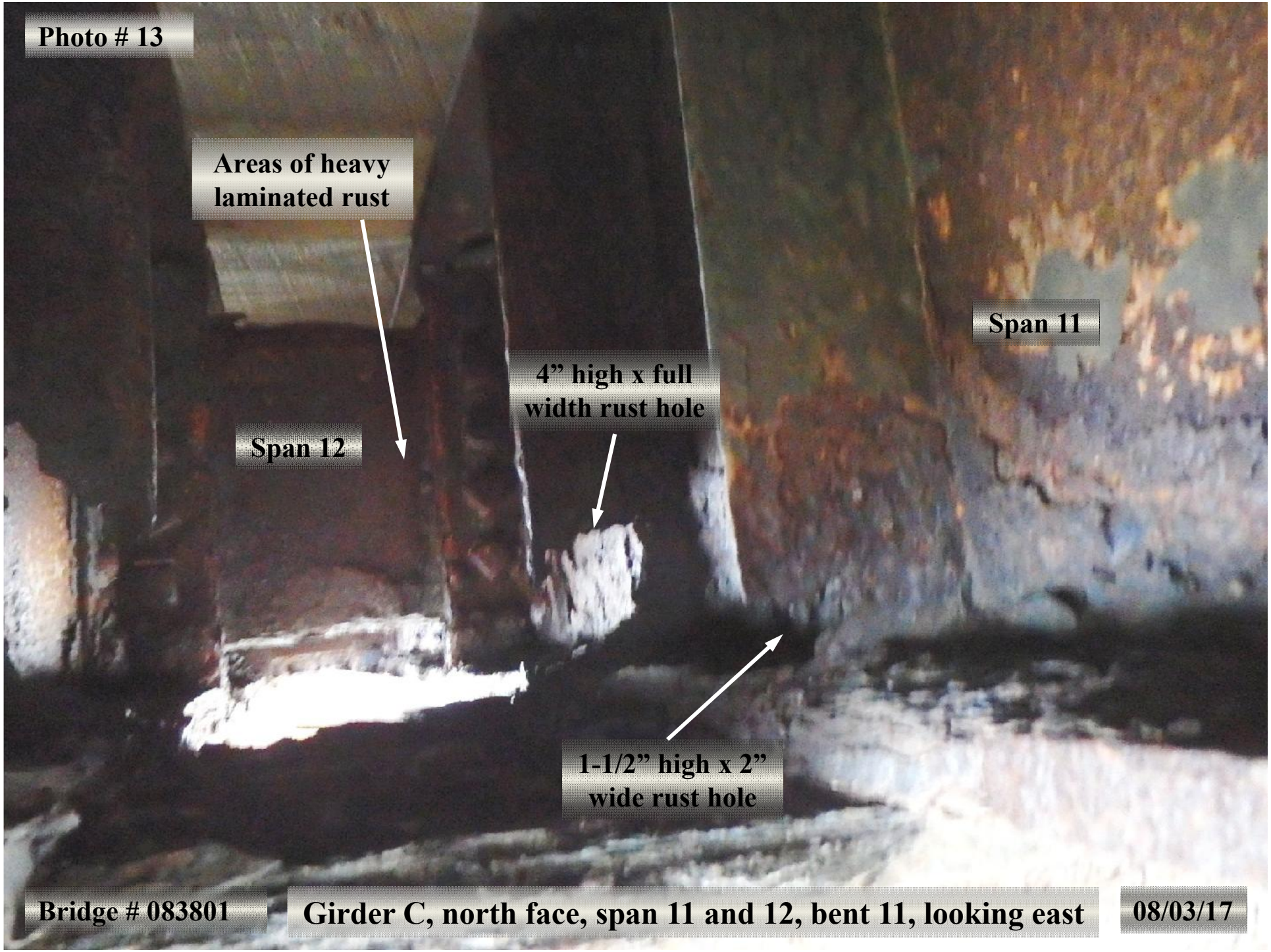

Photo # 13
Areas of heavy laminated rust
Span 11
4” high x full width rust hole
Span 12
1-1/2” high x 2” wide rust hole
Bridge # 083801
Girder C, north face, span 11 and 12, bent 11, looking east
08/03/17


Photo # 14
4” high x full width rust hole
Girder E, south face , span 12, bent 11, looking northwest
Bridge # 083801
08/03/17


Photo # 15
7” high x up to full width rust holes
Full length x up to 8” high x 3/16”deep section loss in lower web
Bridge # 083801
Girder E, south face, span 14, bent 13, looking west
08/03/17


Photo # 16
3” high x 2” wide rust hole
2-1/2’ long x up to 10” high x up to 1/8” deep section loss
Girder B, north face, span 14, bent 13, looking east
Bridge # 083801
08/03/17


Photo # 17
Up to 68” long x 10” high x
8” deep area of heavy rot
with two exposed bolts
Poison Ivy
Bridge # 083801
Girder D, south face, span 1, looking northwest
08/03/17

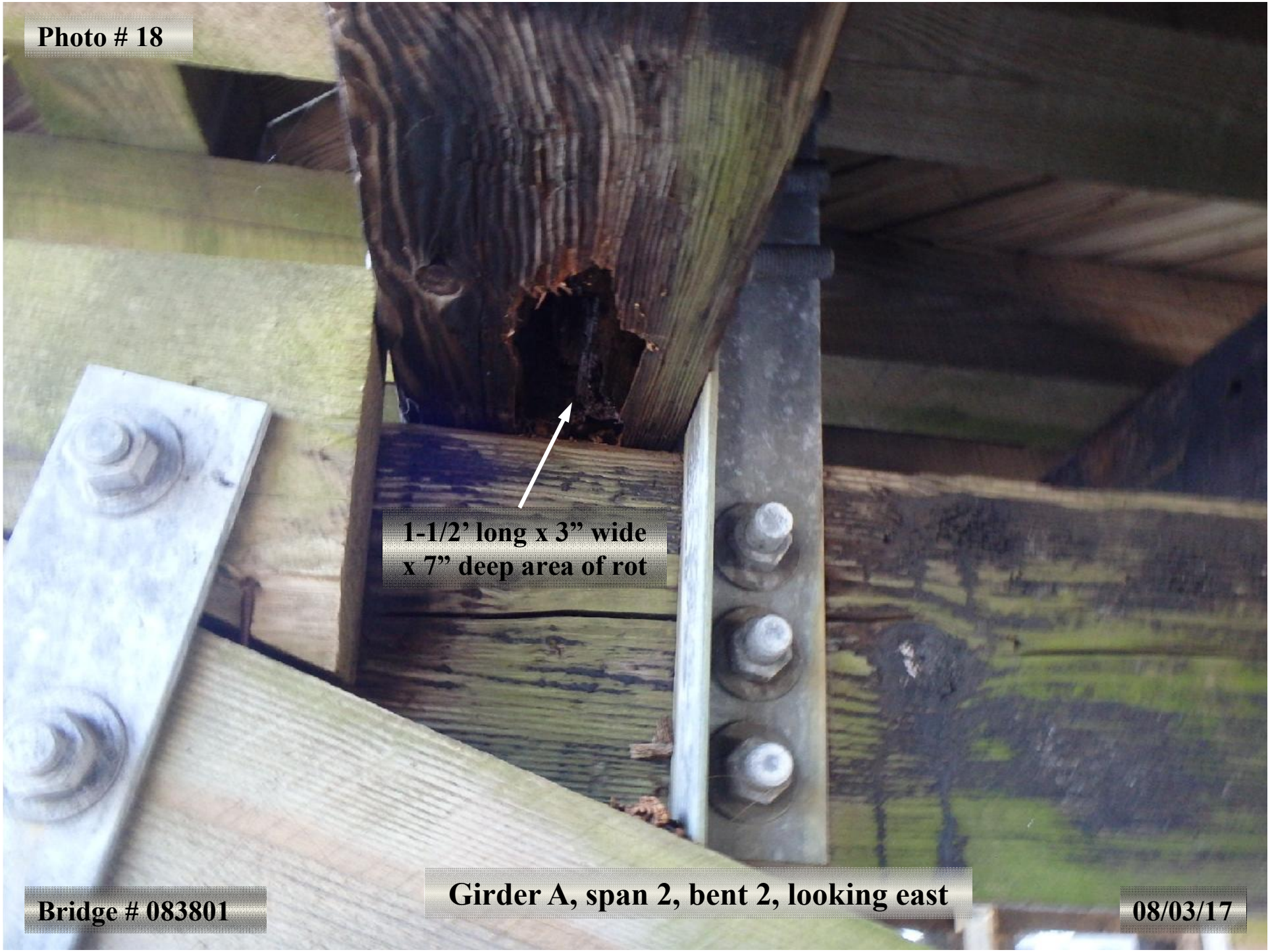

Photo # 18
1-1/2’ long x 3” wide
x 7” deep area of rot
Bridge # 083801
Girder A, span 2, bent 2, looking east
08/03/17


Photo # 19
Full length x
3/8” wide split
44” long x up to 7”
high area of rot
Bridge # 083801
Girder D, south face, span 2, looking northeast
08/03/17


Photo # 20
38” long x full width x up to full depth heavy rot
Girder A, north face, span 3, bent 3, looking southwest
Bridge # 083801
08/03/17


Photo # 21
Up to 6’ long x 9” high x
3” deep area of heavy rot
Girder A, north face, span 5, bent 4, looking southwest
Bridge # 083801
08/03/17


Photo # 22
2-1/2’ long x 5” high x 6” deep area of heavy rot
Bridge # 083801
Girder C, south face, span 6, bent 6, looking northeast
08/03/17


Photo # 23
2’ long x 8” high x 16” deep area of heavy rot
Bridge # 083801
Girder B, north face, span 7, bent 6, looking southwest
08/03/17


Photo # 24
3’ long x full height x full width area of heavy rot
Bridge # 083801
Girder D, span 7, bent 7, looking west
08/03/17


Photo # 25
28” long x 1/16” wide
diagonal check
Bridge # 083801
Girder D, north face, span 16, bent 16, looking south
08/03/17


Photo # 26
24” long x ¼” wide split
4th floor beam, span 17, bent 16, looking northwest
Bridge # 083801
08/03/17


Photo # 27
100% section loss up to full length
x full height in bracing members
Bent 8, east face, looking west
Bridge # 083801
08/03/17


Photo # 28
100% section loss up to full length
x full height in bracing members
Bridge # 083801
Bent 9, east face, looking west
08/03/17


Photo # 29
100% section loss up to full length
x full height in bracing members
Bent 10, east face, looking west
Bridge # 083801
08/03/17


Photo # 30
100% section loss up to full length
x full height in bracing members
Rock anchor
severed
Bent 12, east face, looking west
Bridge # 083801
08/03/17

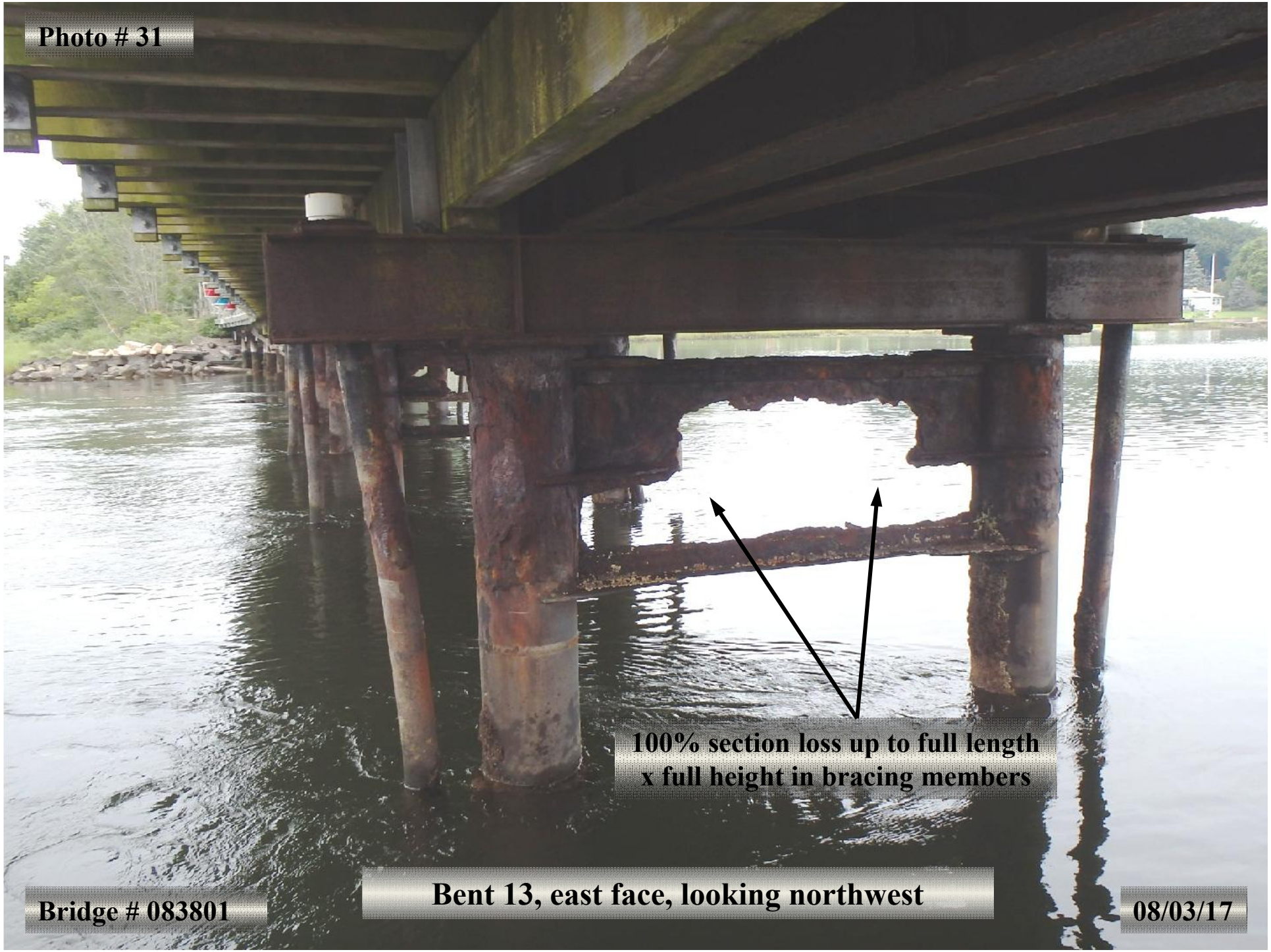

Photo # 31
100% section loss up to full length
x full height in bracing members
Bent 13, east face, looking northwest
Bridge # 083801
08/03/17

Photo # 32



Bent 9, north face, column A, looking south

Bridge # 083801

08/03/17


Photo # 33
Pile C
Pile E
Pile B
Pile D
Bridge # 083801
Bent 1, east face, looking southwest
08/03/17


Photo # 34
Pile B
Pile C
Pile D
Pile E
Pile A is missing
Cross bracing is broken
Bent 6, west face, looking east
Bridge # 083801
08/03/17

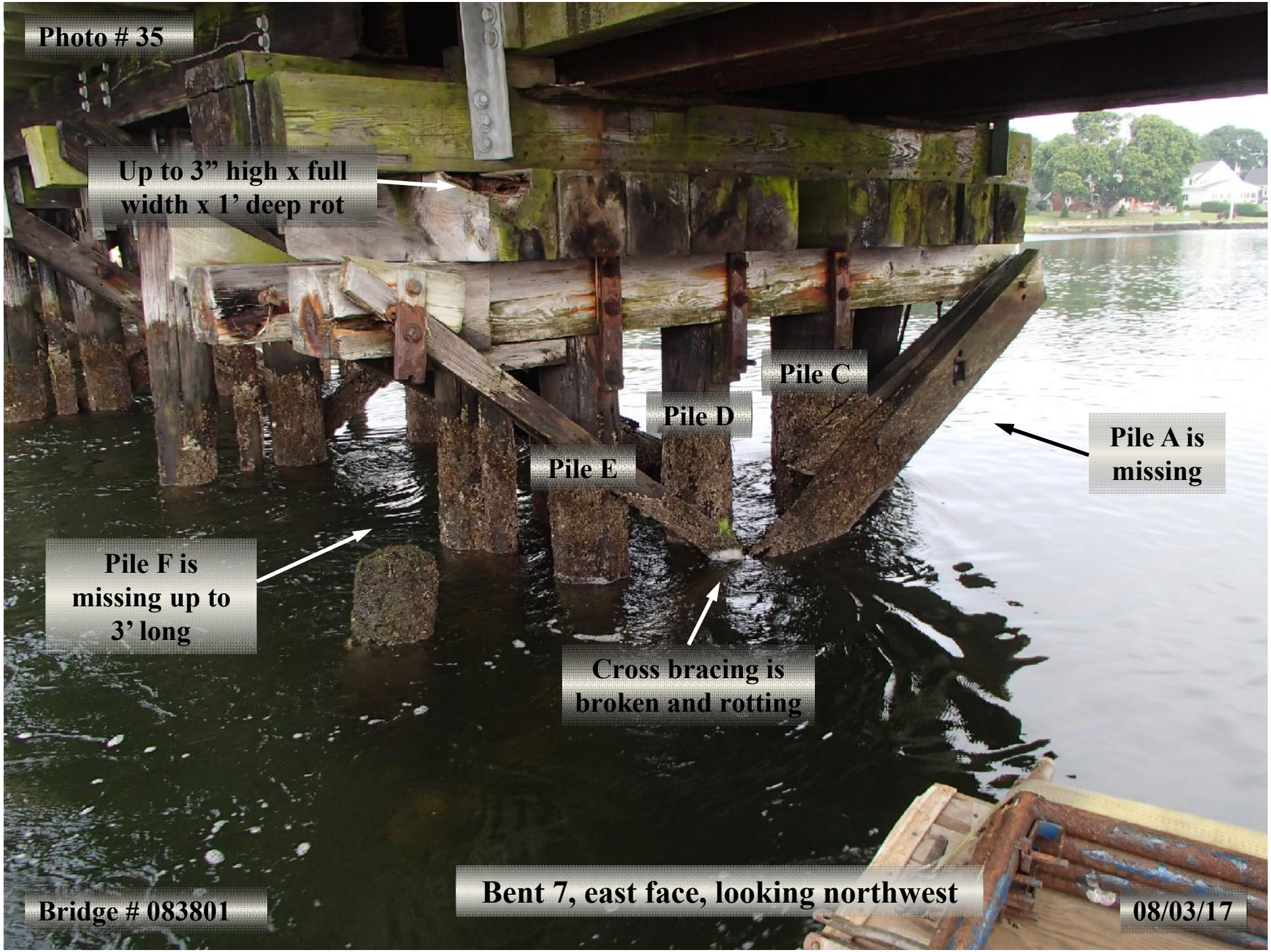

Photo # 35
Up to 3” high x full width x 1’ deep rot
Pile C
Pile D
Pile E
Pile A is missing
Pile F is missing up to 3’ long
Cross bracing is broken and rotting
Bent 7, east face, looking northwest
Bridge # 083801
08/03/17


Photo # 36
3' long x 1/8" wide split
Pile D
Pile E
Pile F is disconnected
Pile A
Pile B
Pile C
Bridge # 083801
Bent 14, west face, looking east
08/03/17

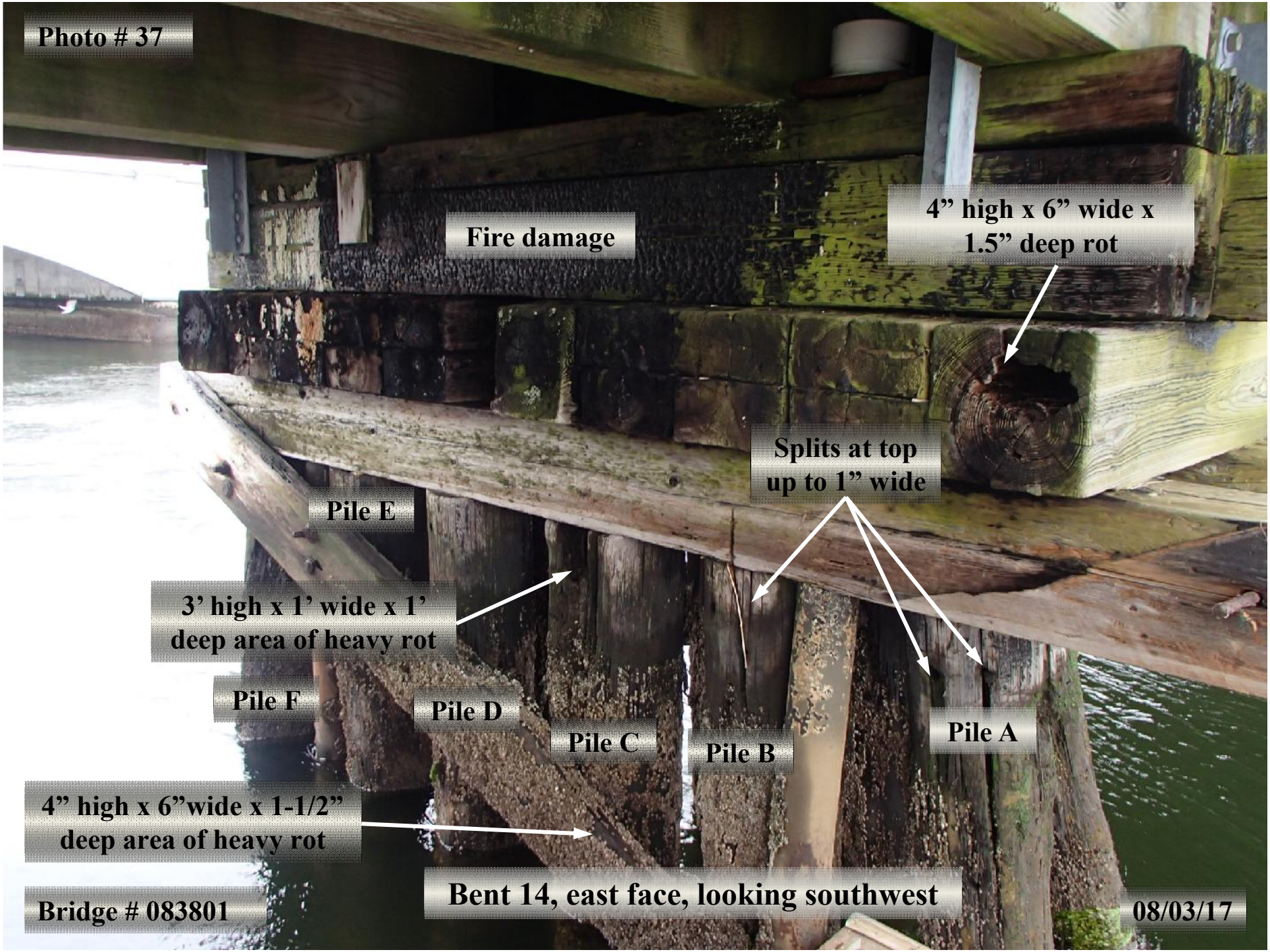

Photo # 37
Fire damage
4” high x 6” wide x
1.5” deep rot
Splits at top
up to 1” wide
Pile E
3’ high x 1’ wide x 1’
deep area of heavy rot
Pile F
Pile D
Pile C
Pile B
Pile A
4” high x 6”wide x 1-1/2”
deep area of heavy rot
Bridge # 083801
Bent 14, east face, looking southwest
08/03/17


Photo # 38
Fire damage
Pile B
Pile D
Pile C
Pile E
Pile A
Repair has heavy rot
Cross bracing is broken
Bridge # 083801
Bent 15, west face, looking southeast
08/03/17

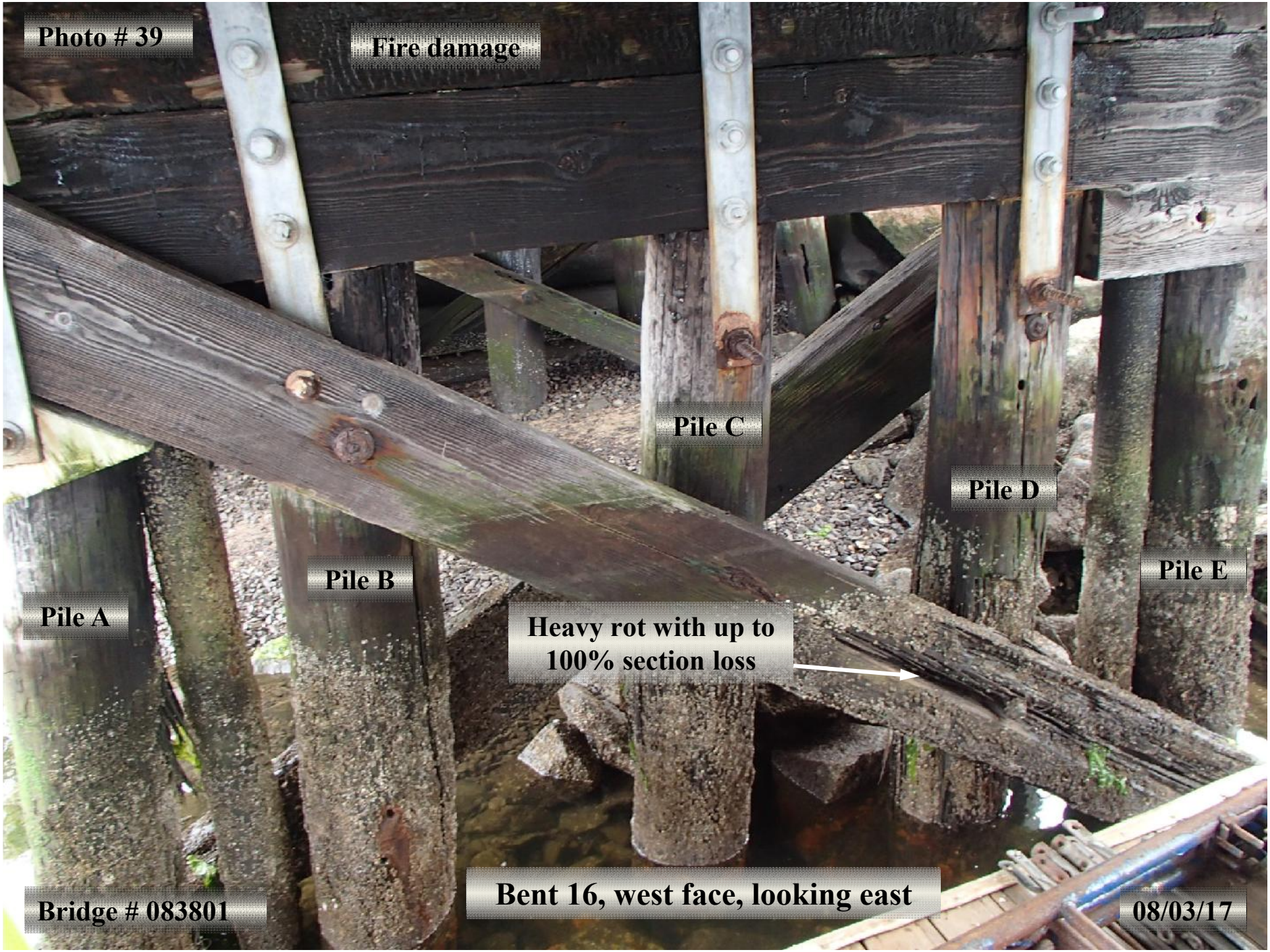

Photo # 39
Fire damage
Pile C
Pile D
Pile E
Pile B
Pile A
Heavy rot with up to
100% section loss
Bent 16, west face, looking east
Bridge # 083801
08/03/17


Photo # 40
Heavy rot up to 2' high x full width x 8" deep
Shims between piles and pile caps
Bridge # 083801
Bent 4, east face, pile E, looking west
08/03/17


Photo # 41
Pile B
16” high x 6” wide
x 3” deep heavy rot
Bridge # 083801
Bent 1, pile A, east face, looking west
08/03/17


Photo # 42
1’ high x 4” wide x 8” deep area of heavy rot
Pile E
Bent 3, pile D, east face, looking west
Bridge # 083801
08/03/17


Photo # 43
A
B
C
Poison Ivy
Bridge # 083801
West abutment #1, looking southwest
08/03/17

Photo # 44



Bent 10, rock anchor A, looking northeast

Bridge # 083801

08/03/17

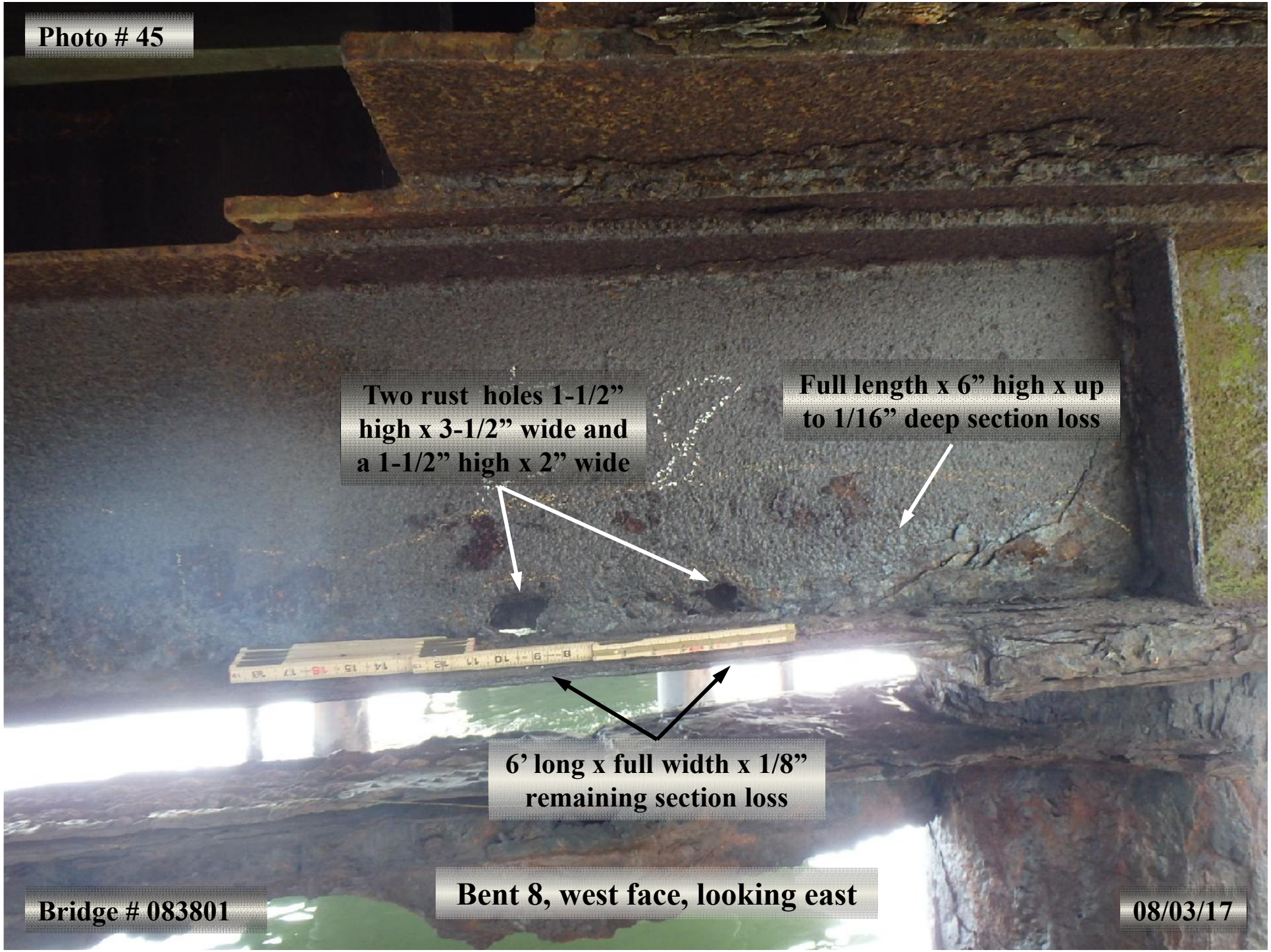

Photo # 45
Two rust holes 1-1/2" high x 3-1/2" wide and a 1-1/2" high x 2" wide
Full length x 6" high x up to 1/16" deep section loss
6' long x full width x 1/8" remaining section loss
Bent 8, west face, looking east
Bridge # 083801
08/03/17


Photo # 46
5-1/2’ long x 8” high x 1/8” deep section loss with a 2” high x 3” wide rust hole
5’ long x full width x 1/8” remaining section loss
Bent 10, east face, looking west
Bridge # 083801
08/03/17


Photo # 47
Full height x full width
x 2' deep area of rot
Bent 5, south face, looking north
Bridge # 083801
08/03/17


Photo # 48
Full height x 27”
deep heavy rot
Bent 15, north face, looking south
Bridge # 083801
08/03/17

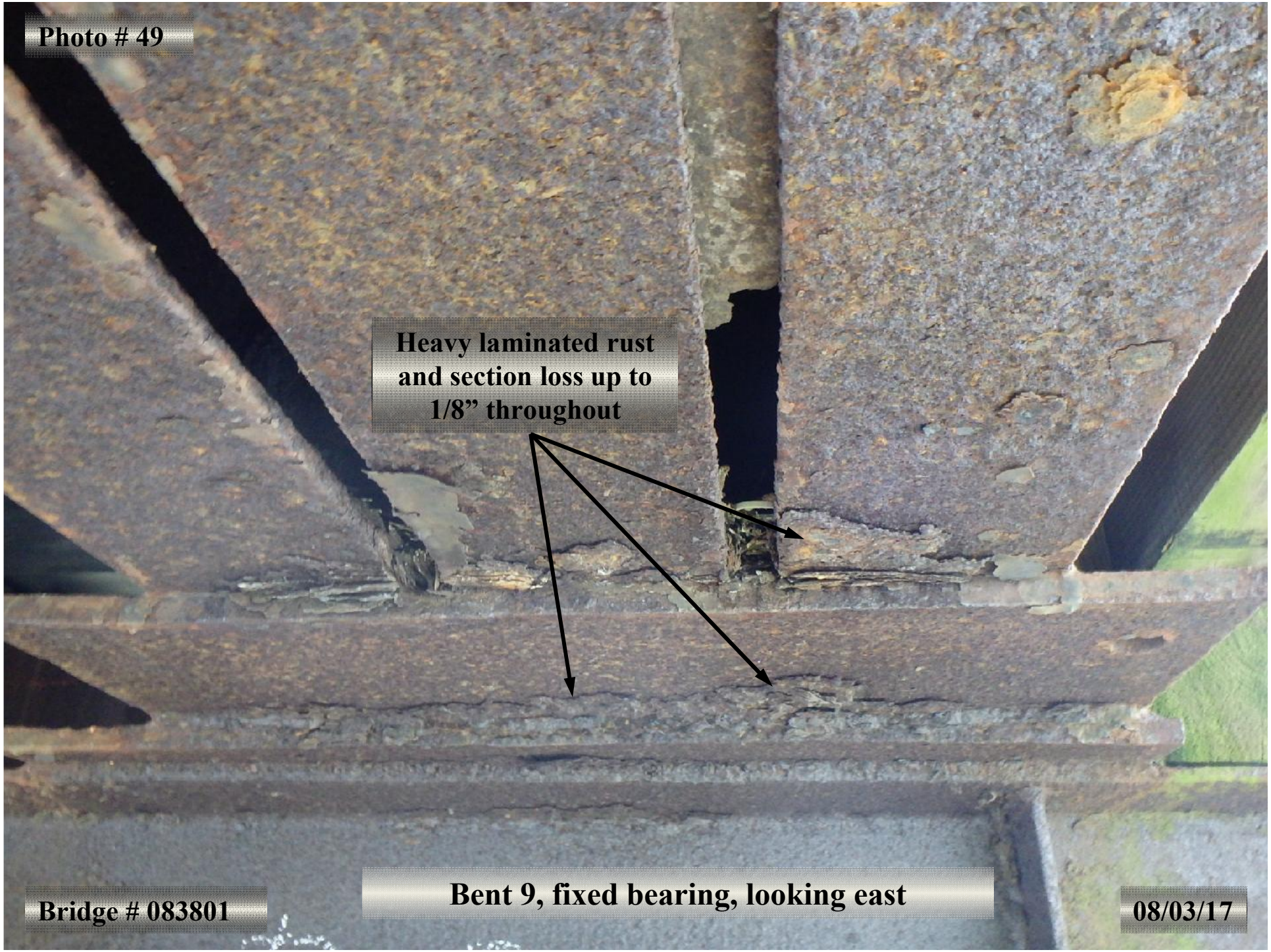
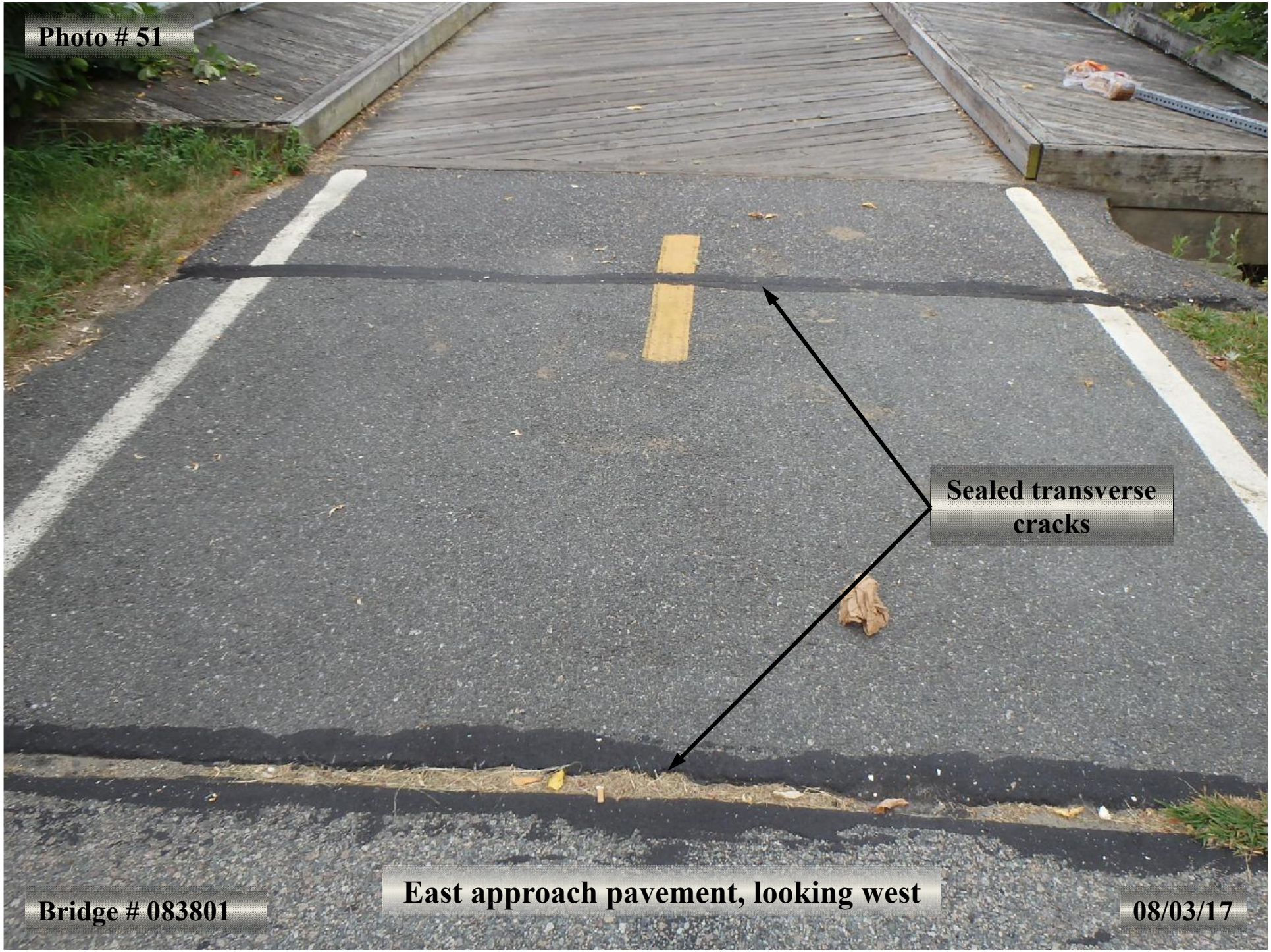
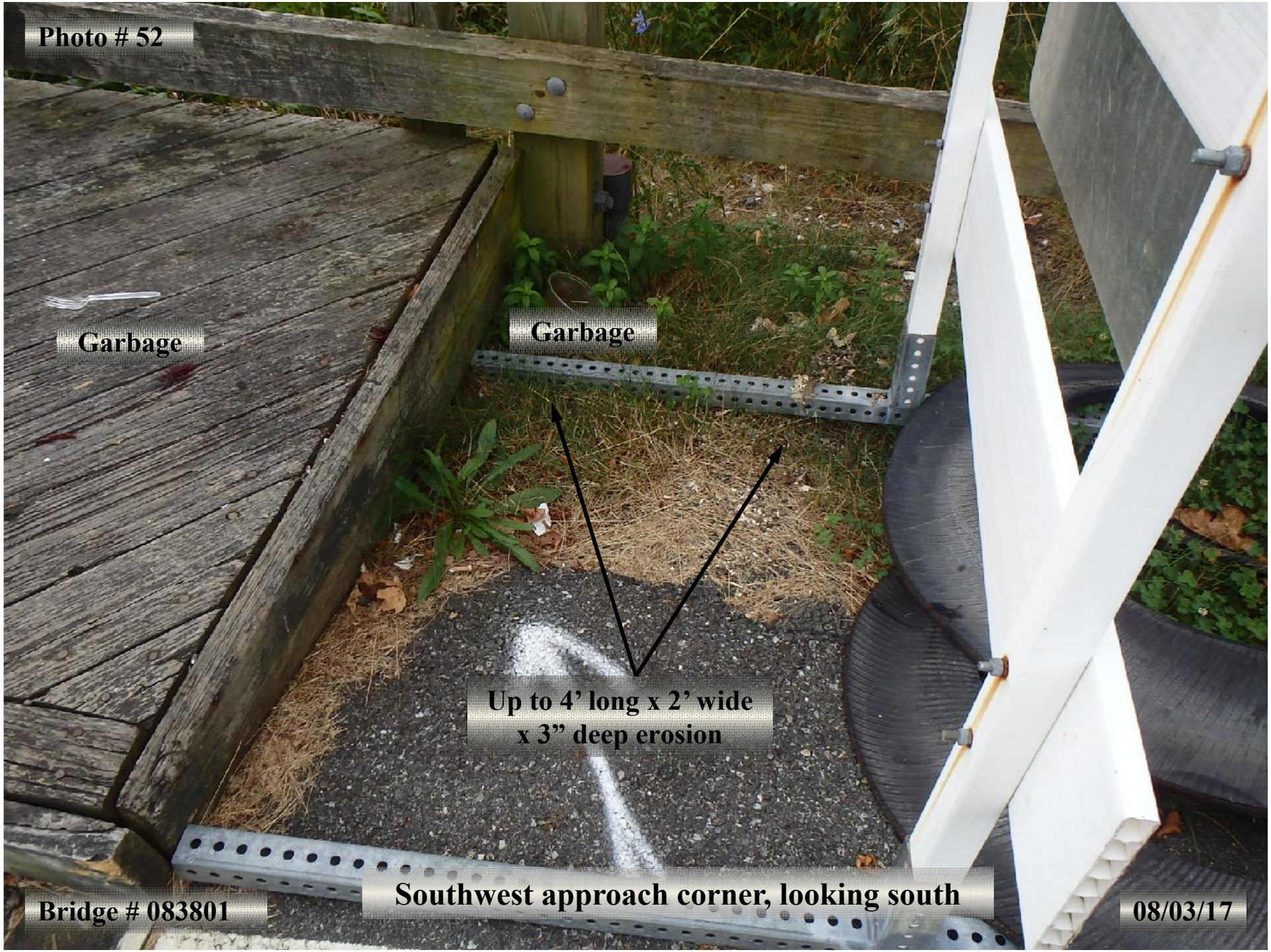
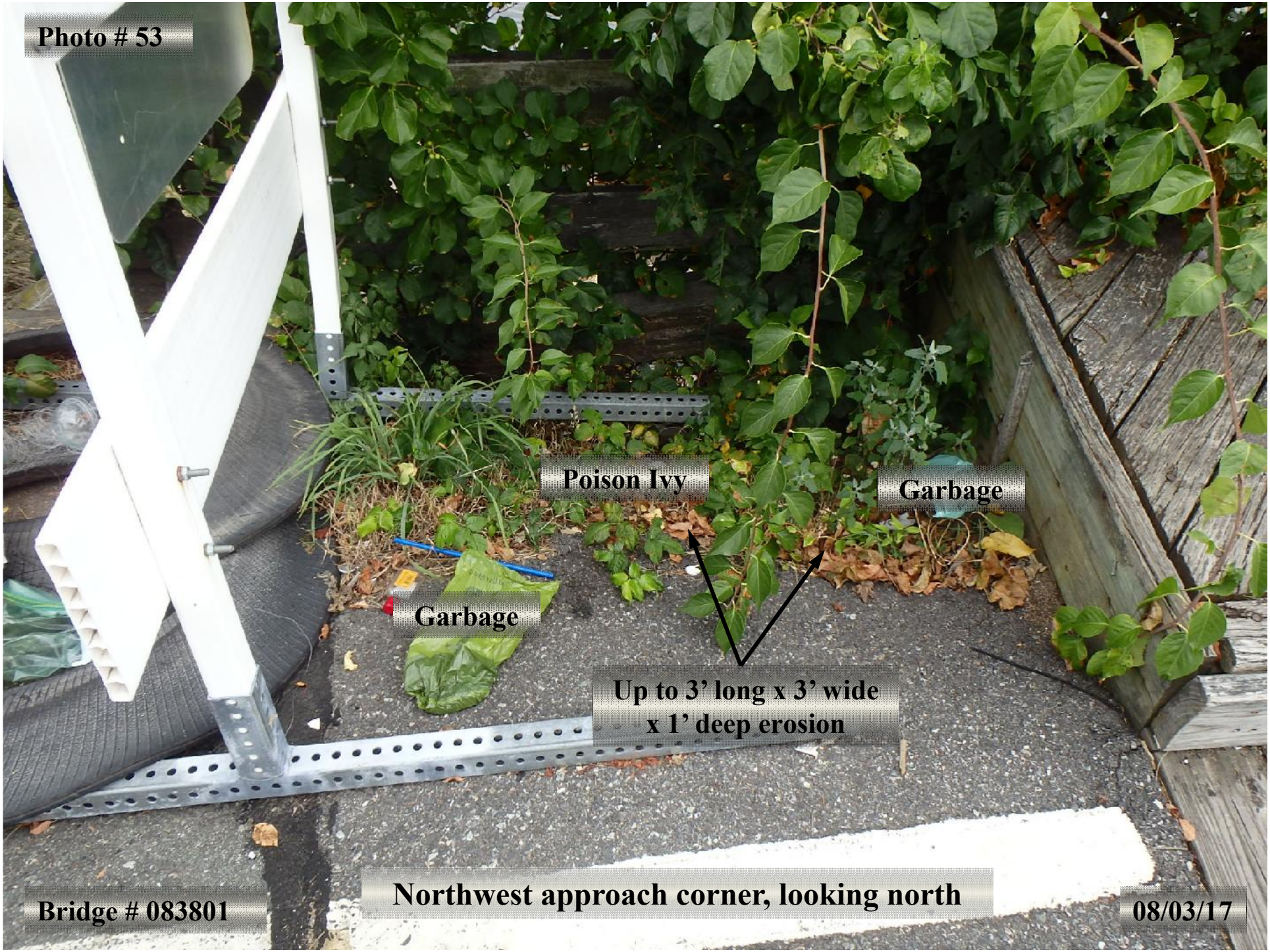

Photo # 49
Heavy laminated rust and section loss up to 1/8” throughout
Bent 9, fixed bearing, looking east
Bridge # 083801
08/03/17


Photo # 50
Garbage
Sealed transverse cracks
Bridge # 083801
West approach pavement, looking east
08/03/17


Photo # 51
Sealed transverse cracks
East approach pavement, looking west
Bridge # 083801
08/03/17


Photo # 52
Garbage
Garbage
Up to 4’ long x 2’ wide
x 3” deep erosion
Bridge # 083801
Southwest approach corner, looking south
08/03/17


Photo # 53
Poison Ivy
Garbage
Garbage
Up to 3’ long x 3’ wide
x 1’ deep erosion
Northwest approach corner, looking north
Bridge # 083801
08/03/17

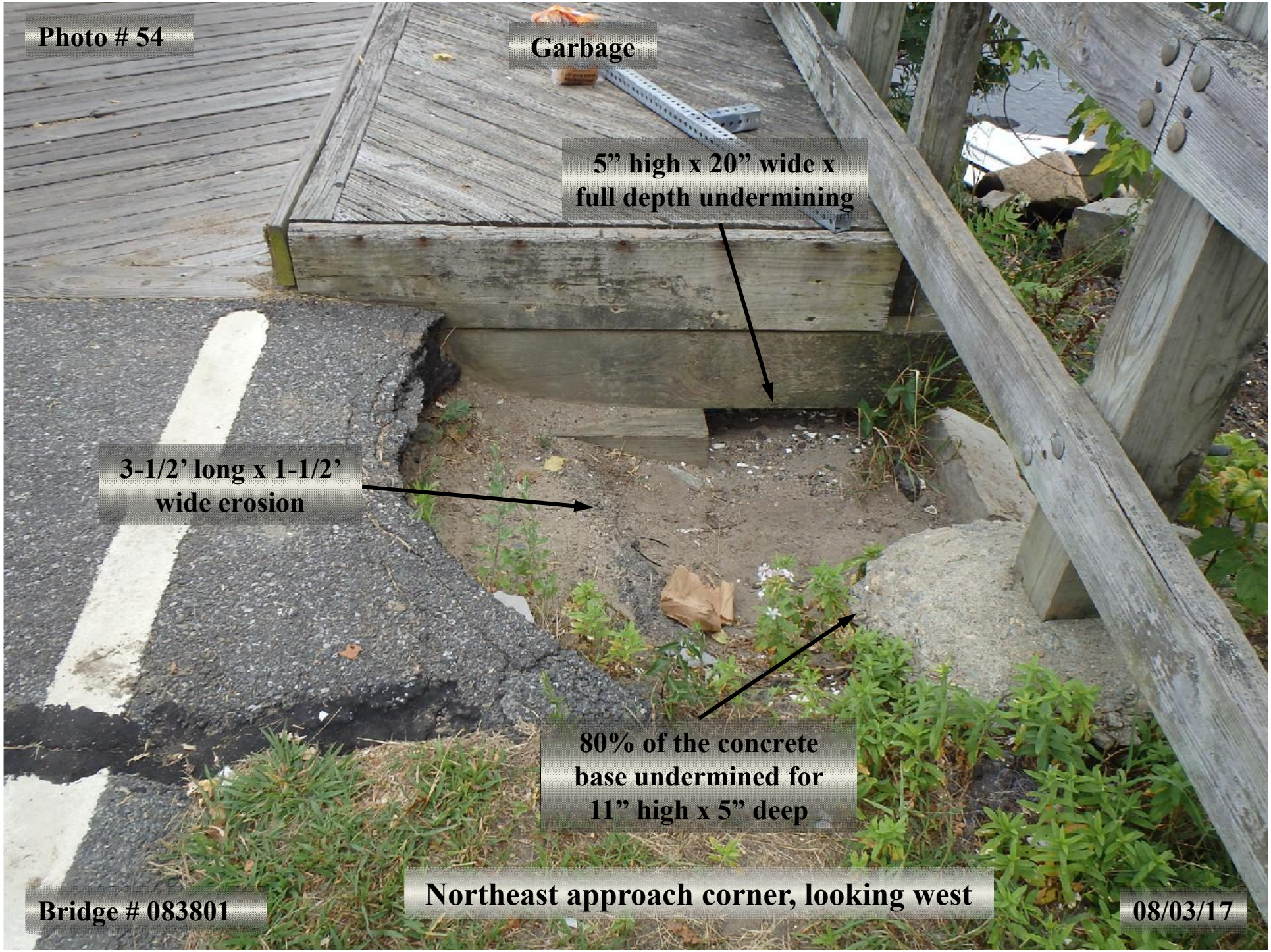

Photo # 54
Garbage
5” high x 20” wide x full depth undermining
3-1/2’ long x 1-1/2’ wide erosion
80% of the concrete base undermined for 11” high x 5” deep
Northeast approach corner, looking west
Bridge # 083801
08/03/17


Photo # 55
Checks and splits
Removed orange construction barrels
Timber bridge railings overview, looking east
Bridge # 083801
08/03/17


Photo # 56
Missing connection bolts
Bridge # 083801
South railing, span 5, looking southeast
08/03/17

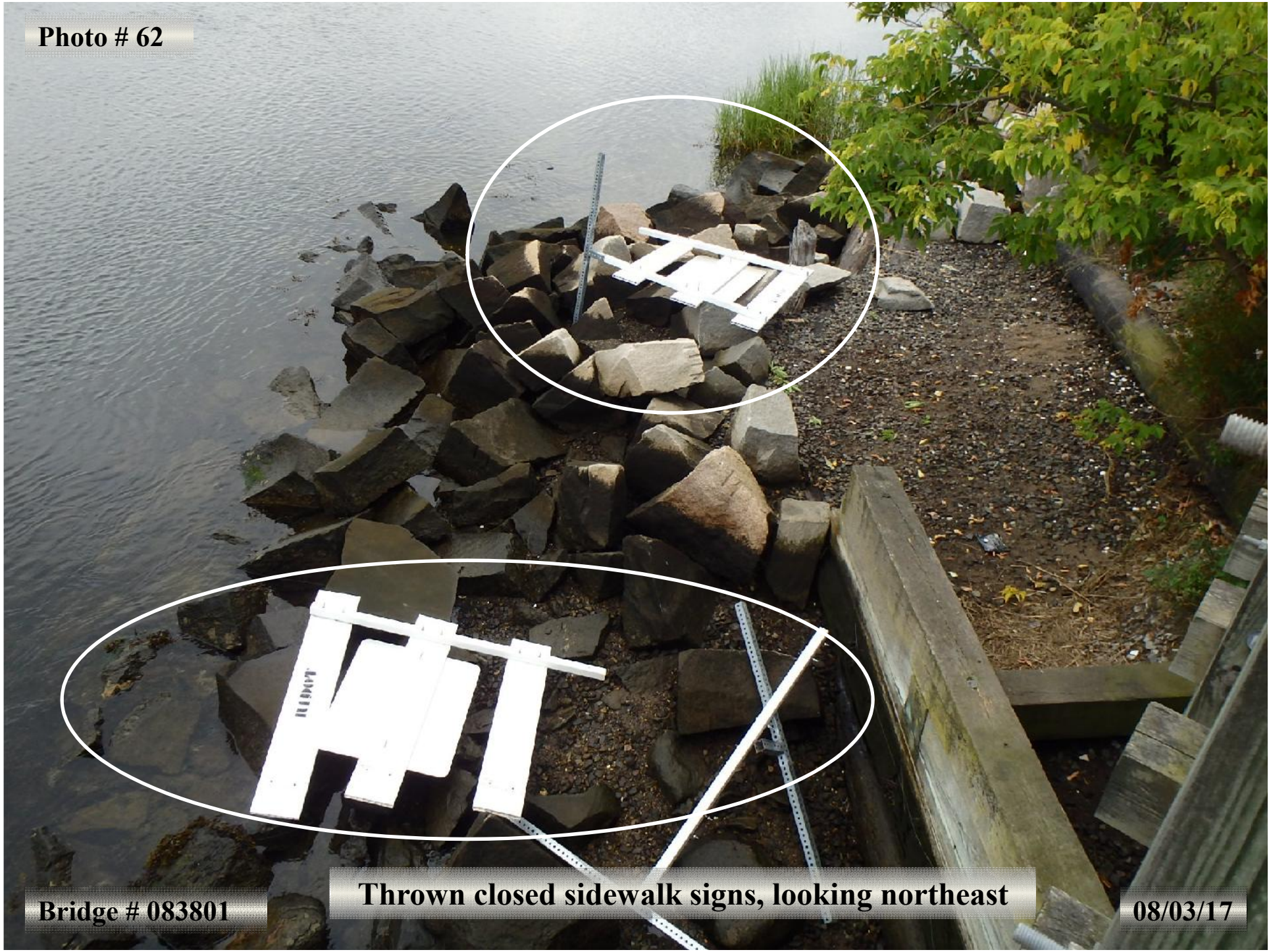

Photo # 57
Checks and splits
Bridge # 083801
Northeast rip rap, looking southeast
08/03/17

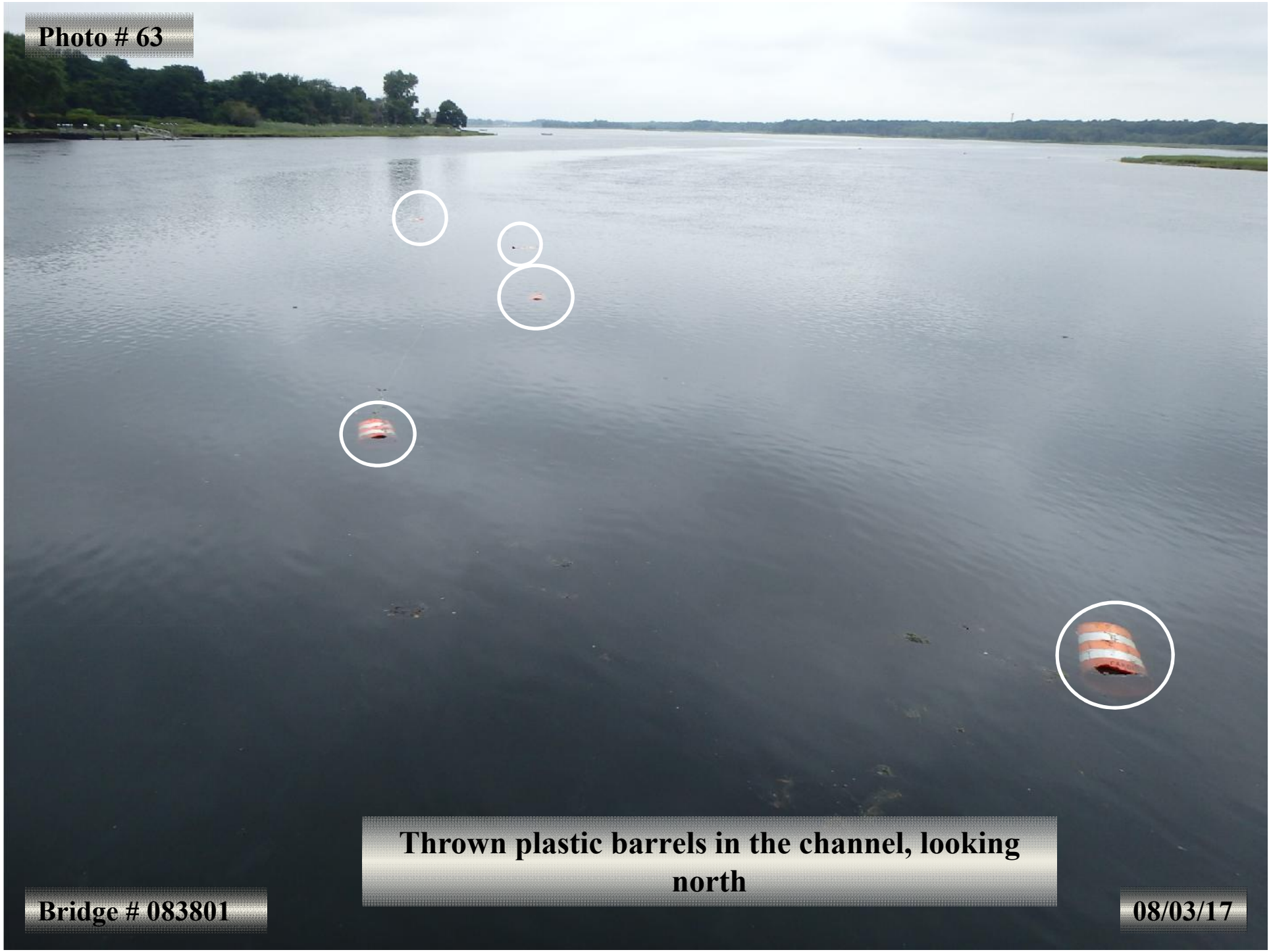

Photo # 58
Checks and splits
East abutment #2 retaining wall and fill, looking north
Bridge # 083801
08/03/17

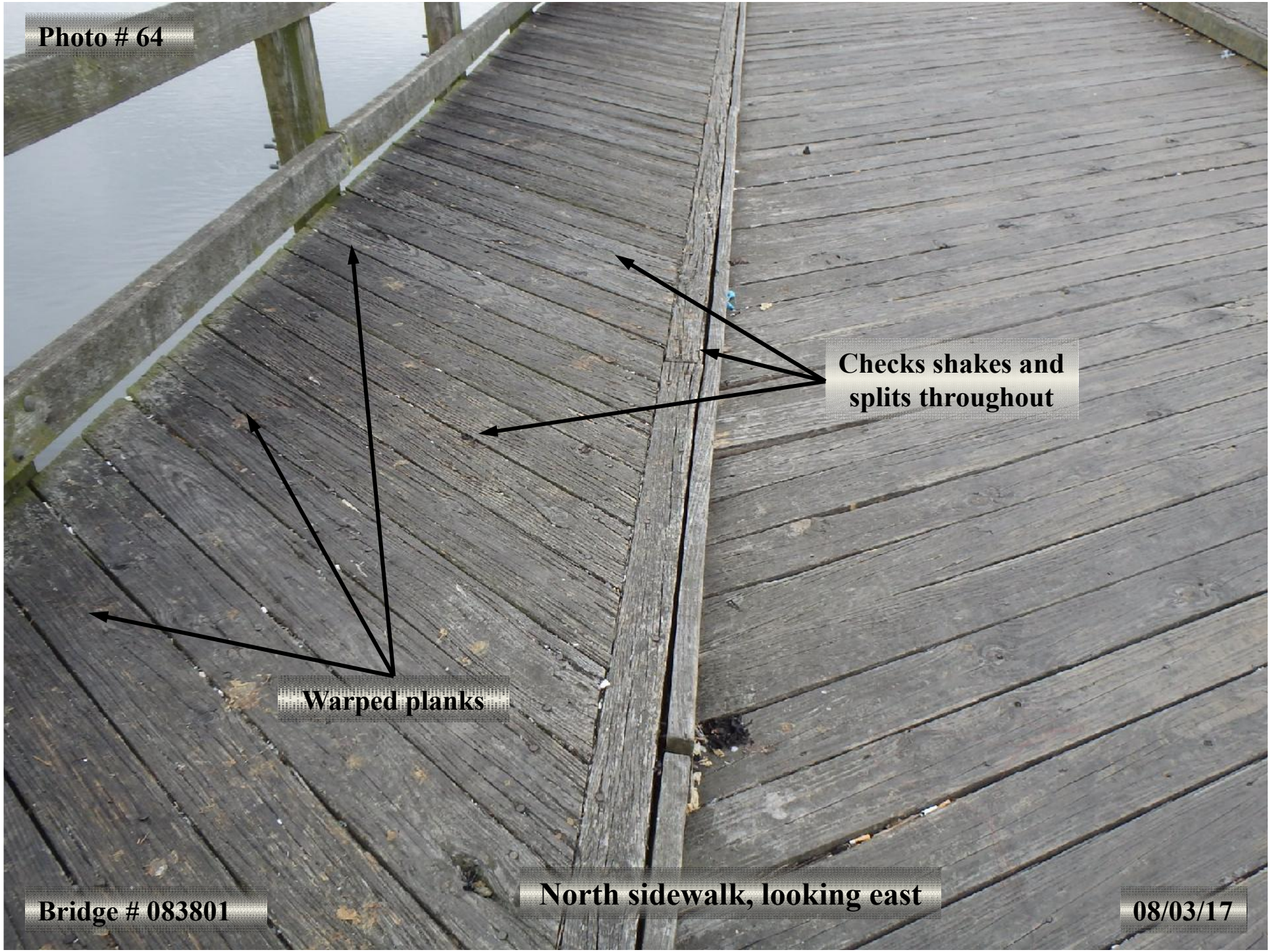

Photo # 59
Checks and splits
East abutment#2 wingwall and fill, looking northeast
Bridge # 083801
08/03/17


Photo # 60
Vegetation growth in the embankment
Displaced riprap
Bridge # 083801
Southwest rip rap, looking northwest
08/03/17


Photo # 61
Vegetation growth in the embankment
Displaced riprap
Bridge # 083801
Northwest rip rap, looking southwest
08/03/17


Photo # 62
Thrown closed sidewalk signs, looking northeast
Bridge # 083801
08/03/17


Photo # 63
Thrown plastic barrels in the channel, looking north
Bridge # 083801
08/03/17


Photo # 64
Checks shakes and splits throughout
Warped planks
Bridge # 083801
North sidewalk, looking east
08/03/17

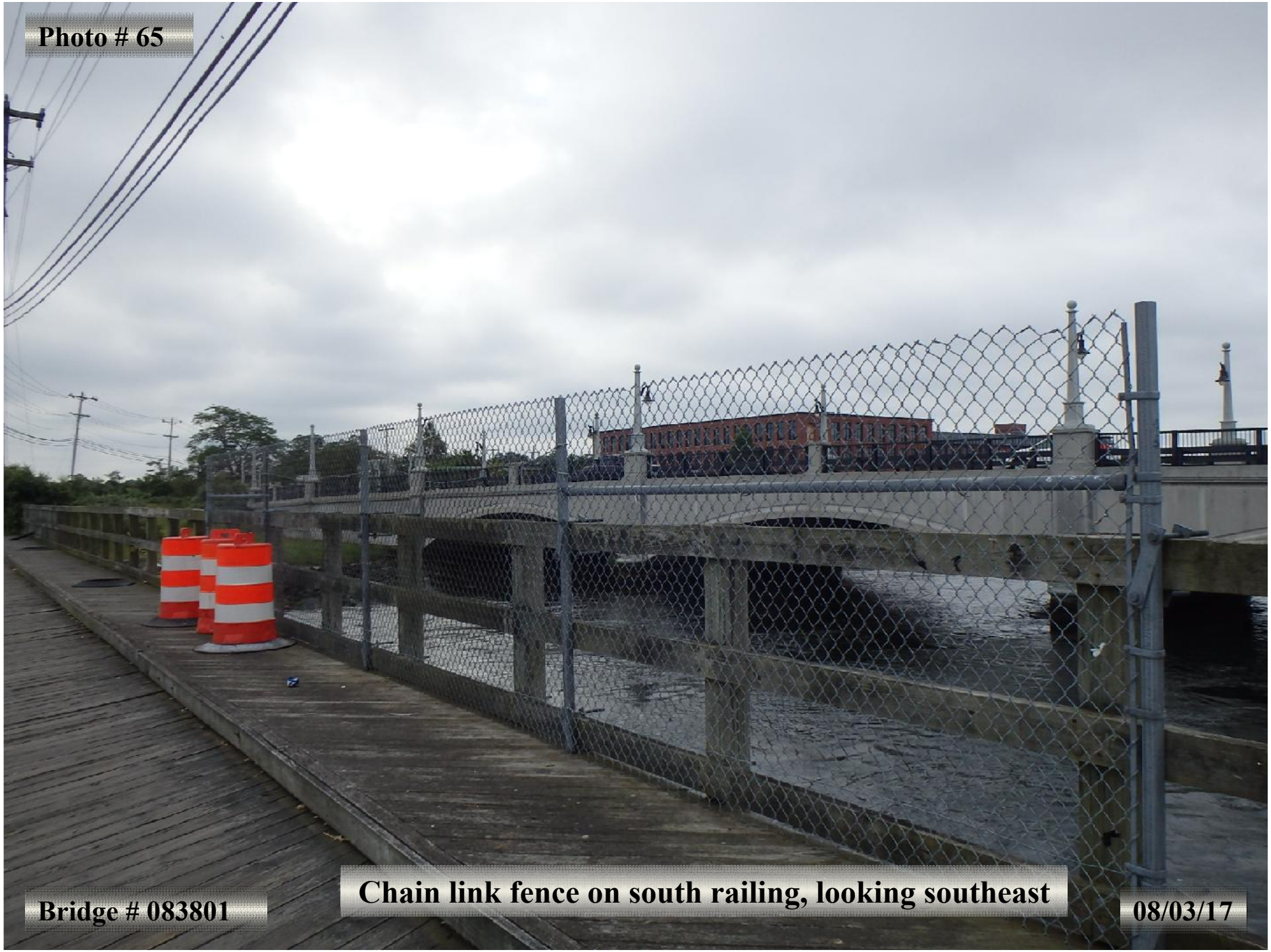
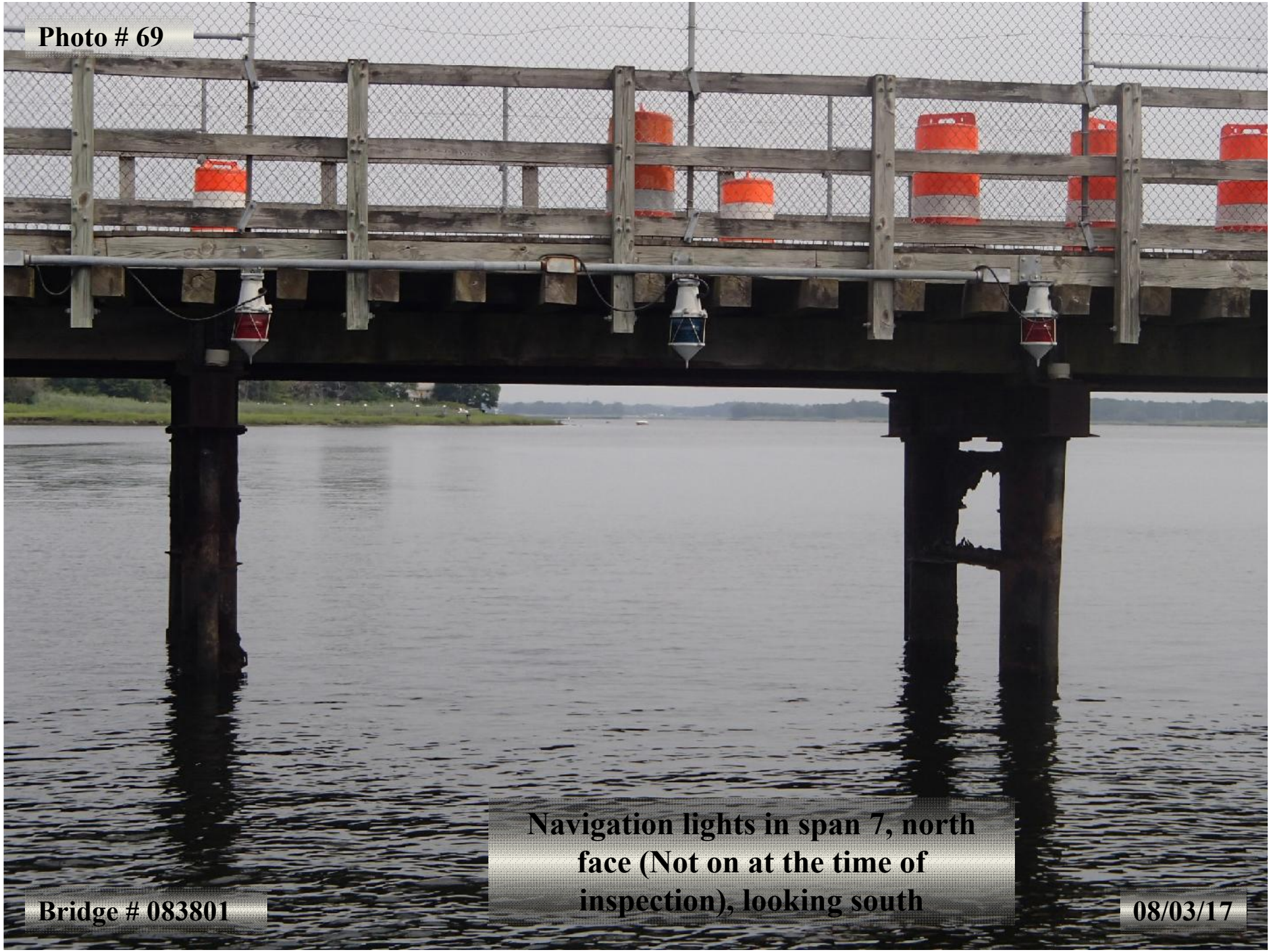

Photo # 65
Chain link fence on south railing, looking southeast
Bridge # 083801
08/03/17


Photo # 66
Bridge # 083801
Downstream, looking southeast
08/03/17


Photo # 67
Bridge # 083801
Upstream, looking north
08/03/17


Photo # 68
Bridge # 083801
Upstream, looking north
08/03/17


Photo # 69
Navigation lights in span 7, north face (Not on at the time of inspection), looking south
Bridge # 083801
08/03/17

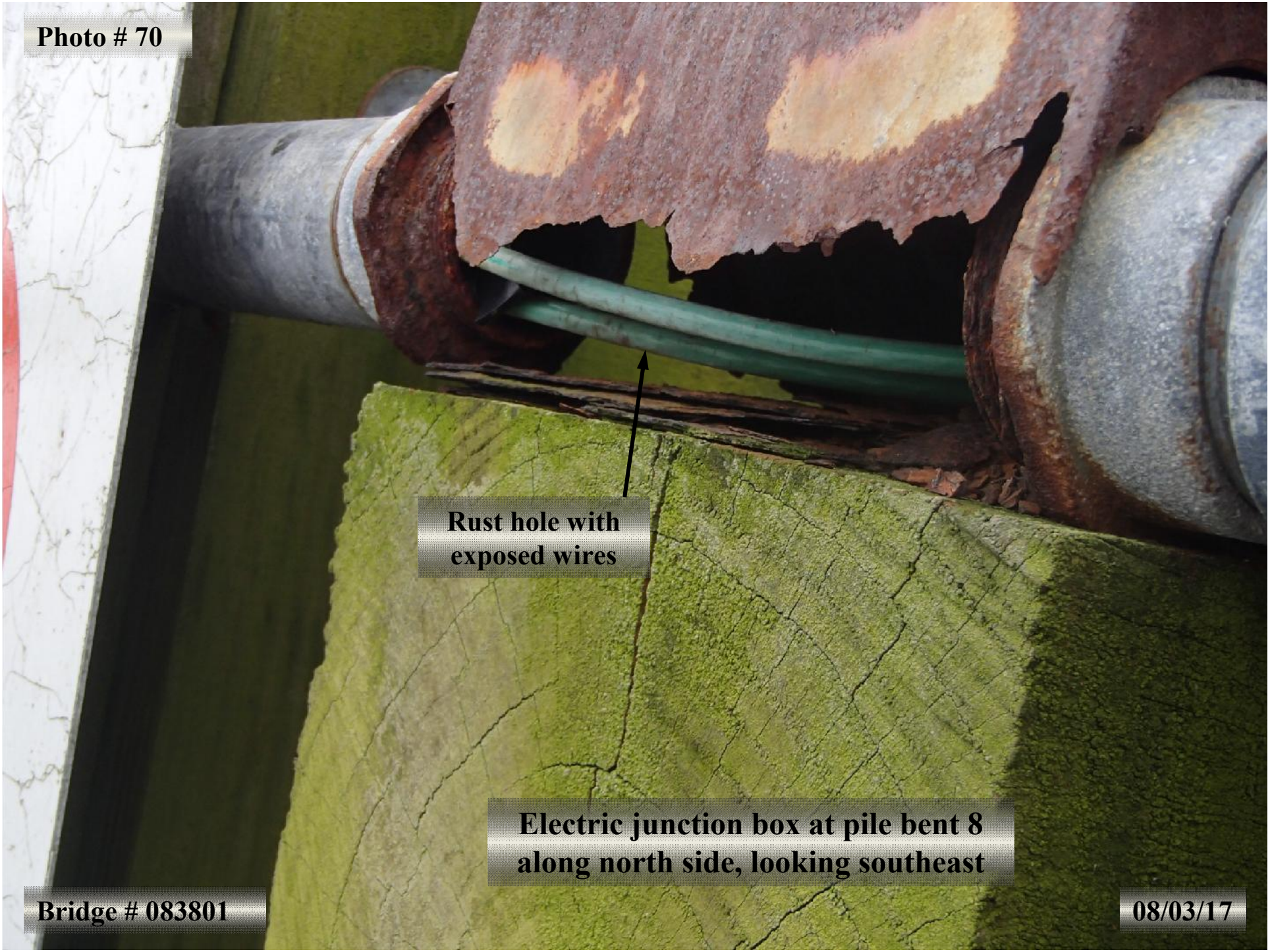

Photo # 70
Rust hole with exposed wires
Electric junction box at pile bent 8 along north side, looking southeast
Bridge # 083801
08/03/17


Photo # 71
Checks and splits throughout
Heavy rot up to full length x full width x 7” deep
South timber railing, looking east
Bridge # 083801
08/03/17

Key bicycle facility design guidance:

- AASHTO *GUIDE FOR THE DEVELOPMENT OF BICYCLE FACILITIES* https://nacto.org/wp-content/uploads/2015/04/AASHTO_Bicycle-Facilities-Guide_2012-toc.pdf
- MUTCD PART 9 Bicycle Facilities, https://mutcd.fhwa.dot.gov/htm/2009/part9/part9_toc.htm
- FHWA'S FEBRUARY 2019 *BIKEWAY SELECTION GUIDE, https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf*
- FHWA's *Separated Bike Lane Planning and Design Guide,* https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/separated_bikelane_pdg/page00.cfm#notice
- CHAPTER 31-19 Operation of Bicycles http://webserver.rilin.state.ri.us/Statutes/TITLE31/31-19/INDEX.HTM

- Crossing Bicycle Lane
- Operating a Motor Vehicle on a Bicycle Lane
- Opening Vehicle Doors
- Places Where Parking or Stopping Prohibited
- Types of Roads
- Yielding to Riders on Bicycle Lane
- Wheelchairs - Rights and Duties
- § 31-41.1-4 Schedule of violations

RIGL 31-15-15 http://webserver.rilin.state.ri.us/Statutes/TITLE31/31-15/31-15-15.HTM bicycles are prohibited from using controlled-access roadways.

Below is a list of limited (controlled)-access roadways. This list was submitted by RIDOT to the State Traffic Commission (STC) for consideration in January & February 2000. (attached is from STC 2/16/00 Meeting Minutes). A work order was then issued to have the Maintenance Division install the *Non-motorized Vehicles Prohibited* signs.

Note though the Red Bridge Extension (Henderson Bridge) was included in RIDOT's original 11/18/99 submittal to the STC, the request for Henderson Bridge was withdrawn by RIDOT at the STC's 1/19/00 meeting.

Limited Access Roadway	Limits
I-95	CT S/L to MA S/L
I-195	I-95 to MA S/L
I-295	I-95 to MA S/L
Route 4	Route 138 to I-95
Route 6	Route 102 to Route 101
Route 6	I-295 to I-95
Route 10	Park Avenue to Route 6
Route 24	Route 114 to MA S/L
Route 37	Natick Avenue to Post Road
Route 78	Route 1 to CT S/L
Route 99	Route 146 to Mendon Road
Route 114	I-195 to Forbes Street
Route 138	Route 1 to Admiral Kalbfus Road
Route 146	I-95 to Reservoir Road
Route 146	Route 146A to MA S/L
Airport Connector	I-95 to Post Road
Red Bridge Extension	Waterman Street to Taunton Avenue

State of Rhode Island

Department of Administration
Division of Purchases
One Capitol Hill
Providence, RI 02908

REQUEST FOR PROPOSAL (RFP) – BID# 7594582

STATEWIDE SHORT-TERM TRAFFIC COUNTING SERVICES

SUBMISSION DEADLINE: Monday, July 09, 2018 at 11:30 AM (ET)

PRE-BID CONFERENCE: ☒ **NO**
☐ **YES** _____

Mandatory: ☐ **NO**
☐ **YES:** Any vendor who intends to submit a bid proposal in response to this solicitation must have its designated representative attend the mandatory pre-bid conference. The representative must register at the pre-bid conference and disclose the identity of the vendor whom he/she represents. Because attendance at the pre-bid conference is mandatory, a vendor's failure to attend and register at the pre-bid conference shall result in disqualification of the vendor's bid proposal as non-responsive to the solicitation.

Location:

Buyer Name: **LISA HILL**
Title: **ASSISTANT ADMINISTRATOR**

QUESTIONS Prospective bidders are hereby notified that all questions pertaining to this contract must be submitted to the Department of Transportation in writing through its website at http://www.dot.ri.gov/contracting/bids by accessing the questions & answers menu located within the 'contracting', then 'bidding opportunities' link. Response to the submitted questions will also be posted under this link as an addendum as appropriate. Phone calls will not be accepted.

SURETY REQUIRED: **NO**

BOND REQUIRED: **NO**

DISK BASED BID: ☒ **NO**
☐ **YES:** See attached Disk Based Bidding Information

NOTE TO VENDORS:
Vendors must register on-line at the Rhode Island Division of Purchases website at www.purchasing.ri.gov. Offers received without the completed three-page Rhode Island Vendor Information Program (RIVIP) Generated Bidder Certification Cover Form attached may result in disqualification.

THIS IS NOT A BIDDER CERTIFICATION FORM

RHODE ISLAND DEPARTMENT OF TRANSPORTATION

Traffic Management and Highway Safety

REQUEST FOR PROPOSALS for
STATEWIDE SHORT-TERM TRAFFIC COUNTING SERVICES

Disadvantaged Business Enterprise Goal: N/A

TABLE OF CONTENTS

PROCUREMENT SCHEDULE 3

INSTRUCTIONS AND NOTIFICATIONS TO OFFERORS 3

REQUIRED FORMS 5

PROJECT BACKGROUND AND SCOPE 5

PROJECT LIMITS 7

PROJECT REQUIREMENTS 7

PROGRESS REPORTS 8

PROJECT TASKS 8

WINTER SHUTDOWN 10

INSURANCE 10

QUESTIONS 11

PROPOSAL REQUIREMENTS 11

PROPOSAL SUBMISSION 12

INSTRUCTIONS FOR PROPOSALS 13

DISADVANTGED BUSINESS ENTERPRISES 14

EVALUATION 14

EVALUATION CRITERIA 14

COST PROPOSAL 15

RHODE ISLAND DEPARTMENT OF TRANSPORTATION
Traffic Management and Highway Safety

REQUEST FOR PROPOSALS

STATEWIDE SHORT-TERM TRAFFIC COUNTING SERVICES
SOLICITATION # xxxxxxx

The Rhode Island Department of Administration, Division of Purchases, on behalf of the Rhode Island Department Of Transportation is requesting proposals from qualified Vendors to provide ***Statewide Short-Term Traffic Counting Services***, in accordance with the terms of this Request for Proposals ("RFP") and the State's General Conditions of Purchase, which may be obtained at the Division of Purchases website at www.purchasing.ri.gov.

The State anticipates the award of one (1) contract with a Contract Term of three (3) years from the Purchase Order date. Should the State, after expenditure of this sum, find further need for the Short-Term Traffic Counting Services, such services may be extended annually for an additional two (2) years based upon performance and funding availability

This is a Request for Proposals, not a Request for Quotes. Responses will be evaluated on the relative merits of the proposal and qualifications in addition to cost. There will be no public opening and reading of responses received by the Division of Purchases other than to name those offerors who have submitted proposals.

PROCUREMENT SCHEDULE

Action Item	Date	Time
Solicitation posted on RIVIP	June 13, 2018	
Pre-proposal meeting	N/A	N/A
Deadline for Questions	June 30, 2018	12:00 noon
Proposal Due Date	July 9, 2018	11:30 am

INSTRUCTIONS AND NOTIFICATIONS TO OFFERORS

1. Potential vendors are advised to review all sections of this RFP carefully and to follow instructions completely, as failure to make a complete submission as described elsewhere herein may result in rejection of the proposal.

2. Alternative approaches and/or methodologies to accomplish the desired or intended results of this RFP are solicited. However, proposals which depart from or materially alter the terms, requirements, or scope of work defined by this RFP may be rejected as being non-responsive.

3. All costs associated with developing or submitting a proposal in response to this RFP or for providing oral or written clarification of its content, shall be borne by the vendor. The State assumes no responsibility for these costs even if the RFP is cancelled or continued.

4. Proposals are considered to be irrevocable for a period of not less than 180 days following the opening date, and may not be withdrawn, except with the express written permission of the State Purchasing Agent.

5. All pricing submitted will be considered to be firm and fixed unless otherwise indicated in the proposal.

6. It is intended that an award pursuant to this RFP will be made to a prime vendor, or prime vendors in the various categories, who will assume responsibility for all aspects of the work. Subcontracts are permitted, provided that their use is clearly indicated in the vendor's proposal and the subcontractor(s) to be used is identified in the proposal.

7. The purchase of goods and/or services under an award made pursuant to this RFP will be contingent on the availability of appropriated funds.

8. Vendors are advised that all materials submitted to the Division of Purchases for consideration in response to this RFP may be considered to be public records as defined in R. I. Gen. Laws § 38-2-1, *et seq.* and may be released for inspection upon request once an award has been made.

   Any information submitted in response to this RFP that a vendor believes are trade secrets or commercial or financial information which is of a privileged or confidential nature should be clearly marked as such. The vendor should provide a brief explanation as to why each portion of information that is marked should be withheld from public disclosure. Vendors are advised that the Division of Purchases may release records marked confidential by a vendor upon a public records request if the State determines the marked information does not fall within the category of trade secrets or commercial or financial information which is of a privileged or confidential nature.

9. Interested parties are instructed to peruse the Division of Purchases website on a regular basis, as additional information relating to this solicitation may be released in the form of an addendum to this RFP.

10. By submission of proposals in response to this RFP vendors agree to comply with R. I. General Laws § 28-5.1-10 which mandates that contractors/subcontractors doing business with the State of Rhode Island exercise the same commitment to equal opportunity as prevails under Federal contracts controlled by Federal Executive Orders 11246, 11625 and 11375.

Vendors are required to ensure that they, and any subcontractors awarded a subcontract under this RFP, undertake or continue programs to ensure that minority group members, women, and persons with disabilities are afforded equal employment opportunities without discrimination on the basis of race, color, religion, sex, sexual orientation, gender identity or expression, age, national origin, or disability.

Vendors and subcontractors who do more than $10,000 in government business in one year are prohibited from engaging in employment discrimination on the basis of race, color, religion, sex, sexual orientation, gender identity or expression, age, national origin, or disability, and are required to submit an "Affirmative Action Policy Statement."

Vendors with 50 or more employees and $50,000 or more in government contracts must prepare a written "Affirmative Action Plan" prior to issuance of a purchase order.

a. For these purposes, equal opportunity shall apply in the areas of recruitment, employment, job assignment, promotion, upgrading, demotion, transfer, layoff, termination, and rates of pay or other forms of compensation.

b. Vendors further agree, as part of the contract award process, to complete the "Contract Compliance Report" (http://odeo.ri.gov/documents/odeo-eeo-contract-compliance-report.pdf), as well as the "Certificate of Compliance" (http://odeo.ri.gov/documents/odeo-eeo-certificate-of-compliance.pdf), and submit both documents to RIDOT, along with their Affirmative Action Plan or an Affirmative Action Policy Statement. In addition, for public works projects vendors and subcontractors must submit a "Monthly Utilization Report" to RIDOT's Office of Civil Rights via PRISM software.

REQUIRED FORMS

REQUIRED FORMS		
Required Forms (except for W-9) are attached	PRIME CONSULTANT	SUB-CONSULTANT(S)
W-9 Form available @ www.purchasing.ri.gov	✓	
Debarment Form	✓	✓
Lobbying Form	✓	✓
Conflicts Disclosure Form-for Board of Directors, key personnel and anyone who has a potential conflict to disclose	✓	✓
Certification for Title VI Assurance	✓	
DBE Special Provision	✓	

PROJECT BACKGROUND AND SCOPE

The MAP-21, Moving Ahead for Progress in the 21st Century, and the Model Inventory of Roadway Elements (MIRE), requires the Rhode Island Department of Transportation (RIDOT) to significantly increase traffic monitoring throughout the state highway system. In order for the RIDOT to effectively

and efficiently meet MAP-21 and MIRE traffic monitoring requirements, assistance with the State's short-term traffic counting program is needed. The purpose of this **Request for Proposals (RFP)** is to supplement the State's traffic counting program.

Work under this contract shall be performed by the Vendor on an as needed basis and statewide. Work to be completed includes but is not limited to the following types of traffic counts: Single- lane and/or Multi-lane volume counts with classification, Manual Turning Movement counts, Non-Motorized (Ped/Bike) counts and other incidentals necessary to properly complete all work as directed by RIDOT.

As work develops during the effective contract term(s), RIDOT will issue Work Order Package(s) to the Vendor via email detailing the location(s), character, dimensions, details of the desired work order, and estimated work order quantities The Department will provide a schedule for deliverables. Dates will be weather dependent and may change due to unexpected circumstances and/or Department priorities. Work locations will be limited to all areas within the public right-of-way in the State of Rhode Island including but not limited to freeways, expressways, arterial, collector and local roadways, shared-use paths and/or parking areas. The Vendor shall note that WOP may be issued at variable intervals thought the effective period of the contract. RIDOT reserves the right to issue WOPs at any time and to prioritize and/or compile individual Work Order into WOPs in any manner to best serve their needs.

The Vendor shall note that all work item quantities appearing in WOPs are estimates only and are used for comparison of Work Order Package Quotes submitted by Vendor. Payments to the Vendor will be made for the actual quantities of work completed and accepted and/or materials furnished in accordance with the contract.

The Work Order Items included in this solicitation are the items that may be called for in Work Orders issued by RIDOT. The quantities of such items included in the RFP are an estimate of the extent of work that is anticipated during the effective contract period. The Vendor shall note that the actual quantities of work items to be called for in Work Order Packages are indefinite and may be less than or greater than indicated in this solicitation. The Vendor shall note that the actual quantities of work items to be called for in Work Order Packages are indefinite and may be less than or greater than indicated in this solicitation. The proposed items and estimated quantities are as follows:

ITEM NO.	ITEM DESCRIPTION	TOTAL QUANITY	UNIT OF MEASURE
1.0	48 hr ATR counts (1-2 lane) with Road Tube [includes Volume, Class, Speed]	1,523	Each
2.0	48 hr ATR counts(1-2 lane) with VCU Cameras [includes Volume, Class, Speed]	70	Each
3.0	48 hr ATR counts(3-4 lane) with VCU Cameras [includes Volume, Class, Speed]	20	Each
4.0	48 hr ATR counts (4+ lane) includes Volume, Class, Speed	10	Each
5.0	Turning Movement Count	144	Hour

6.0	Non-Motorized Classification Count (Equipment)	35	Each
7.0	Miscellaneous Task [1]	1000	Each

[1] For a definition of Miscellaneous Task refer to Part B. of the 'Project Tasks' section

PROJECT LIMITS

Short-term Traffic Counting Services shall be conducted statewide. Specific count locations will be assigned to the Vendor by RIDOT on a weekly and/or an as-needed basis.

PROJECT REQUIREMENTS

1. The initial project completion date shall be three (3) years from the Purchase Order date. RIDOT will provide locations and an expected schedule on a weekly basis via email to the Vendor. The Vendor shall be required to conduct counts using a method of counting that is mutually agreed upon by the Vendor and RIDOT for each site. Each traffic count shall include GIS Location and at least 48 hours of accurate data unless otherwise specified by the Department. No count will be acceptable if more than fifty percent of the traffic count was taken on a Monday, Friday, or holiday. Weekend and holiday counts are unacceptable unless specifically requested by the Department.

2. The Vendor shall notify the RIDOT Point of Contact **at least 24 hours prior to performing traffic counts** at any statewide location.

3. The State does not require E-VERIFY compliance in any of its purchasing and/or hiring of services; however, Respondents are hereby advised that in line with the Federal Acquisition Regulations any federal contract based on the services requested may require that the State obtain evidence of E-VERIFY compliance from the successful Respondent.

4. The Rhode Island Department of Transportation, in accordance with Title VI of the Civil Rights Act of 1964, 42 U.S.C. §§ 2000d - 2000d-4 and 49 C.F.R. Part 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation ⍰ Effectuation of Title VI of the Civil Rights Act of 1964, issued pursuant to such Act, hereby notifies all Vendors that it will affirmatively insure that in any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, sex, national origin, age, or disability in consideration for an award.

5. Services provided by the successful Respondent - and if applicable any sub-contracts generated through this Contract - shall not discriminate on the basis of race, color, national origin, or sex in the performance of this Contract. The successful Respondent shall carry out applicable requirements of 49 C.F.R., Part 26, Participation of Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs, in the award and administration of DOT-assisted contracts. Failure by the successful Respondent to carry out these requirements is a material breach of this Contract, which may result in the termination of this Contract or such other remedy as the recipient deems appropriate.

6. RIDOT will not increase the contract or any purchase order (either dollar amount or time) for items not included in the submitted proposal documents. The State reserves the right to purchase part of the proposal or the entire proposal.

7. As the work progresses, the workload handled by RIDOT may increase or decrease. RIDOT reserves the right to add or withdraw individual projects, or portions thereof under this Contract, in keeping with its workload, without regard to the status of completion of the individual projects.

PROGRESS REPORTS

Monthly progress reports will be required in accordance with directions herein stated. The progress reports must outline work accomplished (showing the specific number of successful counts taken per City/ Town), reimbursable expenses, and issues requiring resolution.

PROJECT TASKS

A. Traffic Counting Services

The Vendor(s) shall collect accurate traffic volume and classification data on roadway sections throughout the State and provide the data (including the latitude and longitude coordinates for each location) to RIDOT electronically in Microsoft Office Excel or PDF format. RIDOT estimates that approximately 1,000 sites will require traffic counting services annually. Eighty-five percent of all counts taken will be vehicle classification counts in accordance with the most current edition of the FHWA Traffic Monitoring Guide (TMG). The number of vehicle classification counts may increase or decrease according to the discretion and needs of RIDOT. The Vendor(s) shall review all data prior to delivering it to RIDOT to ensure that the data is accurate and meets the RIDOT's data collection requirements. The Vendor shall notify RIDOT of any irregularities or inconsistencies in the data at the time it is submitted to the Department. The Vendor shall not edit or change the data in any way. The count data shall be the sole property of RIDOT. Any traffic count taken for this project that is determined to be unacceptable by the RIDOT shall be re-collected until acceptable data is obtained and at no additional cost to the State.

All traffic counts conducted under this project shall be in accordance with the FHWA Traffic Monitoring Guide (latest edition w/revisions) and RIDOT's safety requirements. The Vendor(s) shall be responsible for using their own vehicles for performing the work. Each vehicle used shall be equipped with a rotating or flashing light bar and other necessary safety equipment as required by RIDOT and the MUTCD such as traffic cones, warning signs, and safety vests. The Vendor shall be equipped with all tools and equipment necessary for the installation and set-up of the traffic count locations, including electrical meters.

The Vendor shall provide their own equipment to conduct counts. RIDOT shall not be responsible for the repair of malfunctioning equipment, which was damaged or broken due to the negligence of the Vendor. The Vendor shall be responsible for repair and/or replacement costs of equipment

damaged, lost, or stolen due to Vendor negligence and/or poor installation practices. The Vendor is responsible for securing the equipment with lock and chain, to prevent theft, vandalism, or the unauthorized access to the equipment.

The Vendor shall monitor each count location during the counting period to insure that the equipment has not been damaged and that no other malfunctions have occurred which would may compromise the accuracy of the data, or the safety of the public, including motorists, pedestrians and bicyclists. Any road tubes or axle sensors that break free from their mounting to the pavement shall be secured by the Vendor within two hours of notification, at no additional cost to the Department. The Vendor shall be responsible for all damage claims to private property and or vehicles resulting from faulty equipment.

B. Miscellaneous Tasks

DESCRIPTION: This item shall consist of furnishing and installing any and all incidental items not listed separately in this contract and/or additional equipment or supplies necessary to complete the work.

MATERIALS: The materials or equipment under this item may be supplied by the State from existing inventories, or the Vendor may be directed to purchase the materials or equipment directly with the approval of the RIDOT Traffic Research Section. The materials or equipment purchased under this item shall become the property of the State of Rhode Island. Reimbursements for materials and/or equipment shall not be made without the required documentation and shall not include surcharges.

PURCHASING REQUIREMENT: All reimbursable expenses purchases shall be pre-approved by RIDOT. All items purchased shall require written confirmation of the winning price quotation for purchases valued at *$2,500.00 or less*.

Where the possibility of competition exists, the Vendor shall provide written confirmation of at least **THREE** (3) written quotations for purchases valued at *greater than $2,500.00 but less than $5,000.00*; and solicitation of at least **FIVE (5)** written quotations for the purchases *greater than $5,000.00*.

The Vendor shall submit copies of all purchase and/or equipment repair orders and receipts listing specific model numbers, price, and shipping and handling costs. The Vendor will be reimbursed for purchases or repairs at total cost paid and without surcharges. All purchases by the Vendor shall be made in the most cost-effective manner possible. Materials such as nails, clamps, tape and/or equipment necessary to carry out work are to be included in the item bid price.

METHOD OF MEASUREMENT: This item shall have a unit of measurement of EACH and the unit price shall be $1.00.

BASIS OF PAYMENT: The Vendor(s) shall be reimbursed for materials and/or equipment purchases and repairs at total paid cost. The Vendor (s) shall submit a receipted invoice for the reimbursement.

LIST OF CONTRACT DRAWINGS

No Contract Drawings are required for this Project.

ENVIRONMENTAL PERMITS

No Environmental Permits or assents are required for this Project.

WORK SCHEDULE

Work on this Project is restricted to a normal eight-hour day (8:00 am-4:30 pm), five-day work week, with the Vendor and all Sub-Vendors working on the same shift.

No work shall be done on this Contract on Saturdays, Sundays, holidays or on the day before or the day after a long weekend which includes a holiday without prior approval by RIDOT.

No work that will disrupt travel on the existing roadways (lane closures, lane shifts, trenching, etc.) shall be done from 6:00 am to 9:00 am and from 3:00 pm to 7:00 pm

WINTER SHUTDOWN

The Winter Shutdown" as defined in Section 12.101.80 and as allowed for in Section 12.108.07 of the *Rhode Island Standard Specifications for Road and Bridge Construction*, as amended August 2013 Edition and all changes and addenda, is hereby waived for this contract. **THERE SHALL BE NO WINTER SHUTDOWN FOR THIS PROJECT**. However, time extensions may be granted for documented adverse winter weather conditions causing construction delays.

MOST RECENT PUBLICATIONS FOR THIS PROJECT

The following publications are to be utilized for this project:

1. *FHWA Traffic Monitoring Guide*. (latest edition w/revisions)
2. *Manual of Uniform Traffic Control Devices*. (latest edition w/revisions)
3. *HPMS Field Manual* (latest edition w/revisions)
4. *NCHRP Report 797: "Guidebook on Pedestrian and Bicycle Volume Collection"*
5. *NCHRP Web-Only Document 205; "Methods and Technologies for Pedestrian and Bicycle Volume Data Collection"*

INFORMATION / MATERIAL TO BE SUPPLIED BY RIDOT

RIDOT shall provide the Weekly schedule of count locations, and type of count.

INSURANCE

The Vendor shall procure and maintain (at the Vendor's own expense) Liability and Property Damage Insurance, which names the State of Rhode Island as an Additional Insured and waives subrogation against the state. The Insurance coverage limits shall be in the following amounts:

Property Damage Liability: $500,000 each occurrence and $1,000,000 aggregate
Bodily Injury Liability: $500,000, each person and $1,000,000, each occurrence.
Worker's Compensation: Coverage shall be in accordance with prevailing laws.

Failure to comply with these provisions may result in rejection of the Vendor's bid. Annual renewal certificates must be submitted to the Agency location identified on the Purchase Order. Failure to do so may be grounds for cancellation of this Contract.

QUESTIONS

There will be NO point of contact at RIDOT who will directly answer questions either in person, through e-mail, or by telephone. Questions regarding this solicitation shall be posted at RIDOT'S "Bidding Opportunities" web page accessible at: www.dot.ri.gov. Follow the link to Doing Business with Us ▸ Bidding Opportunities ▸ View All New Projects Available for Bid. Select the question mark "?" next to the applicable project to submit questions. Responses to questions will also be posted at this site. Questions will not be accepted after noon on ***June 24, 2018***. Upon the close of questions, all questions received and responses posted by RIDOT will be subsequently posted as an addendum at the RIVIP website at www.purchasing.ri.gov and will therefore be incorporated as part of this contract.

PROPOSAL REQUIREMENTS

Proposals shall include the following:

1. A completed and signed RIVIP Bidder Certification Cover Form downloaded from the Division of Purchases website at www.purchasing.ri.gov. *Include a copy in each Technical Proposals.*

2. One completed and signed Rhode Island W-9 (included in the original copy only) downloaded from the Division of Purchases website at http://www.purchasing.ri.gov/rivip/publicdocuments/fw9.pdf. *Do not include any copies in the Technical or Cost proposals.*

3. Technical Proposal - describing the qualifications and background of the applicant and experience with and for similar projects, and all information described earlier in this solicitation.

    a. Four (4) printed paper copies
    b. Four (4) electronic copies on a CD-R, marked "Technical Proposal" included with each printed paper copy
    c. One (1) printed paper copy, marked "Technical Proposal -Original"
    d. One (1) electronic copy on CD-R marked "Technical Proposal Original"

4. Cost Proposal - A separate, signed and sealed cost proposal utilizing the form provided with the solicitation.
    a. One (1) Electronic copy on a CD-R, marked "Cost Proposal -Original".
    b. One (1) printed paper copy, marked "Cost Proposal -Original" and signed.
    c. Four (4) printed paper copies

A. Formatting of proposal response contents should consist of the following:

1. Formatting of CD-Rs – Separate CD-Rs are required for the technical proposal and cost proposal. All CD-Rs submitted must be labeled with:
    a. Vendor's name
    b. RFP #
    c. RFP Title
    d. Proposal type (e.g., technical proposal or cost proposal)

    Vendors are responsible for testing their CD-Rs before submission as the Division of Purchase's inability to open or read a CD-R may be grounds for rejection of a Vendor's proposal. All files should be readable and readily accessible on the CD-Rs submitted with no instructions to download files from any external resource(s). If a file is partial, corrupt or unreadable, the Division of Purchases may consider it "non-responsive". USB Drives or any other electronic media shall not be accepted. Please note that CD-Rs submitted, shall not be returned.

2. Formatting of written documents and printed copies:
    a. These documents shall be single-spaced with 1" margins on white 8.5"x 11" paper using a font of 12 point Calibri or 12 point Times New Roman.
    b. All pages on the Technical Proposal are to be sequentially numbered in the footer, starting with number 1 on the first page of the narrative (this does not include the cover page or table of contents) through to the end, including all forms and attachments. The Vendor's name should appear on every page, including attachments. Each attachment should be referenced appropriately within the proposal section and the attachment title should reference the proposal section it is applicable to.
    c. The cost proposal shall be typed using the formatting provided on the provided template.

PROPOSAL SUBMISSION

Interested vendors must submit proposals to provide the goods and/or services covered by this RFP on or before the date and time listed on the cover page of this solicitation. Responses received after this date and time, as registered by the official time clock in the reception area of the Division of Purchases, shall not be accepted.

Proposals should be mailed or hand-delivered in a sealed envelope marked "**RFP# xxxxxx**" to:

RI Dept. of Administration
Division of Purchases, 2nd floor
One Capitol Hill
Providence, RI 02908-5855

NOTE: Proposals received after the above-referenced due date and time shall not be accepted. Proposals misdirected to other State locations or those not presented to the Division of Purchases by the scheduled due date and time shall be determined to be late and shall not be accepted. Proposals faxed, or emailed, to the Division of Purchases shall not be accepted. The official time clock is in the reception area of the Division of Purchases.

INSTRUCTIONS FOR PROPOSALS

Proposal Format: Proposal shall be bound or contained in a single volume with the exception of the Cost Proposal which shall be submitted separately. Proposals shall be spiral or GBC bound. Do not submit 3-ring binders. Proposals shall include the following information, tabbed and in the order listed below:

- **Letter of Transmittal**: A Letter of Transmittal must accompany each response signed by an owner, officer, or other authorized agent of the firm.

- **RIVIP Bidder Certification Form:** All three (3) Pages **must** accompany each response submitted. Failure to make a complete submission of this document may result in disqualification.

- **Company Introduction:** Include a complete description of the firm including organizational structure and expertise specific to the services requested.

- **Staff Qualifications:** Include the qualificatiuons and resumes of proposed key personnel to be assigned to this project, equipment list, and staff training procedures. ***Provide training certificates*** for staff as they relate to the equipment required to perform the tasks. ***Proof of Training and Certificates must be submitted with the Technical Proposal.***

- **Capability, Capacity and Firm Qualifications:** List and describe projects your firm has completed in the past five (5) years that best match the scope of this project. Identify unique constraints or challenges associated with those projects and how you addressed those in order to deliver traffic data in a timely manner. Provide the list of relevant client references including names, addresses, phone numbers, dates of service and type(s) of service(s) provided. By so listing, specific permission is granted to RIDOT to contact said individuals to verify the

satisfactory past performance of services provided along with the performance of proposed team members.

- **Quality Control and Quality Assurance:** Describe the QA/QC procedures utilized to ensure the accuracy and quality control of the Traffic data being collected.

- **Project Approach:** Respondents shall provide a synopsis for the planning and execution of the Project Tasks including a discussion of special approaches towards achieving the project tasks and submitting deliverables in a timely manner. Include sufficient detail to determine how each task shall be accomplished as well as a list of equipment that is proposed to be used to accomplish the tasks.

- **Current Projects:** Include a current list of projects you are under contract to perform including the anticipated completion dates.

DISADVANTGED BUSINESS ENTERPRISES

Although there is no DBE goal assigned to this project, the utilization of DBE firms is encouraged on all RIDOT projects. A list of current Rhode Island State certified DBE firms may be obtained through the State's Office of Diversity, Equity & Opportunity website @ www.odeo.ri.gov.
Questions may be directed to:

RIDOT Office of Business and Community Resources
Room 110, Two Capitol Hill
Providence, RI 02903
(401) 222-3260

EVALUATION

Proposals shall be reviewed by a technical evaluation committee ("TEC") comprised of staff from RIDOT. The TEC shall first evaluate the Technical Proposals. Cost Proposals will remain sealed at the Department of Administration-Division of Purchases until the technical scoring has been completed. The Technical Evaluation Committee will then evaluate the qualifying Cost Proposals and the results will be integrated with the Technical Evaluation scores. The Technical Evaluation Team will evaluate each Proposal with such evaluation being based upon the numerical weighting set forth below. The Qualifications/Technical Proposal will have a weighting of seventy percent (70%) of the total score and the Price Proposal will have a weight of thirty percent (30%) of the total score. Each evaluation criterion has an assigned maximum number of points that demonstrates its relative importance.

EVALUATION CRITERIA

The Technical Proposal will be evaluated qualitatively based upon the following selection criteria. The selection criteria below are intended to be informational, and all information required under the identified Section will evaluated.

Criteria for Evaluation	Rating Weight
Staff Qualifications	(0 - 15)
Capability, Capacity and Qualifications of the Offeror	(0 – 15)
Quality Control and Quality Assurance	(0 – 10)
Project Approach	(0 – 20)
Current Projects	(0 – 10)
Cost Proposal	(0 - 30)
TOTAL	**100 points (max)**

COST PROPOSAL

Vendors must utilize the Cost Proposal form included in the solicitation and provide a Unit Price for every item. Respondents who fail to submit a price for each item may be deemed non-responsive. The vendor with the lowest cost proposal shall receive one hundred present (100%) of the available points for cost. All other vendors shall be awarded cost points based upon the following formula: (lowest cost ÷ vendor's cost) x available points.

For example: If the vendor with the lowest cost proposal (Vendor A) bids $65,000 and Vendor B bids $100,000 and the total points available are thirty (30) $65,000 / $100,000 x 30 = 19.

Respondents shall submit three copies of the signed Cost Proposal in a separately sealed envelope. Cost Proposal shall be submitted using the format provided. The Cost Proposal shall reflect a lump sum, fixed price that includes all services and deliverables defined in the RFP. Costs submitted will be considered firm and fixed. RIDOT will not increase the contract or Purchase Order for out of scope items.

Notwithstanding the above, the Division of Purchases reserves the right to award on the basis of cost alone, to accept or reject any or all proposals, and to award in the State's best interest. Proposals found to be technically or substantially non-responsive at any point in the evaluation process will be rejected and not considered further. If a Vendor is selected for an award, no work is to commence until a purchase order is issued by the Division of Purchases.

The State's General Conditions of Purchase contain the specific contract terms, stipulations and affirmations to be utilized for the contract awarded for this RFP. The State's General Conditions of Purchases can be found at https://www.purchasing.ri.gov/RIVIP/publicdocuments/ATTA.pdf.

PDI File #: **175824 (1) Sat**
Location: **N: Weekapaug Road S: Wawaloam Drive**
Location: **E: Knowles Avenue W: Atlantic Avenue**
City, State: **Westerly, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Weekapaug Road					Knowles Avenue					Wawaloam Drive					Atlantic Avenue					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	42	23	5	0	70	4	2	1	0	7	1	19	8	0	28	14	1	21	1	37	142
12:15 PM	32	17	1	0	50	8	2	2	0	12	1	14	11	1	27	10	1	23	0	34	123
12:30 PM	43	23	4	0	70	6	0	0	0	6	0	9	14	0	23	15	2	21	0	38	137
12:45 PM	44	29	5	0	78	3	6	0	0	9	1	22	8	0	31	12	3	19	0	34	152
Total	161	92	15	0	268	21	10	3	0	34	3	64	41	1	109	51	7	84	1	143	554
1:00 PM	53	31	3	0	87	1	1	2	0	4	3	15	15	0	33	16	1	23	0	40	164
1:15 PM	29	16	3	0	48	2	2	1	0	5	0	24	13	0	37	8	2	19	0	29	119
1:30 PM	40	33	4	0	77	5	1	3	0	9	2	19	4	0	25	11	1	69	0	81	192
1:45 PM	45	25	2	0	72	5	3	0	0	8	1	22	14	0	37	18	3	21	1	43	160
Total	167	105	12	0	284	13	7	6	0	26	6	80	46	0	132	53	7	132	1	193	635
Grand Total	328	197	27	0	552	34	17	9	0	60	9	144	87	1	241	104	14	216	2	336	1189
Approach %	59.4	35.7	4.9	0.0		56.7	28.3	15.0	0.0		3.7	59.8	36.1	0.4		31.0	4.2	64.3	0.6		
Total %	27.6	16.6	2.3	0.0	46.4	2.9	1.4	0.8	0.0	5.0	0.8	12.1	7.3	0.1	20.3	8.7	1.2	18.2	0.2	28.3	
Exiting Leg Total					394					50					311					434	1189
Cars	327	193	27	0	547	34	17	9	0	60	9	144	87	1	241	104	13	214	2	333	1181
% Cars	99.7	98.0	100.0	0.0	99.1	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	92.9	99.1	100.0	99.1	99.3
Exiting Leg Total					392					49					307					433	1181
Heavy Vehicles	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	8
% Heavy Vehicles	0.3	2.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.1	0.9	0.0	0.9	0.7
Exiting Leg Total					2					1					4					1	8

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

1:00 PM	Weekapaug Road					Knowles Avenue					Wawaloam Drive					Atlantic Avenue					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
1:00 PM	53	31	3	0	87	1	1	2	0	4	3	15	15	0	33	16	1	23	0	40	164
1:15 PM	29	16	3	0	48	2	2	1	0	5	0	24	13	0	37	8	2	19	0	29	119
1:30 PM	40	33	4	0	77	5	1	3	0	9	2	19	4	0	25	11	1	69	0	81	192
1:45 PM	45	25	2	0	72	5	3	0	0	8	1	22	14	0	37	18	3	21	1	43	160
Total Volume	167	105	12	0	284	13	7	6	0	26	6	80	46	0	132	53	7	132	1	193	635
% Approach Total	58.8	37.0	4.2	0.0		50.0	26.9	23.1	0.0		4.5	60.6	34.8	0.0		27.5	3.6	68.4	0.5		
PHF	0.788	0.795	0.750	0.000	0.816	0.650	0.583	0.500	0.000	0.722	0.500	0.833	0.767	0.000	0.892	0.736	0.583	0.478	0.250	0.596	0.827
Cars	167	103	12	0	282	13	7	6	0	26	6	80	46	0	132	53	7	131	1	192	632
Cars %	100.0	98.1	100.0	0.0	99.3	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	99.2	100.0	99.5	99.5
Heavy Vehicles	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
Heavy Vehicles %	0.0	1.9	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.5	0.5
Cars Enter Leg	167	103	12	0	282	13	7	6	0	26	6	80	46	0	132	53	7	131	1	192	632
Heavy Enter Leg	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
Total Entering Leg	167	105	12	0	284	13	7	6	0	26	6	80	46	0	132	53	7	132	1	193	635
Cars Exiting Leg					224					25					162					221	632
Heavy Exiting Leg					1					0					2					0	3
Total Exiting Leg					225					25					164					221	635

PDI File #: **175824 (1) Sat**
Location: **N: Weekapaug Road S: Wawaloam Drive**
Location: **E: Knowles Avenue W: Atlantic Avenue**
City, State: **Westerly, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Weekapaug Road (North)					Knowles Avenue (East)					Wawaloam Drive (South)					Atlantic Avenue (West)					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	42	23	5	0	70	4	2	1	0	7	1	19	8	0	28	14	1	21	1	37	142
12:15 PM	32	17	1	0	50	8	2	2	0	12	1	14	11	1	27	10	1	23	0	34	123
12:30 PM	42	23	4	0	69	6	0	0	0	6	0	9	14	0	23	15	2	20	0	37	135
12:45 PM	44	27	5	0	76	3	6	0	0	9	1	22	8	0	31	12	2	19	0	33	149
Total	160	90	15	0	265	21	10	3	0	34	3	64	41	1	109	51	6	83	1	141	549
1:00 PM	53	30	3	0	86	1	1	2	0	4	3	15	15	0	33	16	1	23	0	40	163
1:15 PM	29	16	3	0	48	2	2	1	0	5	0	24	13	0	37	8	2	19	0	29	119
1:30 PM	40	32	4	0	76	5	1	3	0	9	2	19	4	0	25	11	1	69	0	81	191
1:45 PM	45	25	2	0	72	5	3	0	0	8	1	22	14	0	37	18	3	20	1	42	159
Total	167	103	12	0	282	13	7	6	0	26	6	80	46	0	132	53	7	131	1	192	632
Grand Total	327	193	27	0	547	34	17	9	0	60	9	144	87	1	241	104	13	214	2	333	1181
Approach %	59.8	35.3	4.9	0.0		56.7	28.3	15.0	0.0		3.7	59.8	36.1	0.4		31.2	3.9	64.3	0.6		
Total %	27.7	16.3	2.3	0.0	46.3	2.9	1.4	0.8	0.0	5.1	0.8	12.2	7.4	0.1	20.4	8.8	1.1	18.1	0.2	28.2	
Exiting Leg Total					392					49					307					433	1181

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

1:00 PM	Weekapaug Road (North)					Knowles Avenue (East)					Wawaloam Drive (South)					Atlantic Avenue (West)					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
1:00 PM	53	30	3	0	86	1	1	2	0	4	3	15	15	0	33	16	1	23	0	40	163
1:15 PM	29	16	3	0	48	2	2	1	0	5	0	24	13	0	37	8	2	19	0	29	119
1:30 PM	40	32	4	0	76	5	1	3	0	9	2	19	4	0	25	11	1	69	0	81	191
1:45 PM	45	25	2	0	72	5	3	0	0	8	1	22	14	0	37	18	3	20	1	42	159
Total Volume	167	103	12	0	282	13	7	6	0	26	6	80	46	0	132	53	7	131	1	192	632
% Approach Total	59.2	36.5	4.3	0.0		50.0	26.9	23.1	0.0		4.5	60.6	34.8	0.0		27.6	3.6	68.2	0.5		
PHF	0.788	0.805	0.750	0.000	0.820	0.650	0.583	0.500	0.000	0.722	0.500	0.833	0.767	0.000	0.892	0.736	0.583	0.475	0.250	0.593	0.827
Entering Leg	167	103	12	0	282	13	7	6	0	26	6	80	46	0	132	53	7	131	1	192	632
Exiting Leg					224					25					162					221	632
Total					506					51					294					413	1264

PDI File #: **175824 (1) Sat**
Location: **N: Weekapaug Road S: Wawaloam Drive**
Location: **E: Knowles Avenue W: Atlantic Avenue**
City, State: **Westerly, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Heavy Vehicles (Combined-Large Trucks and Buses)

	Weekapaug Road (North)					Knowles Avenue (East)					Wawaloam Drive (South)					Atlantic Avenue (West)					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
12:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
Total	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	5
1:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
Grand Total	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	8
Approach %	20.0	80.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	33.3	66.7	0.0		
Total %	12.5	50.0	0.0	0.0	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	25.0	0.0	37.5	
Exiting Leg Total					2					1					4					1	8
Large Trucks	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	8
% Large Trucks	100.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	100.0	100.0
Exiting Leg Total					2					1					4					1	8
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total					0					0					0					0	0

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:15 PM	Weekapaug Road (North)					Knowles Avenue (East)					Wawaloam Drive (South)					Atlantic Avenue (West)					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
12:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
1:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	6
% Approach Total	25.0	75.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	50.0	50.0	0.0		
PHF	0.250	0.375	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.500	0.500
Large Trucks	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	6
Large Trucks %	100.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	100.0	100.0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Trucks Enter Leg	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	6
Bus Enter Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	6
Trucks Exiting Leg					1					1					3					1	6
Buses Exiting Leg					0					0					0					0	0
Total Exiting Leg					1					1					3					1	6

PDI File #: **175824 (1) Sat**
Location: **N: Weekapaug Road S: Wawaloam Drive**
Location: **E: Knowles Avenue W: Atlantic Avenue**
City, State: **Westerly, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Large Trucks

	Weekapaug Road (North)					Knowles Avenue (East)					Wawaloam Drive (South)					Atlantic Avenue (West)					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
12:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
Total	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	5
1:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
Grand Total	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	8
Approach %	20.0	80.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	33.3	66.7	0.0		
Total %	12.5	50.0	0.0	0.0	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	25.0	0.0	37.5	
Exiting Leg Total					2					1					4					1	8

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:15 PM	Weekapaug Road (North)					Knowles Avenue (East)					Wawaloam Drive (South)					Atlantic Avenue (West)					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
12:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
1:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	6
% Approach Total	25.0	75.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	50.0	50.0	0.0		
PHF	0.250	0.375	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.500	0.500
Entering Leg	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	6
Exiting Leg					1					1					3					1	6
Total					5					1					3					3	12

PDI File #: **175824 (1) Sat**
Location: **N: Weekapaug Road S: Wawaloam Drive**
Location: **E: Knowles Avenue W: Atlantic Avenue**
City, State: **Westerly, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Weekapaug Road (North)					Knowles Avenue (East)					Wawaloam Drive (South)					Atlantic Avenue (West)					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					0					0					0					0	0

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:00 PM	Weekapaug Road (North)					Knowles Avenue (East)					Wawaloam Drive (South)					Atlantic Avenue (West)					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg					0					0					0					0	0
Total					0					0					0					0	0

PDI File #: **175824 (1) Sat**
Location: **N: Weekapaug Road S: Wawaloam Drive**
Location: **E: Knowles Avenue W: Atlantic Avenue**
City, State: **Westerly, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Weekapaug Road (North)							Knowles Avenue (East)							Wawaloam Drive (South)							Atlantic Avenue (West)							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
12:00 PM	3	2	0	0	0	0	5	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	6
12:15 PM	0	0	0	0	0	0	0	0	1	5	0	0	0	6	0	0	1	0	0	0	1	3	5	1	0	0	0	9	16
12:30 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	4
12:45 PM	0	2	0	0	0	0	2	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	4
Total	4	4	0	0	0	0	8	0	1	5	0	0	0	6	1	3	3	0	0	0	7	3	5	1	0	0	0	9	30
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	1	0	1	0	0	0	2	4
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	3
1:30 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
1:45 PM	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0	0	0	3	1	0	0	0	0	0	1	6
Total	2	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	5	0	0	0	5	5	1	1	0	0	0	7	15
Grand Total	6	5	0	0	0	0	11	0	1	5	0	0	0	6	1	3	8	0	0	0	12	8	6	2	0	0	0	16	45
Approach %	54.5	45.5	0.0	0.0	0.0	0.0		0.0	16.7	83.3	0.0	0.0	0.0		8.3	25.0	66.7	0.0	0.0	0.0		50.0	37.5	12.5	0.0	0.0	0.0		
Total %	13.3	11.1	0.0	0.0	0.0	0.0	24.4	0.0	2.2	11.1	0.0	0.0	0.0	13.3	2.2	6.7	17.8	0.0	0.0	0.0	26.7	17.8	13.3	4.4	0.0	0.0	0.0	35.6	
Exiting Leg Total							5							7							18							15	45

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:00 PM	Weekapaug Road (North)							Knowles Avenue (East)							Wawaloam Drive (South)							Atlantic Avenue (West)							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
12:00 PM	3	2	0	0	0	0	5	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	6
12:15 PM	0	0	0	0	0	0	0	0	1	5	0	0	0	6	0	0	1	0	0	0	1	3	5	1	0	0	0	9	16
12:30 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	4
12:45 PM	0	2	0	0	0	0	2	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	4
Total Volume	4	4	0	0	0	0	8	0	1	5	0	0	0	6	1	3	3	0	0	0	7	3	5	1	0	0	0	9	30
% Approach Total	50.0	50.0	0.0	0.0	0.0	0.0		0.0	16.7	83.3	0.0	0.0	0.0		14.3	42.9	42.9	0.0	0.0	0.0		33.3	55.6	11.1	0.0	0.0	0.0		
PHF	0.333	0.500	0.000	0.000	0.000	0.000	0.400	0.000	0.250	0.250	0.000	0.000	0.000	0.250	0.250	0.375	0.750	0.000	0.000	0.000	0.583	0.250	0.250	0.250	0.000	0.000	0.000	0.250	0.469
Entering Leg	4	4	0	0	0	0	8	0	1	5	0	0	0	6	1	3	3	0	0	0	7	3	5	1	0	0	0	9	30
Exiting Leg							4							6							12							8	30
Total							12							12							19							17	60

PDI File #: **175824 (1) Sat**
Location: **N: Weekapaug Road S: Wawaloam Drive**
Location: **E: Knowles Avenue W: Atlantic Avenue**
City, State: **Westerly, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Weekapaug Road (North)							Knowles Avenue (East)							Wawaloam Drive (South)							Atlantic Avenue (West)							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2	4	6	0	0	0	0	0	2	2	10
12:15 PM	0	0	0	0	0	2	2	0	0	0	0	2	0	2	0	0	0	0	0	3	3	0	0	0	0	0	0	0	7
12:30 PM	0	0	0	0	1	0	1	0	0	0	0	4	1	5	0	0	0	0	0	2	2	0	0	0	0	2	1	3	11
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	5	0	5	0	0	0	0	0	0	0	8
Total	0	0	0	0	1	2	3	0	0	0	0	9	3	12	0	0	0	0	7	9	16	0	0	0	0	2	3	5	36
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	3
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4	4	0	0	0	0	0	6	6	12
Total	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	8	8	0	0	0	0	0	7	7	18
Grand Total	0	0	0	0	1	2	3	0	0	0	0	9	6	15	0	0	0	0	7	17	24	0	0	0	0	2	10	12	54
Approach %	0.0	0.0	0.0	0.0	33.3	66.7		0.0	0.0	0.0	0.0	60.0	40.0		0.0	0.0	0.0	0.0	29.2	70.8		0.0	0.0	0.0	0.0	16.7	83.3		
Total %	0.0	0.0	0.0	0.0	1.9	3.7	5.6	0.0	0.0	0.0	0.0	16.7	11.1	27.8	0.0	0.0	0.0	0.0	13.0	31.5	44.4	0.0	0.0	0.0	0.0	3.7	18.5	22.2	
Exiting Leg Total							3							15							24							12	54

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:00 PM	Weekapaug Road (North)							Knowles Avenue (East)							Wawaloam Drive (South)							Atlantic Avenue (West)							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2	4	6	0	0	0	0	0	2	2	10
12:15 PM	0	0	0	0	0	2	2	0	0	0	0	2	0	2	0	0	0	0	0	3	3	0	0	0	0	0	0	0	7
12:30 PM	0	0	0	0	1	0	1	0	0	0	0	4	1	5	0	0	0	0	0	2	2	0	0	0	0	2	1	3	11
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	5	0	5	0	0	0	0	0	0	0	8
Total Volume	0	0	0	0	1	2	3	0	0	0	0	9	3	12	0	0	0	0	7	9	16	0	0	0	0	2	3	5	36
% Approach Total	0.0	0.0	0.0	0.0	33.3	66.7		0.0	0.0	0.0	0.0	75.0	25.0		0.0	0.0	0.0	0.0	43.8	56.3		0.0	0.0	0.0	0.0	40.0	60.0		
PHF	0.000	0.000	0.000	0.000	0.250	0.250	0.375	0.000	0.000	0.000	0.000	0.563	0.375	0.600	0.000	0.000	0.000	0.000	0.350	0.563	0.667	0.000	0.000	0.000	0.000	0.250	0.375	0.417	0.818
Entering Leg	0	0	0	0	1	2	3	0	0	0	0	9	3	12	0	0	0	0	7	9	16	0	0	0	0	2	3	5	36
Exiting Leg							3							12							16							5	36
Total							6							24							32							10	72

PDI File #: **175824 (1) Tues-AM**
Location: **N: Weekapaug Road S: Wawaloam Drive**
Location: **E: Knowles Avenue W: Atlantic Avenue**
City, State: **Westerly, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Weekapaug Road					Knowles Avenue					Wawaloam Drive					Atlantic Avenue					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	5	7	2	0	14	0	1	0	0	1	0	7	3	0	10	1	1	6	0	8	33
7:15 AM	6	14	2	0	22	0	0	0	0	0	0	3	2	0	5	1	2	6	0	9	36
7:30 AM	5	9	1	0	15	2	0	0	0	2	0	5	5	0	10	3	2	5	0	10	37
7:45 AM	5	16	4	0	25	3	0	0	0	3	0	7	1	0	8	7	1	4	0	12	48
Total	21	46	9	0	76	5	1	0	0	6	0	22	11	0	33	12	6	21	0	39	154
8:00 AM	9	15	1	0	25	2	0	0	0	2	0	3	5	0	8	7	1	9	0	17	52
8:15 AM	7	15	2	1	25	4	2	0	0	6	1	6	1	0	8	6	0	10	0	16	55
8:30 AM	9	9	3	0	21	3	0	0	0	3	0	9	3	0	12	3	1	8	0	12	48
8:45 AM	6	9	4	0	19	4	1	0	0	5	0	7	9	0	16	3	1	9	0	13	53
Total	31	48	10	1	90	13	3	0	0	16	1	25	18	0	44	19	3	36	0	58	208
Grand Total	52	94	19	1	166	18	4	0	0	22	1	47	29	0	77	31	9	57	0	97	362
Approach %	31.3	56.6	11.4	0.6		81.8	18.2	0.0	0.0		1.3	61.0	37.7	0.0		32.0	9.3	58.8	0.0		
Total %	14.4	26.0	5.2	0.3	45.9	5.0	1.1	0.0	0.0	6.1	0.3	13.0	8.0	0.0	21.3	8.6	2.5	15.7	0.0	26.8	
Exiting Leg Total					123					29					125					85	362
Cars	50	91	16	1	158	17	4	0	0	21	1	45	28	0	74	30	6	55	0	91	344
% Cars	96.2	96.8	84.2	100.0	95.2	94.4	100.0	0.0	0.0	95.5	100.0	95.7	96.6	0.0	96.1	96.8	66.7	96.5	0.0	93.8	95.0
Exiting Leg Total					118					23					121					82	344
Heavy Vehicles	2	3	3	0	8	1	0	0	0	1	0	2	1	0	3	1	3	2	0	6	18
% Heavy Vehicles	3.8	3.2	15.8	0.0	4.8	5.6	0.0	0.0	0.0	4.5	0.0	4.3	3.4	0.0	3.9	3.2	33.3	3.5	0.0	6.2	5.0
Exiting Leg Total					5					6					4					3	18

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Weekapaug Road					Knowles Avenue					Wawaloam Drive					Atlantic Avenue					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	9	15	1	0	25	2	0	0	0	2	0	3	5	0	8	7	1	9	0	17	52
8:15 AM	7	15	2	1	25	4	2	0	0	6	1	6	1	0	8	6	0	10	0	16	55
8:30 AM	9	9	3	0	21	3	0	0	0	3	0	9	3	0	12	3	1	8	0	12	48
8:45 AM	6	9	4	0	19	4	1	0	0	5	0	7	9	0	16	3	1	9	0	13	53
Total Volume	31	48	10	1	90	13	3	0	0	16	1	25	18	0	44	19	3	36	0	58	208
% Approach Total	34.4	53.3	11.1	1.1		81.3	18.8	0.0	0.0		2.3	56.8	40.9	0.0		32.8	5.2	62.1	0.0		
PHF	0.861	0.800	0.625	0.250	0.900	0.813	0.375	0.000	0.000	0.667	0.250	0.694	0.500	0.000	0.688	0.679	0.750	0.900	0.000	0.853	0.945
Cars	29	46	7	1	83	12	3	0	0	15	1	23	17	0	41	19	1	34	0	54	193
Cars %	93.5	95.8	70.0	100.0	92.2	92.3	100.0	0.0	0.0	93.8	100.0	92.0	94.4	0.0	93.2	100.0	33.3	94.4	0.0	93.1	92.8
Heavy Vehicles	2	2	3	0	7	1	0	0	0	1	0	2	1	0	3	0	2	2	0	4	15
Heavy Vehicles %	6.5	4.2	30.0	0.0	7.8	7.7	0.0	0.0	0.0	6.3	0.0	8.0	5.6	0.0	6.8	0.0	66.7	5.6	0.0	6.9	7.2
Cars Enter Leg	29	46	7	1	83	12	3	0	0	15	1	23	17	0	41	19	1	34	0	54	193
Heavy Enter Leg	2	2	3	0	7	1	0	0	0	1	0	2	1	0	3	0	2	2	0	4	15
Total Entering Leg	31	48	10	1	90	13	3	0	0	16	1	25	18	0	44	19	3	36	0	58	208
Cars Exiting Leg					70					9					65					49	193
Heavy Exiting Leg					5					5					2					3	15
Total Exiting Leg					75					14					67					52	208

PDI File #: **175824 (1) Tues-AM**
Location: **N: Weekapaug Road S: Wawaloam Drive**
Location: **E: Knowles Avenue W: Atlantic Avenue**
City, State: **Westerly, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Weekapaug Road (North)					Knowles Avenue (East)					Wawaloam Drive (South)					Atlantic Avenue (West)					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	5	7	2	0	14	0	1	0	0	1	0	7	3	0	10	1	1	6	0	8	33
7:15 AM	6	14	2	0	22	0	0	0	0	0	0	3	2	0	5	0	1	6	0	7	34
7:30 AM	5	8	1	0	14	2	0	0	0	2	0	5	5	0	10	3	2	5	0	10	36
7:45 AM	5	16	4	0	25	3	0	0	0	3	0	7	1	0	8	7	1	4	0	12	48
Total	21	45	9	0	75	5	1	0	0	6	0	22	11	0	33	11	5	21	0	37	151
8:00 AM	8	14	0	0	22	2	0	0	0	2	0	2	5	0	7	7	0	8	0	15	46
8:15 AM	7	14	1	1	23	4	2	0	0	6	1	5	1	0	7	6	0	10	0	16	52
8:30 AM	9	9	3	0	21	3	0	0	0	3	0	9	3	0	12	3	1	7	0	11	47
8:45 AM	5	9	3	0	17	3	1	0	0	4	0	7	8	0	15	3	0	9	0	12	48
Total	29	46	7	1	83	12	3	0	0	15	1	23	17	0	41	19	1	34	0	54	193
Grand Total	50	91	16	1	158	17	4	0	0	21	1	45	28	0	74	30	6	55	0	91	344
Approach %	31.6	57.6	10.1	0.6		81.0	19.0	0.0	0.0		1.4	60.8	37.8	0.0		33.0	6.6	60.4	0.0		
Total %	14.5	26.5	4.7	0.3	45.9	4.9	1.2	0.0	0.0	6.1	0.3	13.1	8.1	0.0	21.5	8.7	1.7	16.0	0.0	26.5	
Exiting Leg Total					118					23					121					82	344

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:45 AM	Weekapaug Road (North)					Knowles Avenue (East)					Wawaloam Drive (South)					Atlantic Avenue (West)					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:45 AM	5	16	4	0	25	3	0	0	0	3	0	7	1	0	8	7	1	4	0	12	48
8:00 AM	8	14	0	0	22	2	0	0	0	2	0	2	5	0	7	7	0	8	0	15	46
8:15 AM	7	14	1	1	23	4	2	0	0	6	1	5	1	0	7	6	0	10	0	16	52
8:30 AM	9	9	3	0	21	3	0	0	0	3	0	9	3	0	12	3	1	7	0	11	47
Total Volume	29	53	8	1	91	12	2	0	0	14	1	23	10	0	34	23	2	29	0	54	193
% Approach Total	31.9	58.2	8.8	1.1		85.7	14.3	0.0	0.0		2.9	67.6	29.4	0.0		42.6	3.7	53.7	0.0		
PHF	0.806	0.828	0.500	0.250	0.910	0.750	0.250	0.000	0.000	0.583	0.250	0.639	0.500	0.000	0.708	0.821	0.500	0.725	0.000	0.844	0.928
Entering Leg	29	53	8	1	91	12	2	0	0	14	1	23	10	0	34	23	2	29	0	54	193
Exiting Leg					65					11					76					41	193
Total					156					25					110					95	386

PDI File #: **175824 (1) Tues-AM**
Location: **N: Weekapaug Road S: Wawaloam Drive**
Location: **E: Knowles Avenue W: Atlantic Avenue**
City, State: **Westerly, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Heavy Vehicles (Combined-Large Trucks and Buses)

	Weekapaug Road (North)					Knowles Avenue (East)					Wawaloam Drive (South)					Atlantic Avenue (West)					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2
7:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	3
8:00 AM	1	1	1	0	3	0	0	0	0	0	0	1	0	0	1	0	1	1	0	2	6
8:15 AM	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8:45 AM	1	0	1	0	2	1	0	0	0	1	0	0	1	0	1	0	1	0	0	1	5
Total	2	2	3	0	7	1	0	0	0	1	0	2	1	0	3	0	2	2	0	4	15
Grand Total	2	3	3	0	8	1	0	0	0	1	0	2	1	0	3	1	3	2	0	6	18
Approach %	25.0	37.5	37.5	0.0		100.0	0.0	0.0	0.0		0.0	66.7	33.3	0.0		16.7	50.0	33.3	0.0		
Total %	11.1	16.7	16.7	0.0	44.4	5.6	0.0	0.0	0.0	5.6	0.0	11.1	5.6	0.0	16.7	5.6	16.7	11.1	0.0	33.3	
Exiting Leg Total					5					6					4					3	18
Large Trucks	2	2	2	0	6	1	0	0	0	1	0	1	1	0	2	0	3	2	0	5	14
% Large Trucks	100.0	66.7	66.7	0.0	75.0	100.0	0.0	0.0	0.0	100.0	0.0	50.0	100.0	0.0	66.7	0.0	100.0	100.0	0.0	83.3	77.8
Exiting Leg Total					4					5					2					3	14
Buses	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	4
% Buses	0.0	33.3	33.3	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	33.3	100.0	0.0	0.0	0.0	16.7	22.2
Exiting Leg Total					1					1					2					0	4

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Weekapaug Road (North)					Knowles Avenue (East)					Wawaloam Drive (South)					Atlantic Avenue (West)					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	1	1	1	0	3	0	0	0	0	0	0	1	0	0	1	0	1	1	0	2	6
8:15 AM	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8:45 AM	1	0	1	0	2	1	0	0	0	1	0	0	1	0	1	0	1	0	0	1	5
Total Volume	2	2	3	0	7	1	0	0	0	1	0	2	1	0	3	0	2	2	0	4	15
% Approach Total	28.6	28.6	42.9	0.0		100.0	0.0	0.0	0.0		0.0	66.7	33.3	0.0		0.0	50.0	50.0	0.0		
PHF	0.500	0.500	0.750	0.000	0.583	0.250	0.000	0.000	0.000	0.250	0.000	0.500	0.250	0.000	0.750	0.000	0.500	0.500	0.000	0.500	0.625
Large Trucks	2	1	2	0	5	1	0	0	0	1	0	1	1	0	2	0	2	2	0	4	12
Large Trucks %	100.0	50.0	66.7	0.0	71.4	100.0	0.0	0.0	0.0	100.0	0.0	50.0	100.0	0.0	66.7	0.0	100.0	100.0	0.0	100.0	80.0
Buses	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Buses %	0.0	50.0	33.3	0.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	20.0
Trucks Enter Leg	2	1	2	0	5	1	0	0	0	1	0	1	1	0	2	0	2	2	0	4	12
Bus Enter Leg	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total Entering Leg	2	2	3	0	7	1	0	0	0	1	0	2	1	0	3	0	2	2	0	4	15
Trucks Exiting Leg					4					4					1					3	12
Buses Exiting Leg					1					1					1					0	3
Total Exiting Leg					5					5					2					3	15

PDI File #: **175824 (1) Tues-AM**
Location: **N: Weekapaug Road S: Wawaloam Drive**
Location: **E: Knowles Avenue W: Atlantic Avenue**
City, State: **Westerly, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Large Trucks

	Weekapaug Road (North)					Knowles Avenue (East)					Wawaloam Drive (South)					Atlantic Avenue (West)					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
7:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
8:00 AM	1	0	1	0	2	0	0	0	0	0	0	1	0	0	1	0	1	1	0	2	5
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8:45 AM	1	0	1	0	2	1	0	0	0	1	0	0	1	0	1	0	1	0	0	1	5
Total	2	1	2	0	5	1	0	0	0	1	0	1	1	0	2	0	2	2	0	4	12
Grand Total	2	2	2	0	6	1	0	0	0	1	0	1	1	0	2	0	3	2	0	5	14
Approach %	33.3	33.3	33.3	0.0		100.0	0.0	0.0	0.0		0.0	50.0	50.0	0.0		0.0	60.0	40.0	0.0		
Total %	14.3	14.3	14.3	0.0	42.9	7.1	0.0	0.0	0.0	7.1	0.0	7.1	7.1	0.0	14.3	0.0	21.4	14.3	0.0	35.7	
Exiting Leg Total					4					5					2					3	14

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Weekapaug Road (North)					Knowles Avenue (East)					Wawaloam Drive (South)					Atlantic Avenue (West)					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	1	0	1	0	2	0	0	0	0	0	0	1	0	0	1	0	1	1	0	2	5
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8:45 AM	1	0	1	0	2	1	0	0	0	1	0	0	1	0	1	0	1	0	0	1	5
Total Volume	2	1	2	0	5	1	0	0	0	1	0	1	1	0	2	0	2	2	0	4	12
% Approach Total	40.0	20.0	40.0	0.0		100.0	0.0	0.0	0.0		0.0	50.0	50.0	0.0		0.0	50.0	50.0	0.0		
PHF	0.500	0.250	0.500	0.000	0.625	0.250	0.000	0.000	0.000	0.250	0.000	0.250	0.250	0.000	0.500	0.000	0.500	0.500	0.000	0.500	0.600
Entering Leg	2	1	2	0	5	1	0	0	0	1	0	1	1	0	2	0	2	2	0	4	12
Exiting Leg					4					4					1					3	12
Total					9					5					3					7	24

PDI File #: **175824 (1) Tues-AM**
Location: **N: Weekapaug Road S: Wawaloam Drive**
Location: **E: Knowles Avenue W: Atlantic Avenue**
City, State: **Westerly, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Weekapaug Road (North)					Knowles Avenue (East)					Wawaloam Drive (South)					Atlantic Avenue (West)					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Grand Total	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	4
Approach %	0.0	50.0	50.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		
Total %	0.0	25.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	25.0	
Exiting Leg Total					1					1					2					0	4

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Weekapaug Road (North)					Knowles Avenue (East)					Wawaloam Drive (South)					Atlantic Avenue (West)					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total Volume	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
% Approach Total	0.0	50.0	50.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.375
Entering Leg	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Exiting Leg					1					1					1					0	3
Total					3					1					2					0	6

PDI File #: **175824 (1) Tues-AM**
Location: **N: Weekapaug Road S: Wawaloam Drive**
Location: **E: Knowles Avenue W: Atlantic Avenue**
City, State: **Westerly, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION D A T A INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Weekapaug Road							Knowles Avenue							Wawaloam Drive							Atlantic Avenue							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	1	0	0	0	0	0	1	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	3	3
Total	1	0	0	0	0	0	1	0	2	0	0	0	0	2	0	0	0	0	0	0	0	2	0	1	0	0	0	3	6
Grand Total	1	1	0	0	0	0	2	0	2	0	0	0	0	2	0	0	0	0	0	0	0	4	0	1	0	0	0	5	9
Approach %	50.0	50.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		80.0	0.0	20.0	0.0	0.0	0.0		
Total %	11.1	11.1	0.0	0.0	0.0	0.0	22.2	0.0	22.2	0.0	0.0	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	44.4	0.0	11.1	0.0	0.0	0.0	55.6	
Exiting Leg Total							1							0							5							3	9

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Weekapaug Road							Knowles Avenue							Wawaloam Drive							Atlantic Avenue							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	1	0	0	0	0	0	1	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	3	3
Total Volume	1	0	0	0	0	0	1	0	2	0	0	0	0	2	0	0	0	0	0	0	0	2	0	1	0	0	0	3	6
% Approach Total	100.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		66.7	0.0	33.3	0.0	0.0	0.0		
PHF	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.250	0.500
Entering Leg	1	0	0	0	0	0	1	0	2	0	0	0	0	2	0	0	0	0	0	0	0	2	0	1	0	0	0	3	6
Exiting Leg							1							0							2							3	6
Total							2							2							2							6	12

PDI File #: **175824 (1) Tues-AM**
Location: **N: Weekapaug Road S: Wawaloam Drive**
Location: **E: Knowles Avenue W: Atlantic Avenue**
City, State: **Westerly, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Weekapaug Road (North)							Knowles Avenue (East)							Wawaloam Drive (South)							Atlantic Avenue (West)							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	2	2	0	0	0	0	1	1	2	6
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	3	3	5
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	1	0	0	0	0	0	2	2	0	0	0	0	1	5	6	0	0	0	0	1	4	5	14
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	1	1	4
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
Total	0	0	0	0	0	1	1	0	0	0	0	0	3	3	0	0	0	0	1	1	2	0	0	0	0	0	2	2	8
Grand Total	0	0	0	0	0	2	2	0	0	0	0	0	5	5	0	0	0	0	2	6	8	0	0	0	0	1	6	7	22
Approach %	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	25.0	75.0		0.0	0.0	0.0	0.0	14.3	85.7		
Total %	0.0	0.0	0.0	0.0	0.0	9.1	9.1	0.0	0.0	0.0	0.0	0.0	22.7	22.7	0.0	0.0	0.0	0.0	9.1	27.3	36.4	0.0	0.0	0.0	0.0	4.5	27.3	31.8	
Exiting Leg Total							2							5							8							7	22

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Weekapaug Road (North)							Knowles Avenue (East)							Wawaloam Drive (South)							Atlantic Avenue (West)							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	2	2	0	0	0	0	1	1	2	6
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	3	3	5
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	1	0	0	0	0	0	2	2	0	0	0	0	1	5	6	0	0	0	0	1	4	5	14
% Approach Total	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	16.7	83.3		0.0	0.0	0.0	0.0	20.0	80.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.000	0.000	0.000	0.000	0.250	0.625	0.750	0.000	0.000	0.000	0.000	0.250	0.333	0.417	0.583
Entering Leg	0	0	0	0	0	1	1	0	0	0	0	0	2	2	0	0	0	0	1	5	6	0	0	0	0	1	4	5	14
Exiting Leg							1							2							6							5	14
Total							2							4							12							10	28

PDI File #: **175824 (1) Tues-PM**
Location: **N: Weekapaug Road S: Wawaloam Drive**
Location: **E: Knowles Avenue W: Atlantic Avenue**
City, State: **Westerly, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Weekapaug Road					Knowles Avenue					Wawaloam Drive					Atlantic Avenue					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	14	23	2	0	39	2	1	0	0	3	1	18	9	1	29	4	1	24	0	29	100
4:45 PM	21	22	3	0	46	5	2	0	0	7	1	25	6	1	33	18	2	25	0	45	131
Total	35	45	5	0	85	7	3	0	0	10	2	43	15	2	62	22	3	49	0	74	231
5:00 PM	21	13	2	0	36	2	1	0	0	3	2	20	14	0	36	12	1	20	0	33	108
5:15 PM	15	12	2	1	30	2	1	0	0	3	0	6	10	0	16	11	2	26	0	39	88
5:30 PM	14	17	1	0	32	4	1	0	0	5	1	20	12	1	34	16	0	26	0	42	113
5:45 PM	14	13	11	0	38	0	0	0	0	0	1	11	11	0	23	12	1	21	0	34	95
Total	64	55	16	1	136	8	3	0	0	11	4	57	47	1	109	51	4	93	0	148	404
6:00 PM	8	21	1	0	30	1	2	0	0	3	0	18	10	0	28	12	1	25	0	38	99
6:15 PM	7	15	2	0	24	2	3	1	0	6	1	16	10	0	27	9	1	14	0	24	81
Total	15	36	3	0	54	3	5	1	0	9	1	34	20	0	55	21	2	39	0	62	180
Grand Total	114	136	24	1	275	18	11	1	0	30	7	134	82	3	226	94	9	181	0	284	815
Approach %	41.5	49.5	8.7	0.4		60.0	36.7	3.3	0.0		3.1	59.3	36.3	1.3		33.1	3.2	63.7	0.0		
Total %	14.0	16.7	2.9	0.1	33.7	2.2	1.3	0.1	0.0	3.7	0.9	16.4	10.1	0.4	27.7	11.5	1.1	22.2	0.0	34.8	
Exiting Leg Total					334					40					234					207	815
Cars	114	135	24	1	274	18	11	1	0	30	7	131	82	3	223	94	9	179	0	282	809
% Cars	100.0	99.3	100.0	100.0	99.6	100.0	100.0	100.0	0.0	100.0	100.0	97.8	100.0	100.0	98.7	100.0	100.0	98.9	0.0	99.3	99.3
Exiting Leg Total					329					40					233					207	809
Heavy Vehicles	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	6
% Heavy Vehicles	0.0	0.7	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	1.3	0.0	0.0	1.1	0.0	0.7	0.7
Exiting Leg Total					5					0					1					0	6

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:45 PM	Weekapaug Road					Knowles Avenue					Wawaloam Drive					Atlantic Avenue					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:45 PM	21	22	3	0	46	5	2	0	0	7	1	25	6	1	33	18	2	25	0	45	131
5:00 PM	21	13	2	0	36	2	1	0	0	3	2	20	14	0	36	12	1	20	0	33	108
5:15 PM	15	12	2	1	30	2	1	0	0	3	0	6	10	0	16	11	2	26	0	39	88
5:30 PM	14	17	1	0	32	4	1	0	0	5	1	20	12	1	34	16	0	26	0	42	113
Total Volume	71	64	8	1	144	13	5	0	0	18	4	71	42	2	119	57	5	97	0	159	440
% Approach Total	49.3	44.4	5.6	0.7		72.2	27.8	0.0	0.0		3.4	59.7	35.3	1.7		35.8	3.1	61.0	0.0		
PHF	0.845	0.727	0.667	0.250	0.783	0.650	0.625	0.000	0.000	0.643	0.500	0.710	0.750	0.500	0.826	0.792	0.625	0.933	0.000	0.883	0.840
Cars	71	64	8	1	144	13	5	0	0	18	4	69	42	2	117	57	5	96	0	158	437
Cars %	100.0	100.0	100.0	100.0	100.0	100.0	100.0	0.0	0.0	100.0	100.0	97.2	100.0	100.0	98.3	100.0	100.0	99.0	0.0	99.4	99.3
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	3
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.0	1.7	0.0	0.0	1.0	0.0	0.6	0.7
Cars Enter Leg	71	64	8	1	144	13	5	0	0	18	4	69	42	2	117	57	5	96	0	158	437
Heavy Enter Leg	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	3
Total Entering Leg	71	64	8	1	144	13	5	0	0	18	4	71	42	2	119	57	5	97	0	159	440
Cars Exiting Leg					179					17					123					118	437
Heavy Exiting Leg					3					0					0					0	3
Total Exiting Leg					182					17					123					118	440

PDI File #: **175824 (1) Tues-PM**
Location: **N: Weekapaug Road S: Wawaloam Drive**
Location: **E: Knowles Avenue W: Atlantic Avenue**
City, State: **Westerly, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Weekapaug Road					Knowles Avenue					Wawaloam Drive					Atlantic Avenue					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	14	22	2	0	38	2	1	0	0	3	1	17	9	1	28	4	1	23	0	28	97
4:45 PM	21	22	3	0	46	5	2	0	0	7	1	23	6	1	31	18	2	24	0	44	128
Total	35	44	5	0	84	7	3	0	0	10	2	40	15	2	59	22	3	47	0	72	225
5:00 PM	21	13	2	0	36	2	1	0	0	3	2	20	14	0	36	12	1	20	0	33	108
5:15 PM	15	12	2	1	30	2	1	0	0	3	0	6	10	0	16	11	2	26	0	39	88
5:30 PM	14	17	1	0	32	4	1	0	0	5	1	20	12	1	34	16	0	26	0	42	113
5:45 PM	14	13	11	0	38	0	0	0	0	0	1	11	11	0	23	12	1	21	0	34	95
Total	64	55	16	1	136	8	3	0	0	11	4	57	47	1	109	51	4	93	0	148	404
6:00 PM	8	21	1	0	30	1	2	0	0	3	0	18	10	0	28	12	1	25	0	38	99
6:15 PM	7	15	2	0	24	2	3	1	0	6	1	16	10	0	27	9	1	14	0	24	81
Total	15	36	3	0	54	3	5	1	0	9	1	34	20	0	55	21	2	39	0	62	180
Grand Total	114	135	24	1	274	18	11	1	0	30	7	131	82	3	223	94	9	179	0	282	809
Approach %	41.6	49.3	8.8	0.4		60.0	36.7	3.3	0.0		3.1	58.7	36.8	1.3		33.3	3.2	63.5	0.0		
Total %	14.1	16.7	3.0	0.1	33.9	2.2	1.4	0.1	0.0	3.7	0.9	16.2	10.1	0.4	27.6	11.6	1.1	22.1	0.0	34.9	
Exiting Leg Total					329					40					233					207	809

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:45 PM	Weekapaug Road					Knowles Avenue					Wawaloam Drive					Atlantic Avenue					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:45 PM	21	22	3	0	46	5	2	0	0	7	1	23	6	1	31	18	2	24	0	44	128
5:00 PM	21	13	2	0	36	2	1	0	0	3	2	20	14	0	36	12	1	20	0	33	108
5:15 PM	15	12	2	1	30	2	1	0	0	3	0	6	10	0	16	11	2	26	0	39	88
5:30 PM	14	17	1	0	32	4	1	0	0	5	1	20	12	1	34	16	0	26	0	42	113
Total Volume	71	64	8	1	144	13	5	0	0	18	4	69	42	2	117	57	5	96	0	158	437
% Approach Total	49.3	44.4	5.6	0.7		72.2	27.8	0.0	0.0		3.4	59.0	35.9	1.7		36.1	3.2	60.8	0.0		
PHF	0.845	0.727	0.667	0.250	0.783	0.650	0.625	0.000	0.000	0.643	0.500	0.750	0.750	0.500	0.813	0.792	0.625	0.923	0.000	0.898	0.854
Entering Leg	71	64	8	1	144	13	5	0	0	18	4	69	42	2	117	57	5	96	0	158	437
Exiting Leg					179					17					123					118	437
Total					323					35					240					276	874

PDI File #: **175824 (1) Tues-PM**
Location: **N: Weekapaug Road S: Wawaloam Drive**
Location: **E: Knowles Avenue W: Atlantic Avenue**
City, State: **Westerly, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Heavy Vehicles (Combined-Large Trucks and Buses)

	Weekapaug Road (North)					Knowles Avenue (East)					Wawaloam Drive (South)					Atlantic Avenue (West)					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	3
Total	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	6
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	6
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	0.0	16.7	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	33.3	0.0	33.3	
Exiting Leg Total					5					0					1					0	6
Large Trucks	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	6
% Large Trucks	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	100.0	100.0
Exiting Leg Total					5					0					1					0	6
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total					0					0					0					0	0

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:30 PM	Weekapaug Road (North)					Knowles Avenue (East)					Wawaloam Drive (South)					Atlantic Avenue (West)					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	6
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.500	0.000	0.500	0.500
Large Trucks	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	6
Large Trucks %	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	100.0	100.0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Trucks Enter Leg	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	6
Bus Enter Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	6
Trucks Exiting Leg					5					0					1					0	6
Buses Exiting Leg					0					0					0					0	0
Total Exiting Leg					5					0					1					0	6

PDI File #: **175824 (1) Tues-PM**
Location: **N: Weekapaug Road S: Wawaloam Drive**
Location: **E: Knowles Avenue W: Atlantic Avenue**
City, State: **Westerly, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Large Trucks

	Weekapaug Road (North)					Knowles Avenue (East)					Wawaloam Drive (South)					Atlantic Avenue (West)					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	3
Total	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	6
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	6
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	0.0	16.7	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	33.3	0.0	33.3	
Exiting Leg Total					5					0					1					0	6

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:30 PM	Weekapaug Road (North)					Knowles Avenue (East)					Wawaloam Drive (South)					Atlantic Avenue (West)					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	6
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.500	0.000	0.500	0.500
Entering Leg	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	6
Exiting Leg					5					0					1					0	6
Total					6					0					4					2	12

PDI File #: **175824 (1) Tues-PM**
Location: **N: Weekapaug Road S: Wawaloam Drive**
Location: **E: Knowles Avenue W: Atlantic Avenue**
City, State: **Westerly, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Weekapaug Road (North)					Knowles Avenue (East)					Wawaloam Drive (South)					Atlantic Avenue (West)					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					0					0					0					0	0

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:30 PM	Weekapaug Road (North)					Knowles Avenue (East)					Wawaloam Drive (South)					Atlantic Avenue (West)					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg					0					0					0					0	0
Total					0					0					0					0	0

PDI File #: **175824 (1) Tues-PM**
Location: **N: Weekapaug Road S: Wawaloam Drive**
Location: **E: Knowles Avenue W: Atlantic Avenue**
City, State: **Westerly, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Weekapaug Road							Knowles Avenue							Wawaloam Drive							Atlantic Avenue							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:30 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2
Total	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	3
5:00 PM	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	1	2
Total	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	0	0	2	5
6:00 PM	1	1	0	0	0	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4
6:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	2	0	1	0	0	0	0	1	0	0	0	0	0	0	0	3
Total	1	1	0	0	0	0	2	1	1	0	0	0	1	3	0	1	0	0	0	0	1	0	0	1	0	0	0	1	7
Grand Total	4	2	0	0	0	0	6	1	1	0	0	0	1	3	0	2	1	0	0	0	3	2	0	1	0	0	0	3	15
Approach %	66.7	33.3	0.0	0.0	0.0	0.0		33.3	33.3	0.0	0.0	0.0	33.3		0.0	66.7	33.3	0.0	0.0	0.0		66.7	0.0	33.3	0.0	0.0	0.0		
Total %	26.7	13.3	0.0	0.0	0.0	0.0	40.0	6.7	6.7	0.0	0.0	0.0	6.7	20.0	0.0	13.3	6.7	0.0	0.0	0.0	20.0	13.3	0.0	6.7	0.0	0.0	0.0	20.0	
Exiting Leg Total							4							1							4							6	15

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

5:30 PM	Weekapaug Road							Knowles Avenue							Wawaloam Drive							Atlantic Avenue							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	1	2
6:00 PM	1	1	0	0	0	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4
6:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	2	0	1	0	0	0	0	1	0	0	0	0	0	0	0	3
Total Volume	1	1	0	0	0	0	2	1	1	0	0	0	1	3	0	1	1	0	0	0	2	2	0	1	0	0	0	3	10
% Approach Total	50.0	50.0	0.0	0.0	0.0	0.0		33.3	33.3	0.0	0.0	0.0	33.3		0.0	50.0	50.0	0.0	0.0	0.0		66.7	0.0	33.3	0.0	0.0	0.0		
PHF	0.250	0.250	0.000	0.000	0.000	0.000	0.250	0.250	0.250	0.000	0.000	0.000	0.250	0.375	0.000	0.250	0.250	0.000	0.000	0.000	0.500	0.500	0.000	0.250	0.000	0.000	0.000	0.750	0.625
Entering Leg	1	1	0	0	0	0	2	1	1	0	0	0	1	3	0	1	1	0	0	0	2	2	0	1	0	0	0	3	10
Exiting Leg							3							1							3							3	10
Total							5							4							5							6	20

PDI File #: **175824 (1) Tues-PM**
Location: **N: Weekapaug Road S: Wawaloam Drive**
Location: **E: Knowles Avenue W: Atlantic Avenue**
City, State: **Westerly, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Weekapaug Road (North)							Knowles Avenue (East)							Wawaloam Drive (South)							Atlantic Avenue (West)							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
4:45 PM	0	0	0	0	0	2	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	0	0	0	0	2	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	5
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	4
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	3	2	5	6
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	3
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	4
Grand Total	0	0	0	0	0	2	2	0	0	0	0	0	2	2	0	0	0	0	0	1	1	0	0	0	0	5	5	10	15
Approach %	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	50.0	50.0		
Total %	0.0	0.0	0.0	0.0	0.0	13.3	13.3	0.0	0.0	0.0	0.0	0.0	13.3	13.3	0.0	0.0	0.0	0.0	0.0	6.7	6.7	0.0	0.0	0.0	0.0	33.3	33.3	66.7	
Exiting Leg Total							2							2							1							10	15

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:30 PM	Weekapaug Road (North)							Knowles Avenue (East)							Wawaloam Drive (South)							Atlantic Avenue (West)							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
4:45 PM	0	0	0	0	0	2	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	4
Total Volume	0	0	0	0	0	2	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	3	3	6	10
% Approach Total	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	50.0	50.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.375	0.375	0.625
Entering Leg	0	0	0	0	0	2	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	3	3	6	10
Exiting Leg							2							2							0							6	10
Total							4							4							0							12	20

PDI File #: **175824 (2) Sat**
Location: **N: East Bay Bikepath S: East Bay Bikepath**
Location: **E: Asylum Street W: Asylum Street**
City, State: **Bristol, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	East Bay Bikepath				Asylum Street					East Bay Bikepath				Asylum Street					
	North				East					South				West					
	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	0	0	0	0	79	0	0	79	0	0	0	0	0	71	0	0	71	150
12:15 PM	0	0	0	0	0	64	0	0	64	0	0	0	0	0	69	0	0	69	133
12:30 PM	0	0	0	0	0	75	0	0	75	0	0	0	0	0	56	0	0	56	131
12:45 PM	0	0	0	0	0	61	0	0	61	0	0	0	0	0	42	0	0	42	103
Total	0	0	0	0	0	279	0	0	279	0	0	0	0	0	238	0	0	238	517
1:00 PM	0	0	0	0	0	64	0	0	64	0	0	0	0	0	87	0	0	87	151
1:15 PM	0	0	0	0	0	45	0	0	45	0	0	0	0	0	95	0	0	95	140
1:30 PM	0	0	0	0	0	61	0	0	61	0	0	0	0	0	35	0	0	35	96
1:45 PM	0	0	0	0	0	75	0	0	75	0	0	0	0	0	20	0	0	20	95
Total	0	0	0	0	0	245	0	0	245	0	0	0	0	0	237	0	0	237	482
Grand Total	0	0	0	0	0	524	0	0	524	0	0	0	0	0	475	0	0	475	999
Approach %	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	52.5	0.0	0.0	52.5	0.0	0.0	0.0	0.0	0.0	47.5	0.0	0.0	47.5	
Exiting Leg Total				0					475				0					524	999
Cars	0	0	0	0	0	522	0	0	522	0	0	0	0	0	472	0	0	472	994
% Cars	0.0	0.0	0.0	0.0	0.0	99.6	0.0	0.0	99.6	0.0	0.0	0.0	0.0	0.0	99.4	0.0	0.0	99.4	99.5
Exiting Leg Total				0					472				0					522	994
Heavy Vehicles	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	0	0	3	5
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.6	0.5
Exiting Leg Total				0					3				0					2	5

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:30 PM	East Bay Bikepath				Asylum Street					East Bay Bikepath				Asylum Street					
	North				East					South				West					
	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:30 PM	0	0	0	0	0	75	0	0	75	0	0	0	0	0	56	0	0	56	131
12:45 PM	0	0	0	0	0	61	0	0	61	0	0	0	0	0	42	0	0	42	103
1:00 PM	0	0	0	0	0	64	0	0	64	0	0	0	0	0	87	0	0	87	151
1:15 PM	0	0	0	0	0	45	0	0	45	0	0	0	0	0	95	0	0	95	140
Total Volume	0	0	0	0	0	245	0	0	245	0	0	0	0	0	280	0	0	280	525
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.817	0.000	0.000	0.817	0.000	0.000	0.000	0.000	0.000	0.737	0.000	0.000	0.737	0.869
Cars	0	0	0	0	0	243	0	0	243	0	0	0	0	0	278	0	0	278	521
Cars %	0.0	0.0	0.0	0.0	0.0	99.2	0.0	0.0	99.2	0.0	0.0	0.0	0.0	0.0	99.3	0.0	0.0	99.3	99.2
Heavy Vehicles	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	0	0	2	4
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.7	0.8
Cars Enter Leg	0	0	0	0	0	243	0	0	243	0	0	0	0	0	278	0	0	278	521
Heavy Enter Leg	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	0	0	2	4
Total Entering Leg	0	0	0	0	0	245	0	0	245	0	0	0	0	0	280	0	0	280	525
Cars Exiting Leg				0					278				0					243	521
Heavy Exiting Leg				0					2				0					2	4
Total Exiting Leg				0					280				0					245	525

PDI File #: **175824 (2) Sat**
Location: **N: East Bay Bikepath S: East Bay Bikepath**
Location: **E: Asylum Street W: Asylum Street**
City, State: **Bristol, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	East Bay Bikepath				Asylum Street					East Bay Bikepath				Asylum Street					
	North				East					South				West					
	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	0	0	0	0	79	0	0	79	0	0	0	0	0	71	0	0	71	150
12:15 PM	0	0	0	0	0	64	0	0	64	0	0	0	0	0	69	0	0	69	133
12:30 PM	0	0	0	0	0	75	0	0	75	0	0	0	0	0	56	0	0	56	131
12:45 PM	0	0	0	0	0	61	0	0	61	0	0	0	0	0	42	0	0	42	103
Total	0	0	0	0	0	279	0	0	279	0	0	0	0	0	238	0	0	238	517
1:00 PM	0	0	0	0	0	62	0	0	62	0	0	0	0	0	85	0	0	85	147
1:15 PM	0	0	0	0	0	45	0	0	45	0	0	0	0	0	95	0	0	95	140
1:30 PM	0	0	0	0	0	61	0	0	61	0	0	0	0	0	34	0	0	34	95
1:45 PM	0	0	0	0	0	75	0	0	75	0	0	0	0	0	20	0	0	20	95
Total	0	0	0	0	0	243	0	0	243	0	0	0	0	0	234	0	0	234	477
Grand Total	0	0	0	0	0	522	0	0	522	0	0	0	0	0	472	0	0	472	994
Approach %	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	52.5	0.0	0.0	52.5	0.0	0.0	0.0	0.0	0.0	47.5	0.0	0.0	47.5	
Exiting Leg Total				0					472				0					522	994

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:30 PM	East Bay Bikepath				Asylum Street					East Bay Bikepath				Asylum Street					
	North				East					South				West					
	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:30 PM	0	0	0	0	0	75	0	0	75	0	0	0	0	0	56	0	0	56	131
12:45 PM	0	0	0	0	0	61	0	0	61	0	0	0	0	0	42	0	0	42	103
1:00 PM	0	0	0	0	0	62	0	0	62	0	0	0	0	0	85	0	0	85	147
1:15 PM	0	0	0	0	0	45	0	0	45	0	0	0	0	0	95	0	0	95	140
Total Volume	0	0	0	0	0	243	0	0	243	0	0	0	0	0	278	0	0	278	521
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.810	0.000	0.000	0.810	0.000	0.000	0.000	0.000	0.000	0.732	0.000	0.000	0.732	0.886
Entering Leg	0	0	0	0	0	243	0	0	243	0	0	0	0	0	278	0	0	278	521
Exiting Leg				0					278				0					243	521
Total				0					521				0					521	1042

PDI File #: **175824 (2) Sat**
Location: **N: East Bay Bikepath S: East Bay Bikepath**
Location: **E: Asylum Street W: Asylum Street**
City, State: **Bristol, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Heavy Vehicles (Combined-Large Trucks and Buses)

	East Bay Bikepath				Asylum Street					East Bay Bikepath				Asylum Street					
	North				East					South				West					
	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	0	0	2	4
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	0	0	3	5
Grand Total	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	0	0	3	5
Approach %	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	60.0	0.0	0.0	60.0	
Exiting Leg Total				0					3				0					2	5
Large Trucks	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	0	0	3	5
% Large Trucks	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	100.0
Exiting Leg Total				0					3				0					2	5
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total				0					0				0					0	0

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:45 PM	East Bay Bikepath				Asylum Street					East Bay Bikepath				Asylum Street					
	North				East					South				West					
	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	0	0	2	4
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	0	0	3	5
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.375	0.313
Large Trucks	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	0	0	3	5
Large Trucks %	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	100.0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Trucks Enter Leg	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	0	0	3	5
Bus Enter Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	0	0	3	5
Trucks Exiting Leg				0					3				0					2	5
Buses Exiting Leg				0					0				0					0	0
Total Exiting Leg				0					3				0					2	5

PDI File #: **175824 (2) Sat**
Location: **N: East Bay Bikepath S: East Bay Bikepath**
Location: **E: Asylum Street W: Asylum Street**
City, State: **Bristol, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Large Trucks

	East Bay Bikepath				Asylum Street					East Bay Bikepath				Asylum Street					
	North				East					South				West					
	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	0	0	2	4
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	0	0	3	5
Grand Total	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	0	0	3	5
Approach %	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	60.0	0.0	0.0	60.0	
Exiting Leg Total				0					3				0					2	5

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:45 PM	East Bay Bikepath				Asylum Street					East Bay Bikepath				Asylum Street					
	North				East					South				West					
	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	0	0	2	4
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	0	0	3	5
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.375	0.313
Entering Leg	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	0	0	3	5
Exiting Leg				0					3				0					2	5
Total				0					5				0					5	10

PDI File #: **175824 (2) Sat**
Location: **N: East Bay Bikepath S: East Bay Bikepath**
Location: **E: Asylum Street W: Asylum Street**
City, State: **Bristol, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	East Bay Bikepath				Asylum Street					East Bay Bikepath				Asylum Street					
	North				East					South				West					
	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total				0					0				0					0	0

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:00 PM	East Bay Bikepath				Asylum Street					East Bay Bikepath				Asylum Street					
	North				East					South				West					
	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg				0					0				0					0	0
Total				0					0				0					0	0

PDI File #: **175824 (2) Sat**
Location: **N: East Bay Bikepath S: East Bay Bikepath**
Location: **E: Asylum Street W: Asylum Street**
City, State: **Bristol, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	East Bay Bikepath						Asylum Street							East Bay Bikepath						Asylum Street							
	North						East							South						West							
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	22	28	28
12:15 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	5	10	15	17
12:30 PM	0	0	0	0	1	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	18	14	33	35
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	20	32	32
Total	0	0	0	0	2	2	0	1	0	0	0	0	1	0	1	0	0	0	1	0	1	0	0	41	66	108	112
1:00 PM	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	34	49	52
1:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	11	11	22	23
1:30 PM	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	21	33	35
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	16	24	24
Total	0	0	0	3	2	5	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	46	82	128	134
Grand Total	0	0	0	3	4	7	1	1	0	0	0	0	2	0	1	0	0	0	1	0	1	0	0	87	148	236	246
Approach %	0.0	0.0	0.0	42.9	57.1		50.0	50.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	0.4	0.0	0.0	36.9	62.7		
Total %	0.0	0.0	0.0	1.2	1.6	2.8	0.4	0.4	0.0	0.0	0.0	0.0	0.8	0.0	0.4	0.0	0.0	0.0	0.4	0.0	0.4	0.0	0.0	35.4	60.2	95.9	
Exiting Leg Total						8							1						0							237	246

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:30 PM	East Bay Bikepath						Asylum Street							East Bay Bikepath						Asylum Street							
	North						East							South						West							
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
12:30 PM	0	0	0	0	1	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	18	14	33	35
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	20	32	32
1:00 PM	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	34	49	52
1:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	11	11	22	23
Total Volume	0	0	0	3	1	4	1	1	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	56	79	136	142
% Approach Total	0.0	0.0	0.0	75.0	25.0		50.0	50.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.7	0.0	0.0	41.2	58.1		
PHF	0.000	0.000	0.000	0.250	0.250	0.333	0.250	0.250	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.778	0.581	0.694	0.683
Entering Leg	0	0	0	3	1	4	1	1	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	56	79	136	142
Exiting Leg						5							1						0							136	142
Total						9							3						0							272	284

PDI File #: **175824 (2) Sat**
Location: **N: East Bay Bikepath S: East Bay Bikepath**
Location: **E: Asylum Street W: Asylum Street**
City, State: **Bristol, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	East Bay Bikepath						Asylum Street							East Bay Bikepath						Asylum Street							
	North						East							South						West							
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
12:00 PM	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	7	11
12:15 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3
12:30 PM	0	0	0	2	0	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3	7	10	13
12:45 PM	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5
Total	0	0	0	6	5	11	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	10	10	20	32
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	6	0	0	0	0	1	0	1	7
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	3	2	5	8
1:30 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	2	0	2	7
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	4
Total	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	7	6	13	0	0	0	0	8	4	12	26
Grand Total	0	0	0	7	5	12	0	0	0	0	1	0	1	0	0	0	7	6	13	0	0	0	0	18	14	32	58
Approach %	0.0	0.0	0.0	58.3	41.7		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	53.8	46.2		0.0	0.0	0.0	0.0	56.3	43.8		
Total %	0.0	0.0	0.0	12.1	8.6	20.7	0.0	0.0	0.0	0.0	1.7	0.0	1.7	0.0	0.0	0.0	12.1	10.3	22.4	0.0	0.0	0.0	0.0	31.0	24.1	55.2	
Exiting Leg Total						12							1						13							32	58

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:30 PM	East Bay Bikepath						Asylum Street							East Bay Bikepath						Asylum Street							
	North						East							South						West							
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
12:30 PM	0	0	0	2	0	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3	7	10	13
12:45 PM	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	6	0	0	0	0	1	0	1	7
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	3	2	5	8
Total Volume	0	0	0	6	0	6	0	0	0	0	1	0	1	0	0	0	5	4	9	0	0	0	0	8	9	17	33
% Approach Total	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	55.6	44.4		0.0	0.0	0.0	0.0	47.1	52.9		
PHF	0.000	0.000	0.000	0.375	0.000	0.375	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.417	0.333	0.375	0.000	0.000	0.000	0.000	0.667	0.321	0.425	0.635
Entering Leg	0	0	0	6	0	6	0	0	0	0	1	0	1	0	0	0	5	4	9	0	0	0	0	8	9	17	33
Exiting Leg						6							1						9							17	33
Total						12							2						18							34	66

PDI File #: **175824 (2) Tues-AM**
Location: **N: East Bay Bikepath S: East Bay Bikepath**
Location: **E: Asylum Street W: Asylum Street**
City, State: **Bristol, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	East Bay Bikepath				Asylum Street					East Bay Bikepath				Asylum Street					
	North				East					South				West					
	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	15	0	0	15	0	0	0	0	0	12	0	0	12	27
7:15 AM	0	0	0	0	0	14	0	0	14	0	0	0	0	0	9	0	0	9	23
7:30 AM	0	0	0	0	0	10	0	0	10	0	0	0	0	0	6	0	0	6	16
7:45 AM	0	0	0	0	0	12	0	0	12	0	0	0	0	0	8	0	0	8	20
Total	0	0	0	0	0	51	0	0	51	0	0	0	0	0	35	0	0	35	86
8:00 AM	0	0	0	0	0	14	0	0	14	0	0	0	0	0	19	0	0	19	33
8:15 AM	0	0	0	0	0	6	0	0	6	0	0	0	0	0	17	0	0	17	23
8:30 AM	0	0	0	0	0	22	0	0	22	0	0	0	0	0	8	0	0	8	30
8:45 AM	0	0	0	0	0	15	0	0	15	0	0	0	0	0	17	0	0	17	32
Total	0	0	0	0	0	57	0	0	57	0	0	0	0	0	61	0	0	61	118
Grand Total	0	0	0	0	0	108	0	0	108	0	0	0	0	0	96	0	0	96	204
Approach %	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	52.9	0.0	0.0	52.9	0.0	0.0	0.0	0.0	0.0	47.1	0.0	0.0	47.1	
Exiting Leg Total				0					96				0					108	204
Cars	0	0	0	0	0	105	0	0	105	0	0	0	0	0	95	0	0	95	200
% Cars	0.0	0.0	0.0	0.0	0.0	97.2	0.0	0.0	97.2	0.0	0.0	0.0	0.0	0.0	99.0	0.0	0.0	99.0	98.0
Exiting Leg Total				0					95				0					105	200
Heavy Vehicles	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	0	0	1	4
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	2.0
Exiting Leg Total				0					1				0					3	4

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	East Bay Bikepath				Asylum Street					East Bay Bikepath				Asylum Street					
	North				East					South				West					
	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	0	0	0	0	0	14	0	0	14	0	0	0	0	0	19	0	0	19	33
8:15 AM	0	0	0	0	0	6	0	0	6	0	0	0	0	0	17	0	0	17	23
8:30 AM	0	0	0	0	0	22	0	0	22	0	0	0	0	0	8	0	0	8	30
8:45 AM	0	0	0	0	0	15	0	0	15	0	0	0	0	0	17	0	0	17	32
Total Volume	0	0	0	0	0	57	0	0	57	0	0	0	0	0	61	0	0	61	118
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.648	0.000	0.000	0.648	0.000	0.000	0.000	0.000	0.000	0.803	0.000	0.000	0.803	0.894
Cars	0	0	0	0	0	56	0	0	56	0	0	0	0	0	60	0	0	60	116
Cars %	0.0	0.0	0.0	0.0	0.0	98.2	0.0	0.0	98.2	0.0	0.0	0.0	0.0	0.0	98.4	0.0	0.0	98.4	98.3
Heavy Vehicles	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	1	2
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0	1.6	1.7
Cars Enter Leg	0	0	0	0	0	56	0	0	56	0	0	0	0	0	60	0	0	60	116
Heavy Enter Leg	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	1	2
Total Entering Leg	0	0	0	0	0	57	0	0	57	0	0	0	0	0	61	0	0	61	118
Cars Exiting Leg				0					60				0					56	116
Heavy Exiting Leg				0					1				0					1	2
Total Exiting Leg				0					61				0					57	118

PDI File #: **175824 (2) Tues-AM**
Location: **N: East Bay Bikepath S: East Bay Bikepath**
Location: **E: Asylum Street W: Asylum Street**
City, State: **Bristol, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	East Bay Bikepath				Asylum Street					East Bay Bikepath				Asylum Street					
	North				East					South				West					
	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	14	0	0	14	0	0	0	0	0	12	0	0	12	26
7:15 AM	0	0	0	0	0	13	0	0	13	0	0	0	0	0	9	0	0	9	22
7:30 AM	0	0	0	0	0	10	0	0	10	0	0	0	0	0	6	0	0	6	16
7:45 AM	0	0	0	0	0	12	0	0	12	0	0	0	0	0	8	0	0	8	20
Total	0	0	0	0	0	49	0	0	49	0	0	0	0	0	35	0	0	35	84
8:00 AM	0	0	0	0	0	14	0	0	14	0	0	0	0	0	19	0	0	19	33
8:15 AM	0	0	0	0	0	6	0	0	6	0	0	0	0	0	17	0	0	17	23
8:30 AM	0	0	0	0	0	22	0	0	22	0	0	0	0	0	8	0	0	8	30
8:45 AM	0	0	0	0	0	14	0	0	14	0	0	0	0	0	16	0	0	16	30
Total	0	0	0	0	0	56	0	0	56	0	0	0	0	0	60	0	0	60	116
Grand Total	0	0	0	0	0	105	0	0	105	0	0	0	0	0	95	0	0	95	200
Approach %	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	52.5	0.0	0.0	52.5	0.0	0.0	0.0	0.0	0.0	47.5	0.0	0.0	47.5	
Exiting Leg Total				0					95				0					105	200

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	East Bay Bikepath				Asylum Street					East Bay Bikepath				Asylum Street					
	North				East					South				West					
	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	0	0	0	0	0	14	0	0	14	0	0	0	0	0	19	0	0	19	33
8:15 AM	0	0	0	0	0	6	0	0	6	0	0	0	0	0	17	0	0	17	23
8:30 AM	0	0	0	0	0	22	0	0	22	0	0	0	0	0	8	0	0	8	30
8:45 AM	0	0	0	0	0	14	0	0	14	0	0	0	0	0	16	0	0	16	30
Total Volume	0	0	0	0	0	56	0	0	56	0	0	0	0	0	60	0	0	60	116
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.636	0.000	0.000	0.636	0.000	0.000	0.000	0.000	0.000	0.789	0.000	0.000	0.789	0.879
Entering Leg	0	0	0	0	0	56	0	0	56	0	0	0	0	0	60	0	0	60	116
Exiting Leg				0					60				0					56	116
Total				0					116				0					116	232

PDI File #: **175824 (2) Tues-AM**
Location: **N: East Bay Bikepath S: East Bay Bikepath**
Location: **E: Asylum Street W: Asylum Street**
City, State: **Bristol, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Heavy Vehicles (Combined-Large Trucks and Buses)**

	East Bay Bikepath				Asylum Street					East Bay Bikepath				Asylum Street					
	North				East					South				West					
	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	1	2
Grand Total	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	0	0	1	4
Approach %	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	75.0	0.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	25.0	
Exiting Leg Total				0					1				0					3	4
Large Trucks	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	0	0	1	4
% Large Trucks	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	100.0
Exiting Leg Total				0					1				0					3	4
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total				0					0				0					0	0

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	East Bay Bikepath				Asylum Street					East Bay Bikepath				Asylum Street					
	North				East					South				West					
	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	2
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Large Trucks	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	2
Large Trucks %	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Trucks Enter Leg	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	2
Bus Enter Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	2
Trucks Exiting Leg				0					0				0					2	2
Buses Exiting Leg				0					0				0					0	0
Total Exiting Leg				0					0				0					2	2

PDI File #: **175824 (2) Tues-AM**
Location: **N: East Bay Bikepath S: East Bay Bikepath**
Location: **E: Asylum Street W: Asylum Street**
City, State: **Bristol, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Large Trucks

	East Bay Bikepath				Asylum Street					East Bay Bikepath				Asylum Street					
	North				East					South				West					
	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	1	2
Grand Total	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	0	0	1	4
Approach %	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	75.0	0.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	25.0	
Exiting Leg Total				0					1				0					3	4

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	East Bay Bikepath				Asylum Street					East Bay Bikepath				Asylum Street					
	North				East					South				West					
	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	2
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	2
Exiting Leg				0					0				0					2	2
Total				0					2				0					2	4

PDI File #: **175824 (2) Tues-AM**
Location: **N: East Bay Bikepath S: East Bay Bikepath**
Location: **E: Asylum Street W: Asylum Street**
City, State: **Bristol, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	East Bay Bikepath				Asylum Street					East Bay Bikepath				Asylum Street					
	North				East					South				West					
	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total				0					0				0					0	0

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	East Bay Bikepath				Asylum Street					East Bay Bikepath				Asylum Street					
	North				East					South				West					
	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg				0					0				0					0	0
Total				0					0				0					0	0

PDI File #: **175824 (2) Tues-AM**
Location: **N: East Bay Bikepath S: East Bay Bikepath**
Location: **E: Asylum Street W: Asylum Street**
City, State: **Bristol, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	East Bay Bikepath						Asylum Street							East Bay Bikepath						Asylum Street							
	North						East							South						West							
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	3	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	1	0	1	0	2	3	7	9
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	2	7	7
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	3	5	5
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	4	0	2	0	8	8	22	24
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
8:15 AM	0	0	0	0	0	0	2	0	0	0	0	0	2	0	1	0	0	0	1	0	0	0	0	1	0	1	4
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	3
Total	0	0	0	0	0	0	2	0	0	0	0	0	2	0	1	0	0	0	1	0	0	0	0	6	4	10	13
Grand Total	0	0	0	0	0	0	2	0	0	0	0	0	2	0	3	0	0	0	3	4	0	2	0	14	12	32	37
Approach %	0.0	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		12.5	0.0	6.3	0.0	43.8	37.5		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	5.4	0.0	0.0	0.0	0.0	0.0	5.4	0.0	8.1	0.0	0.0	0.0	8.1	10.8	0.0	5.4	0.0	37.8	32.4	86.5	
Exiting Leg Total						4							0						4							29	37

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	East Bay Bikepath						Asylum Street							East Bay Bikepath						Asylum Street							
	North						East							South						West							
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	3	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	1	0	1	0	2	3	7	9
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	2	7	7
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	3	5	5
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	4	0	2	0	8	8	22	24
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		18.2	0.0	9.1	0.0	36.4	36.4		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.500	0.000	0.500	0.000	0.500	0.667	0.786	0.667
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	4	0	2	0	8	8	22	24
Exiting Leg						2							0						4							18	24
Total						2							0						6							40	48

PDI File #: **175824 (2) Tues-AM**
Location: **N: East Bay Bikepath S: East Bay Bikepath**
Location: **E: Asylum Street W: Asylum Street**
City, State: **Bristol, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	East Bay Bikepath						Asylum Street							East Bay Bikepath						Asylum Street							
	North						East							South						West							
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	3
7:15 AM	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	6	8
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	5	5
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	4
Total	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	7	18	20
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	2
8:15 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
8:30 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	4
8:45 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	4	5
Total	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	4	5	9	13
Grand Total	0	0	0	2	3	5	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	15	12	27	33
Approach %	0.0	0.0	0.0	40.0	60.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	55.6	44.4		
Total %	0.0	0.0	0.0	6.1	9.1	15.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	0.0	0.0	45.5	36.4	81.8	
Exiting Leg Total						5							0						1							27	33

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	East Bay Bikepath						Asylum Street							East Bay Bikepath						Asylum Street							
	North						East							South						West							
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	3
7:15 AM	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	6	8
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	5	5
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	4
Total Volume	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	7	18	20
% Approach Total	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	61.1	38.9		
PHF	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.550	0.583	0.750	0.625
Entering Leg	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	7	18	20
Exiting Leg						2							0						0							18	20
Total						4							0						0							36	40

PDI File #: **175824 (2) Tues-PM**
Location: **N: East Bay Bikepath S: East Bay Bikepath**
Location: **E: Asylum Street W: Asylum Street**
City, State: **Bristol, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	East Bay Bikepath				Asylum Street					East Bay Bikepath				Asylum Street					
	North				East					South				West					
	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	0	0	0	28	0	0	28	0	0	0	0	0	9	0	0	9	37
4:45 PM	0	0	0	0	0	38	0	0	38	0	0	0	0	0	22	0	0	22	60
Total	0	0	0	0	0	66	0	0	66	0	0	0	0	0	31	0	0	31	97
5:00 PM	0	0	0	0	0	37	0	0	37	0	0	0	0	0	31	0	0	31	68
5:15 PM	0	0	0	0	0	41	0	0	41	0	0	0	0	0	32	0	0	32	73
5:30 PM	0	0	0	0	0	41	0	0	41	0	0	0	0	0	32	0	0	32	73
5:45 PM	0	0	0	0	0	51	0	0	51	0	0	0	0	0	34	0	0	34	85
Total	0	0	0	0	0	170	0	0	170	0	0	0	0	0	129	0	0	129	299
6:00 PM	0	0	0	0	0	57	0	0	57	0	0	0	0	0	39	0	0	39	96
6:15 PM	0	0	0	0	0	39	0	0	39	0	0	0	0	0	28	0	0	28	67
Total	0	0	0	0	0	96	0	0	96	0	0	0	0	0	67	0	0	67	163
Grand Total	0	0	0	0	0	332	0	0	332	0	0	0	0	0	227	0	0	227	559
Approach %	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	59.4	0.0	0.0	59.4	0.0	0.0	0.0	0.0	0.0	40.6	0.0	0.0	40.6	
Exiting Leg Total				0					227				0					332	559
Cars	0	0	0	0	0	330	0	0	330	0	0	0	0	0	222	0	0	222	552
% Cars	0.0	0.0	0.0	0.0	0.0	99.4	0.0	0.0	99.4	0.0	0.0	0.0	0.0	0.0	97.8	0.0	0.0	97.8	98.7
Exiting Leg Total				0					222				0					330	552
Heavy Vehicles	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5	0	0	5	7
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	2.2	1.3
Exiting Leg Total				0					5				0					2	7

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

5:15 PM	East Bay Bikepath				Asylum Street					East Bay Bikepath				Asylum Street					
	North				East					South				West					
	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
5:15 PM	0	0	0	0	0	41	0	0	41	0	0	0	0	0	32	0	0	32	73
5:30 PM	0	0	0	0	0	41	0	0	41	0	0	0	0	0	32	0	0	32	73
5:45 PM	0	0	0	0	0	51	0	0	51	0	0	0	0	0	34	0	0	34	85
6:00 PM	0	0	0	0	0	57	0	0	57	0	0	0	0	0	39	0	0	39	96
Total Volume	0	0	0	0	0	190	0	0	190	0	0	0	0	0	137	0	0	137	327
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.833	0.000	0.000	0.833	0.000	0.000	0.000	0.000	0.000	0.878	0.000	0.000	0.878	0.852
Cars	0	0	0	0	0	188	0	0	188	0	0	0	0	0	133	0	0	133	321
Cars %	0.0	0.0	0.0	0.0	0.0	98.9	0.0	0.0	98.9	0.0	0.0	0.0	0.0	0.0	97.1	0.0	0.0	97.1	98.2
Heavy Vehicles	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	0	0	4	6
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	2.9	0.0	0.0	2.9	1.8
Cars Enter Leg	0	0	0	0	0	188	0	0	188	0	0	0	0	0	133	0	0	133	321
Heavy Enter Leg	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	0	0	4	6
Total Entering Leg	0	0	0	0	0	190	0	0	190	0	0	0	0	0	137	0	0	137	327
Cars Exiting Leg				0					133				0					188	321
Heavy Exiting Leg				0					4				0					2	6
Total Exiting Leg				0					137				0					190	327

PDI File #: **175824 (2) Tues-PM**
Location: **N: East Bay Bikepath S: East Bay Bikepath**
Location: **E: Asylum Street W: Asylum Street**
City, State: **Bristol, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Cars**

	East Bay Bikepath				Asylum Street					East Bay Bikepath				Asylum Street					
	North				East					South				West					
	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	0	0	0	28	0	0	28	0	0	0	0	0	9	0	0	9	37
4:45 PM	0	0	0	0	0	38	0	0	38	0	0	0	0	0	22	0	0	22	60
Total	0	0	0	0	0	66	0	0	66	0	0	0	0	0	31	0	0	31	97
5:00 PM	0	0	0	0	0	37	0	0	37	0	0	0	0	0	31	0	0	31	68
5:15 PM	0	0	0	0	0	41	0	0	41	0	0	0	0	0	31	0	0	31	72
5:30 PM	0	0	0	0	0	41	0	0	41	0	0	0	0	0	32	0	0	32	73
5:45 PM	0	0	0	0	0	50	0	0	50	0	0	0	0	0	32	0	0	32	82
Total	0	0	0	0	0	169	0	0	169	0	0	0	0	0	126	0	0	126	295
6:00 PM	0	0	0	0	0	56	0	0	56	0	0	0	0	0	38	0	0	38	94
6:15 PM	0	0	0	0	0	39	0	0	39	0	0	0	0	0	27	0	0	27	66
Total	0	0	0	0	0	95	0	0	95	0	0	0	0	0	65	0	0	65	160
Grand Total	0	0	0	0	0	330	0	0	330	0	0	0	0	0	222	0	0	222	552
Approach %	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	59.8	0.0	0.0	59.8	0.0	0.0	0.0	0.0	0.0	40.2	0.0	0.0	40.2	
Exiting Leg Total				0					222				0					330	552

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

5:15 PM	East Bay Bikepath				Asylum Street					East Bay Bikepath				Asylum Street					
	North				East					South				West					
	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
5:15 PM	0	0	0	0	0	41	0	0	41	0	0	0	0	0	31	0	0	31	72
5:30 PM	0	0	0	0	0	41	0	0	41	0	0	0	0	0	32	0	0	32	73
5:45 PM	0	0	0	0	0	50	0	0	50	0	0	0	0	0	32	0	0	32	82
6:00 PM	0	0	0	0	0	56	0	0	56	0	0	0	0	0	38	0	0	38	94
Total Volume	0	0	0	0	0	188	0	0	188	0	0	0	0	0	133	0	0	133	321
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.839	0.000	0.000	0.839	0.000	0.000	0.000	0.000	0.000	0.875	0.000	0.000	0.875	0.854
Entering Leg	0	0	0	0	0	188	0	0	188	0	0	0	0	0	133	0	0	133	321
Exiting Leg				0					133				0					188	321
Total				0					321				0					321	642

PDI File #: **175824 (2) Tues-PM**
Location: **N: East Bay Bikepath S: East Bay Bikepath**
Location: **E: Asylum Street W: Asylum Street**
City, State: **Bristol, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Heavy Vehicles (Combined-Large Trucks and Buses)**

	East Bay Bikepath				Asylum Street					East Bay Bikepath				Asylum Street					
	North				East					South				West					
	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0	0	2	3
Total	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	0	0	3	4
6:00 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	1	2
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0	0	2	3
Grand Total	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5	0	0	5	7
Approach %	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	28.6	0.0	0.0	28.6	0.0	0.0	0.0	0.0	0.0	71.4	0.0	0.0	71.4	
Exiting Leg Total				0					5				0					2	7
Large Trucks	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	0	0	4	6
% Large Trucks	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	80.0	0.0	0.0	80.0	85.7
Exiting Leg Total				0					4				0					2	6
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	20.0	14.3
Exiting Leg Total				0					1				0					0	1

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

5:15 PM	East Bay Bikepath				Asylum Street					East Bay Bikepath				Asylum Street					
	North				East					South				West					
	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0	0	2	3
6:00 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	1	2
Total Volume	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	0	0	4	6
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.500
Large Trucks	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	0	0	4	6
Large Trucks %	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	100.0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Trucks Enter Leg	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	0	0	4	6
Bus Enter Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	0	0	4	6
Trucks Exiting Leg				0					4				0					2	6
Buses Exiting Leg				0					0				0					0	0
Total Exiting Leg				0					4				0					2	6

PDI File #: **175824 (2) Tues-PM**
Location: **N: East Bay Bikepath S: East Bay Bikepath**
Location: **E: Asylum Street W: Asylum Street**
City, State: **Bristol, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Large Trucks**

	East Bay Bikepath				Asylum Street					East Bay Bikepath				Asylum Street					
	North				East					South				West					
	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0	0	2	3
Total	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	0	0	3	4
6:00 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	1	2
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	1	2
Grand Total	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	0	0	4	6
Approach %	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	66.7	0.0	0.0	66.7	
Exiting Leg Total				0					4				0					2	6

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

5:15 PM	East Bay Bikepath				Asylum Street					East Bay Bikepath				Asylum Street					
	North				East					South				West					
	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0	0	2	3
6:00 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	1	2
Total Volume	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	0	0	4	6
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.500
Entering Leg	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	0	0	4	6
Exiting Leg				0					4				0					2	6
Total				0					6				0					6	12

PDI File #: **175824 (2) Tues-PM**
Location: **N: East Bay Bikepath S: East Bay Bikepath**
Location: **E: Asylum Street W: Asylum Street**
City, State: **Bristol, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	East Bay Bikepath				Asylum Street					East Bay Bikepath				Asylum Street					
	North				East					South				West					
	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Approach %	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	
Exiting Leg Total				0					1				0					0	1

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

5:30 PM	East Bay Bikepath				Asylum Street					East Bay Bikepath				Asylum Street					
	North				East					South				West					
	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Exiting Leg				0					1				0					0	1
Total				0					1				0					1	2

PDI File #: **175824 (2) Tues-PM**
Location: **N: East Bay Bikepath S: East Bay Bikepath**
Location: **E: Asylum Street W: Asylum Street**
City, State: **Bristol, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	East Bay Bikepath						Asylum Street							East Bay Bikepath						Asylum Street							
	North						East							South						West							
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	3	7	8
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	2	6	6
Total	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	6	5	13	14
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1	10	10
5:15 PM	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3	6	9	11
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	7	13	13
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	11	16	16
Total	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	23	25	48	50
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	4	15	15
6:15 PM	0	0	0	0	3	3	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	11	4	15	19
Total	0	0	0	0	3	3	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	22	8	30	34
Grand Total	0	1	0	0	3	4	2	1	0	0	0	0	3	0	0	0	0	0	0	1	1	0	0	51	38	91	98
Approach %	0.0	25.0	0.0	0.0	75.0		66.7	33.3	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		1.1	1.1	0.0	0.0	56.0	41.8		
Total %	0.0	1.0	0.0	0.0	3.1	4.1	2.0	1.0	0.0	0.0	0.0	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	52.0	38.8	92.9	
Exiting Leg Total						5							2						1							90	98

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

5:30 PM	East Bay Bikepath						Asylum Street							East Bay Bikepath						Asylum Street							
	North						East							South						West							
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	7	13	13
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	11	16	16
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	4	15	15
6:15 PM	0	0	0	0	3	3	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	11	4	15	19
Total Volume	0	0	0	0	3	3	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	33	26	59	63
% Approach Total	0.0	0.0	0.0	0.0	100.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	55.9	44.1		
PHF	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.591	0.922	0.829
Entering Leg	0	0	0	0	3	3	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	33	26	59	63
Exiting Leg						3							0						0							60	63
Total						6							1						0							119	126

PDI File #: **175824 (2) Tues-PM**
Location: **N: East Bay Bikepath S: East Bay Bikepath**
Location: **E: Asylum Street W: Asylum Street**
City, State: **Bristol, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	East Bay Bikepath						Asylum Street							East Bay Bikepath						Asylum Street							
	North						East							South						West							
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	3	3	5
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	3	3	5
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	5	5
5:15 PM	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	6	8
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	1	0	0	0	0	1	1	2	4
5:45 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	5	9	10
Total	0	0	0	1	2	3	0	0	0	0	1	0	1	0	0	0	0	1	1	0	0	0	0	13	9	22	27
6:00 PM	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	8
6:15 PM	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	5	9
Total	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	3	9	17
Grand Total	0	0	0	1	10	11	0	0	0	0	1	0	1	0	0	0	0	3	3	0	0	0	0	19	15	34	49
Approach %	0.0	0.0	0.0	9.1	90.9		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	55.9	44.1		
Total %	0.0	0.0	0.0	2.0	20.4	22.4	0.0	0.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	6.1	6.1	0.0	0.0	0.0	0.0	38.8	30.6	69.4	
Exiting Leg Total						11							1						3							34	49

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

5:30 PM	East Bay Bikepath						Asylum Street							East Bay Bikepath						Asylum Street							
	North						East							South						West							
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	1	0	0	0	0	1	1	2	4
5:45 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	5	9	10
6:00 PM	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	8
6:15 PM	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	5	9
Total Volume	0	0	0	1	8	9	0	0	0	0	1	0	1	0	0	0	0	1	1	0	0	0	0	11	9	20	31
% Approach Total	0.0	0.0	0.0	11.1	88.9		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	55.0	45.0		
PHF	0.000	0.000	0.000	0.250	0.500	0.563	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.688	0.450	0.556	0.775
Entering Leg	0	0	0	1	8	9	0	0	0	0	1	0	1	0	0	0	0	1	1	0	0	0	0	11	9	20	31
Exiting Leg						9							1						1							20	31
Total						18							2						2							40	62

PDI File #: **175824 (3) Sat**
Location: **N: Harrisville Main Street (Route 98/107) S: Harisville Main Street (Route 98)**
Location: **E: East Avenue (Route 107) W: School Driveway SW: Driveway**
City, State: **Burrillville, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Harrisville Main Street (Route 98/107)						East Avenue (Route 107)						Harisville Main Street (Route 98)						Driveway						School Driveway						
	North						East						South						Southwest						West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	1	27	65	0	93	68	0	0	7	0	75	11	36	0	0	0	47	0	3	0	0	0	3	0	1	0	0	0	1	219
12:15 PM	1	0	26	62	0	89	63	0	0	8	0	71	9	23	0	0	0	32	0	0	0	0	0	0	0	0	1	0	0	1	193
12:30 PM	0	0	28	57	0	85	58	0	0	9	0	67	10	38	0	0	0	48	0	0	0	0	0	0	0	0	0	0	0	0	200
12:45 PM	2	0	36	49	0	87	68	0	0	9	0	77	9	35	1	0	0	45	0	0	0	0	0	0	0	1	0	0	0	1	210
Total	3	1	117	233	0	354	257	0	0	33	0	290	39	132	1	0	0	172	0	3	0	0	0	3	0	2	1	0	0	3	822
1:00 PM	0	0	34	68	0	102	57	0	0	4	0	61	7	29	0	0	0	36	2	0	1	0	0	3	0	1	0	1	0	2	204
1:15 PM	0	0	28	53	0	81	57	0	0	5	0	62	8	48	1	0	0	57	0	0	0	0	0	0	0	0	0	0	0	0	200
1:30 PM	0	0	41	53	0	94	60	0	0	9	0	69	7	28	1	0	0	36	1	0	1	0	0	2	0	1	0	1	0	2	203
1:45 PM	1	1	22	66	0	90	51	0	0	13	0	64	7	25	0	0	0	32	0	0	1	0	0	1	0	0	0	1	0	1	188
Total	1	1	125	240	0	367	225	0	0	31	0	256	29	130	2	0	0	161	3	0	3	0	0	6	0	2	0	3	0	5	795
Grand Total	4	2	242	473	0	721	482	0	0	64	0	546	68	262	3	0	0	333	3	3	3	0	0	9	0	4	1	3	0	8	1617
Approach %	0.6	0.3	33.6	65.6	0.0		88.3	0.0	0.0	11.7	0.0		20.4	78.7	0.9	0.0	0.0		33.3	33.3	33.3	0.0	0.0		0.0	50.0	12.5	37.5	0.0		
Total %	0.2	0.1	15.0	29.3	0.0	44.6	29.8	0.0	0.0	4.0	0.0	33.8	4.2	16.2	0.2	0.0	0.0	20.6	0.2	0.2	0.2	0.0	0.0	0.6	0.0	0.2	0.1	0.2	0.0	0.5	
Exiting Leg Total						750						545						313						2						7	1617
Cars	4	2	241	466	0	713	476	0	0	64	0	540	68	262	3	0	0	333	3	3	3	0	0	9	0	4	1	3	0	8	1603
% Cars	100.0	100.0	99.6	98.5	0.0	98.9	98.8	0.0	0.0	100.0	0.0	98.9	100.0	100.0	100.0	0.0	0.0	100.0	100.0	100.0	100.0	0.0	0.0	100.0	0.0	100.0	100.0	100.0	0.0	100.0	99.1
Exiting Leg Total						744						538						312						2						7	1603
Heavy Vehicles	0	0	1	7	0	8	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
% Heavy Vehicles	0.0	0.0	0.4	1.5	0.0	1.1	1.2	0.0	0.0	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9
Exiting Leg Total						6						7						1						0						0	14

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:00 PM	Harrisville Main Street (Route 98/107)						East Avenue (Route 107)						Harisville Main Street (Route 98)						Driveway						School Driveway						
	North						East						South						Southwest						West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	1	27	65	0	93	68	0	0	7	0	75	11	36	0	0	0	47	0	3	0	0	0	3	0	1	0	0	0	1	219
12:15 PM	1	0	26	62	0	89	63	0	0	8	0	71	9	23	0	0	0	32	0	0	0	0	0	0	0	0	1	0	0	1	193
12:30 PM	0	0	28	57	0	85	58	0	0	9	0	67	10	38	0	0	0	48	0	0	0	0	0	0	0	0	0	0	0	0	200
12:45 PM	2	0	36	49	0	87	68	0	0	9	0	77	9	35	1	0	0	45	0	0	0	0	0	0	0	1	0	0	0	1	210
Total Volume	3	1	117	233	0	354	257	0	0	33	0	290	39	132	1	0	0	172	0	3	0	0	0	3	0	2	1	0	0	3	822
% Approach Total	0.8	0.3	33.1	65.8	0.0		88.6	0.0	0.0	11.4	0.0		22.7	76.7	0.6	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	66.7	33.3	0.0	0.0		
PHF	0.375	0.250	0.813	0.896	0.000	0.952	0.945	0.000	0.000	0.917	0.000	0.942	0.886	0.868	0.250	0.000	0.000	0.896	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.500	0.250	0.000	0.000	0.750	0.938
Cars	3	1	116	233	0	353	254	0	0	33	0	287	39	132	1	0	0	172	0	3	0	0	0	3	0	2	1	0	0	3	818
Cars %	100.0	100.0	99.1	100.0	0.0	99.7	98.8	0.0	0.0	100.0	0.0	99.0	100.0	100.0	100.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	100.0	100.0	0.0	0.0	100.0	99.5
Heavy Vehicles	0	0	1	0	0	1	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Heavy Vehicles %	0.0	0.0	0.9	0.0	0.0	0.3	1.2	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5
Cars Enter Leg	3	1	116	233	0	353	254	0	0	33	0	287	39	132	1	0	0	172	0	3	0	0	0	3	0	2	1	0	0	3	818
Heavy Enter Leg	0	0	1	0	0	1	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total Entering Leg	3	1	117	233	0	354	257	0	0	33	0	290	39	132	1	0	0	172	0	3	0	0	0	3	0	2	1	0	0	3	822
Cars Exiting Leg						386						276						151						1						4	818
Heavy Exiting Leg						3						0						1						0						0	4
Total Exiting Leg						389						276						152						1						4	822

PDI File #: **175824 (3) Sat**
Location: **N: Harrisville Main Street (Route 98/107) S: Harisville Main Street (Route 98)**
Location: **E: East Avenue (Route 107) W: School Driveway SW: Driveway**
City, State: **Burrillville, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Harrisville Main Street (Route 98/107)						East Avenue (Route 107)						Harisville Main Street (Route 98)						Driveway						School Driveway						
	North						East						South						Southwest						West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	1	27	65	0	93	67	0	0	7	0	74	11	36	0	0	0	47	0	3	0	0	0	3	0	1	0	0	0	1	218
12:15 PM	1	0	25	62	0	88	63	0	0	8	0	71	9	23	0	0	0	32	0	0	0	0	0	0	0	0	1	0	0	1	192
12:30 PM	0	0	28	57	0	85	58	0	0	9	0	67	10	38	0	0	0	48	0	0	0	0	0	0	0	0	0	0	0	0	200
12:45 PM	2	0	36	49	0	87	66	0	0	9	0	75	9	35	1	0	0	45	0	0	0	0	0	0	0	1	0	0	0	1	208
Total	3	1	116	233	0	353	254	0	0	33	0	287	39	132	1	0	0	172	0	3	0	0	0	3	0	2	1	0	0	3	818
1:00 PM	0	0	34	65	0	99	56	0	0	4	0	60	7	29	0	0	0	36	2	0	1	0	0	3	0	1	0	1	0	2	200
1:15 PM	0	0	28	52	0	80	57	0	0	5	0	62	8	48	1	0	0	57	0	0	0	0	0	0	0	0	0	0	0	0	199
1:30 PM	0	0	41	52	0	93	60	0	0	9	0	69	7	28	1	0	0	36	1	0	1	0	0	2	0	1	0	1	0	2	202
1:45 PM	1	1	22	64	0	88	49	0	0	13	0	62	7	25	0	0	0	32	0	0	1	0	0	1	0	0	0	1	0	1	184
Total	1	1	125	233	0	360	222	0	0	31	0	253	29	130	2	0	0	161	3	0	3	0	0	6	0	2	0	3	0	5	785
Grand Total	4	2	241	466	0	713	476	0	0	64	0	540	68	262	3	0	0	333	3	3	3	0	0	9	0	4	1	3	0	8	1603
Approach %	0.6	0.3	33.8	65.4	0.0		88.1	0.0	0.0	11.9	0.0		20.4	78.7	0.9	0.0	0.0		33.3	33.3	33.3	0.0	0.0		0.0	50.0	12.5	37.5	0.0		
Total %	0.2	0.1	15.0	29.1	0.0	44.5	29.7	0.0	0.0	4.0	0.0	33.7	4.2	16.3	0.2	0.0	0.0	20.8	0.2	0.2	0.2	0.0	0.0	0.6	0.0	0.2	0.1	0.2	0.0	0.5	
Exiting Leg Total						744						538						312						2						7	1603

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:00 PM	Harrisville Main Street (Route 98/107)						East Avenue (Route 107)						Harisville Main Street (Route 98)						Driveway						School Driveway						
	North						East						South						Southwest						West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	1	27	65	0	93	67	0	0	7	0	74	11	36	0	0	0	47	0	3	0	0	0	3	0	1	0	0	0	1	218
12:15 PM	1	0	25	62	0	88	63	0	0	8	0	71	9	23	0	0	0	32	0	0	0	0	0	0	0	0	1	0	0	1	192
12:30 PM	0	0	28	57	0	85	58	0	0	9	0	67	10	38	0	0	0	48	0	0	0	0	0	0	0	0	0	0	0	0	200
12:45 PM	2	0	36	49	0	87	66	0	0	9	0	75	9	35	1	0	0	45	0	0	0	0	0	0	0	1	0	0	0	1	208
Total Volume	3	1	116	233	0	353	254	0	0	33	0	287	39	132	1	0	0	172	0	3	0	0	0	3	0	2	1	0	0	3	818
% Approach Total	0.8	0.3	32.9	66.0	0.0		88.5	0.0	0.0	11.5	0.0		22.7	76.7	0.6	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	66.7	33.3	0.0	0.0		
PHF	0.375	0.250	0.806	0.896	0.000	0.949	0.948	0.000	0.000	0.917	0.000	0.957	0.886	0.868	0.250	0.000	0.000	0.896	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.500	0.250	0.000	0.000	0.750	0.938
Entering Leg	3	1	116	233	0	353	254	0	0	33	0	287	39	132	1	0	0	172	0	3	0	0	0	3	0	2	1	0	0	3	818
Exiting Leg						386						276						151						1						4	818
Total						739						563						323						4						7	1636

PDI File #: **175824 (3) Sat**
Location: **N: Harrisville Main Street (Route 98/107) S: Harisville Main Street (Route 98)**
Location: **E: East Avenue (Route 107) W: School Driveway SW: Driveway**
City, State: **Burrillville, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Heavy Vehicles (Combined-Large Trucks and Buses)

	Harrisville Main Street (Route 98/107)						East Avenue (Route 107)						Harisville Main Street (Route 98)						Driveway						School Driveway						
	North						East						South						Southwest						West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	1	0	0	1	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
1:00 PM	0	0	0	3	0	3	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
1:15 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:30 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:45 PM	0	0	0	2	0	2	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	0	0	7	0	7	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
Grand Total	0	0	1	7	0	8	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
Approach %	0.0	0.0	12.5	87.5	0.0		100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	7.1	50.0	0.0	57.1	42.9	0.0	0.0	0.0	0.0	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						6						7						1						0						0	14
Large Trucks	0	0	0	3	0	3	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
% Large Trucks	0.0	0.0	0.0	42.9	0.0	37.5	66.7	0.0	0.0	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0
Exiting Leg Total						4						3						0						0						0	7
Buses	0	0	1	4	0	5	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
% Buses	0.0	0.0	100.0	57.1	0.0	62.5	33.3	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0
Exiting Leg Total						2						4						1						0						0	7

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

1:00 PM	Harrisville Main Street (Route 98/107)						East Avenue (Route 107)						Harisville Main Street (Route 98)						Driveway						School Driveway						
	North						East						South						Southwest						West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
1:00 PM	0	0	0	3	0	3	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
1:15 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:30 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:45 PM	0	0	0	2	0	2	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total Volume	0	0	0	7	0	7	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
% Approach Total	0.0	0.0	0.0	100.0	0.0		100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.583	0.000	0.583	0.375	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625
Large Trucks	0	0	0	3	0	3	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Large Trucks %	0.0	0.0	0.0	42.9	0.0	42.9	100.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	60.0
Buses	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Buses %	0.0	0.0	0.0	57.1	0.0	57.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0
Trucks Enter Leg	0	0	0	3	0	3	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Bus Enter Leg	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total Entering Leg	0	0	0	7	0	7	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
Trucks Exiting Leg						3						3						0						0						0	6
Buses Exiting Leg						0						4						0						0						0	4
Total Exiting Leg						3						7						0						0						0	10

PDI File #: **175824 (3) Sat**
Location: **N: Harrisville Main Street (Route 98/107) S: Harisville Main Street (Route 98)**
Location: **E: East Avenue (Route 107) W: School Driveway SW: Driveway**
City, State: **Burrillville, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Large Trucks

	Harrisville Main Street (Route 98/107)						East Avenue (Route 107)						Harisville Main Street (Route 98)						Driveway						School Driveway						
	North						East						South						Southwest						West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00 PM	0	0	0	1	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:15 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	1	0	1	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	3	0	3	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Grand Total	0	0	0	3	0	3	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Approach %	0.0	0.0	0.0	100.0	0.0		100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	42.9	0.0	42.9	57.1	0.0	0.0	0.0	0.0	57.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						4						3						0						0						0	7

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

1:00 PM	Harrisville Main Street (Route 98/107)						East Avenue (Route 107)						Harisville Main Street (Route 98)						Driveway						School Driveway						
	North						East						South						Southwest						West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
1:00 PM	0	0	0	1	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:15 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	1	0	1	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total Volume	0	0	0	3	0	3	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
% Approach Total	0.0	0.0	0.0	100.0	0.0		100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.750	0.000	0.750	0.375	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	0	0	3	0	3	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Exiting Leg						3						3						0						0						0	6
Total						6						6						0						0						0	12

PDI File #: **175824 (3) Sat**
Location: **N: Harrisville Main Street (Route 98/107) S: Harisville Main Street (Route 98)**
Location: **E: East Avenue (Route 107) W: School Driveway SW: Driveway**
City, State: **Burrillville, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Harrisville Main Street (Route 98/107)						East Avenue (Route 107)						Harisville Main Street (Route 98)						Driveway						School Driveway						
	North						East						South						Southwest						West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	1	0	0	1	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1:00 PM	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:45 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Grand Total	0	0	1	4	0	5	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Approach %	0.0	0.0	20.0	80.0	0.0		100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	14.3	57.1	0.0	71.4	28.6	0.0	0.0	0.0	0.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						2						4						1						0						0	7

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:15 PM	Harrisville Main Street (Route 98/107)						East Avenue (Route 107)						Harisville Main Street (Route 98)						Driveway						School Driveway						
	North						East						South						Southwest						West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
12:15 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:00 PM	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	1	2	0	3	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
% Approach Total	0.0	0.0	33.3	66.7	0.0		100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.250	0.250	0.000	0.375	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625
Entering Leg	0	0	1	2	0	3	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Exiting Leg						2						2						1						0						0	5
Total						5						4						1						0						0	10

PDI File #: **175824 (3) Sat**
Location: **N: Harrisville Main Street (Route 98/107) S: Harisville Main Street (Route 98)**
Location: **E: East Avenue (Route 107) W: School Driveway SW: Driveway**
City, State: **Burrillville, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Harrisville Main Street (Route 98/107)								East Avenue (Route 107)								Harisville Main Street (Route 98)								Driveway								School Driveway								
	North								East								South								Southwest								West								
	Right	Bear Righ	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	CW-NWB	CW-SEB	Total	Hard Righ	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Approach %	0.0	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total %	0.0	0.0	100.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total								0								0								2								0								0	2

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:45 PM	Harrisville Main Street (Route 98/107)								East Avenue (Route 107)								Harisville Main Street (Route 98)								Driveway								School Driveway								
	North								East								South								Southwest								West								
	Right	Bear Righ	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	CW-NWB	CW-SEB	Total	Hard Righ	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Approach Total	0.0	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Exiting Leg								0								0								2								0								0	2
Total								2								0								2								0								0	4

PDI File #: **175824 (3) Sat**
Location: **N: Harrisville Main Street (Route 98/107) S: Harisville Main Street (Route 98)**
Location: **E: East Avenue (Route 107) W: School Driveway SW: Driveway**
City, State: **Burrillville, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Harrisville Main Street (Route 98/107)								East Avenue (Route 107)								Harisville Main Street (Route 98)								Driveway								School Driveway								
	North								East								South								Southwest								West								
	Right	Bear Righ	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	CW-NWB	CW-SEB	Total	Hard Righ	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	2	1	3	6
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	1	1	2	4
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	12
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	6
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2	2	4	0	0	0	0	0	5	3	8	0	0	0	0	0	5	3	8	22
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2	2	4	0	0	0	0	0	7	4	11	0	0	0	0	0	7	4	11	28
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	0.0	63.6	36.4		0.0	0.0	0.0	0.0	0.0	63.6	36.4		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.1	0.0	7.1	0.0	0.0	0.0	0.0	0.0	7.1	7.1	14.3	0.0	0.0	0.0	0.0	0.0	25.0	14.3	39.3	0.0	0.0	0.0	0.0	0.0	25.0	14.3	39.3	
Exiting Leg Total								0								2								4								11								11	28

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

1:00 PM	Harrisville Main Street (Route 98/107)								East Avenue (Route 107)								Harisville Main Street (Route 98)								Driveway								School Driveway								
	North								East								South								Southwest								West								
	Right	Bear Righ	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	CW-NWB	CW-SEB	Total	Hard Righ	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	1	1	2	4
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	12
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	6
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2	2	4	0	0	0	0	0	5	3	8	0	0	0	0	0	5	3	8	22
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	0.0	62.5	37.5		0.0	0.0	0.0	0.0	0.0	62.5	37.5		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.500	0.000	0.000	0.000	0.000	0.000	0.313	0.375	0.500	0.000	0.000	0.000	0.000	0.000	0.313	0.375	0.500	0.458
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2	2	4	0	0	0	0	0	5	3	8	0	0	0	0	0	5	3	8	22
Exiting Leg								0								2								4								8								8	22
Total								0								4								8								16								16	44

PDI File #: **175824 (3) Tues-AM**
Location: **N: Harrisville Main Street (Route 98/107) S: Harrisville Main Street (Route 98)**
Location: **E: East Avenue (Route 107) W: School Driveway SW: Driveway**
City, State: **Burrillville, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Harrisville Main Street (Route 98/107)						East Avenue (Route 107)						Harrisville Main Street (Route 98)						Driveway						School Driveway						
	North						East						South						Southwest						West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	1	0	46	156	0	203	22	0	0	4	0	26	30	19	0	0	0	49	0	2	0	0	0	2	0	0	1	0	0	1	281
7:15 AM	2	0	51	100	0	153	58	2	0	2	0	62	12	31	1	0	0	44	0	0	0	0	0	0	0	1	0	0	0	1	260
7:30 AM	1	0	28	92	0	121	48	0	0	5	0	53	2	22	0	1	0	25	0	0	0	0	0	0	0	0	1	0	0	1	200
7:45 AM	3	0	22	63	0	88	40	4	0	6	0	50	5	27	3	0	0	35	0	0	0	0	0	0	0	0	0	0	0	0	173
Total	7	0	147	411	0	565	168	6	0	17	0	191	49	99	4	1	0	153	0	2	0	0	0	2	0	1	2	0	0	3	914
8:00 AM	2	0	24	59	0	85	32	4	0	2	0	38	4	17	2	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	146
8:15 AM	15	0	33	62	0	110	45	8	0	1	0	54	4	19	3	0	0	26	0	0	0	0	0	0	0	1	1	1	0	3	193
8:30 AM	26	0	23	64	0	113	31	7	0	3	0	41	10	34	16	0	0	60	0	0	0	0	0	0	0	0	1	18	0	19	233
8:45 AM	2	1	20	55	0	78	29	5	0	5	0	39	7	20	1	0	0	28	0	0	1	0	0	1	0	0	4	5	0	9	155
Total	45	1	100	240	0	386	137	24	0	11	0	172	25	90	22	0	0	137	0	0	1	0	0	1	0	1	6	24	0	31	727
Grand Total	52	1	247	651	0	951	305	30	0	28	0	363	74	189	26	1	0	290	0	2	1	0	0	3	0	2	8	24	0	34	1641
Approach %	5.5	0.1	26.0	68.5	0.0		84.0	8.3	0.0	7.7	0.0		25.5	65.2	9.0	0.3	0.0		0.0	66.7	33.3	0.0	0.0		0.0	5.9	23.5	70.6	0.0		
Total %	3.2	0.1	15.1	39.7	0.0	58.0	18.6	1.8	0.0	1.7	0.0	22.1	4.5	11.5	1.6	0.1	0.0	17.7	0.0	0.1	0.1	0.0	0.0	0.2	0.0	0.1	0.5	1.5	0.0	2.1	
Exiting Leg Total						519						735						277						2						108	1641
Cars	40	1	229	630	0	900	284	25	0	26	0	335	71	160	17	1	0	249	0	2	1	0	0	3	0	2	6	4	0	12	1499
% Cars	76.9	100.0	92.7	96.8	0.0	94.6	93.1	83.3	0.0	92.9	0.0	92.3	95.9	84.7	65.4	100.0	0.0	85.9	0.0	100.0	100.0	0.0	0.0	100.0	0.0	100.0	75.0	16.7	0.0	35.3	91.3
Exiting Leg Total						449						709						257						2						82	1499
Heavy Vehicles	12	0	18	21	0	51	21	5	0	2	0	28	3	29	9	0	0	41	0	0	0	0	0	0	0	0	2	20	0	22	142
% Heavy Vehicles	23.1	0.0	7.3	3.2	0.0	5.4	6.9	16.7	0.0	7.1	0.0	7.7	4.1	15.3	34.6	0.0	0.0	14.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	83.3	0.0	64.7	8.7
Exiting Leg Total						70						26						20						0						26	142

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Harrisville Main Street (Route 98/107)						East Avenue (Route 107)						Harrisville Main Street (Route 98)						Driveway						School Driveway						
	North						East						South						Southwest						West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	1	0	46	156	0	203	22	0	0	4	0	26	30	19	0	0	0	49	0	2	0	0	0	2	0	0	1	0	0	1	281
7:15 AM	2	0	51	100	0	153	58	2	0	2	0	62	12	31	1	0	0	44	0	0	0	0	0	0	0	1	0	0	0	1	260
7:30 AM	1	0	28	92	0	121	48	0	0	5	0	53	2	22	0	1	0	25	0	0	0	0	0	0	0	0	1	0	0	1	200
7:45 AM	3	0	22	63	0	88	40	4	0	6	0	50	5	27	3	0	0	35	0	0	0	0	0	0	0	0	0	0	0	0	173
Total Volume	7	0	147	411	0	565	168	6	0	17	0	191	49	99	4	1	0	153	0	2	0	0	0	2	0	1	2	0	0	3	914
% Approach Total	1.2	0.0	26.0	72.7	0.0		88.0	3.1	0.0	8.9	0.0		32.0	64.7	2.6	0.7	0.0		0.0	100.0	0.0	0.0	0.0		0.0	33.3	66.7	0.0	0.0		
PHF	0.583	0.000	0.721	0.659	0.000	0.696	0.724	0.375	0.000	0.708	0.000	0.770	0.408	0.798	0.333	0.250	0.000	0.781	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.250	0.500	0.000	0.000	0.750	0.813
Cars	6	0	132	393	0	531	152	5	0	15	0	172	46	78	4	1	0	129	0	2	0	0	0	2	0	1	0	0	0	1	835
Cars %	85.7	0.0	89.8	95.6	0.0	94.0	90.5	83.3	0.0	88.2	0.0	90.1	93.9	78.8	100.0	100.0	0.0	84.3	0.0	100.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	33.3	91.4
Heavy Vehicles	1	0	15	18	0	34	16	1	0	2	0	19	3	21	0	0	0	24	0	0	0	0	0	0	0	0	2	0	0	2	79
Heavy Vehicles %	14.3	0.0	10.2	4.4	0.0	6.0	9.5	16.7	0.0	11.8	0.0	9.9	6.1	21.2	0.0	0.0	0.0	15.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	66.7	8.6
Cars Enter Leg	6	0	132	393	0	531	152	5	0	15	0	172	46	78	4	1	0	129	0	2	0	0	0	2	0	1	0	0	0	1	835
Heavy Enter Leg	1	0	15	18	0	34	16	1	0	2	0	19	3	21	0	0	0	24	0	0	0	0	0	0	0	0	2	0	0	2	79
Total Entering Leg	7	0	147	411	0	565	168	6	0	17	0	191	49	99	4	1	0	153	0	2	0	0	0	2	0	1	2	0	0	3	914
Cars Exiting Leg						230						441						148						1						15	835
Heavy Exiting Leg						37						23						17						0						2	79
Total Exiting Leg						267						464						165						1						17	914

PDI File #: **175824 (3) Tues-AM**
Location: **N: Harrisville Main Street (Route 98/107) S: Harrisville Main Street (Route 98)**
Location: **E: East Avenue (Route 107) W: School Driveway SW: Driveway**
City, State: **Burrillville, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Harrisville Main Street (Route 98/107)						East Avenue (Route 107)						Harrisville Main Street (Route 98)						Driveway						School Driveway						
	North						East						South						Southwest						West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	45	147	0	192	19	0	0	4	0	23	27	18	0	0	0	45	0	2	0	0	0	2	0	0	0	0	0	0	262
7:15 AM	2	0	44	99	0	145	50	1	0	2	0	53	12	19	1	0	0	32	0	0	0	0	0	0	0	1	0	0	0	1	231
7:30 AM	1	0	25	90	0	116	45	0	0	5	0	50	2	17	0	1	0	20	0	0	0	0	0	0	0	0	0	0	0	0	186
7:45 AM	3	0	18	57	0	78	38	4	0	4	0	46	5	24	3	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	156
Total	6	0	132	393	0	531	152	5	0	15	0	172	46	78	4	1	0	129	0	2	0	0	0	2	0	1	0	0	0	1	835
8:00 AM	2	0	23	59	0	84	31	4	0	2	0	37	4	17	2	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	144
8:15 AM	12	0	32	61	0	105	43	5	0	1	0	49	4	18	3	0	0	25	0	0	0	0	0	0	0	1	1	1	0	3	182
8:30 AM	18	0	23	62	0	103	30	6	0	3	0	39	10	30	7	0	0	47	0	0	0	0	0	0	0	0	1	1	0	2	191
8:45 AM	2	1	19	55	0	77	28	5	0	5	0	38	7	17	1	0	0	25	0	0	1	0	0	1	0	0	4	2	0	6	147
Total	34	1	97	237	0	369	132	20	0	11	0	163	25	82	13	0	0	120	0	0	1	0	0	1	0	1	6	4	0	11	664
Grand Total	40	1	229	630	0	900	284	25	0	26	0	335	71	160	17	1	0	249	0	2	1	0	0	3	0	2	6	4	0	12	1499
Approach %	4.4	0.1	25.4	70.0	0.0		84.8	7.5	0.0	7.8	0.0		28.5	64.3	6.8	0.4	0.0		0.0	66.7	33.3	0.0	0.0		0.0	16.7	50.0	33.3	0.0		
Total %	2.7	0.1	15.3	42.0	0.0	60.0	18.9	1.7	0.0	1.7	0.0	22.3	4.7	10.7	1.1	0.1	0.0	16.6	0.0	0.1	0.1	0.0	0.0	0.2	0.0	0.1	0.4	0.3	0.0	0.8	
Exiting Leg Total						449						709						257						2						82	1499

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Harrisville Main Street (Route 98/107)						East Avenue (Route 107)						Harrisville Main Street (Route 98)						Driveway						School Driveway						
	North						East						South						Southwest						West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	45	147	0	192	19	0	0	4	0	23	27	18	0	0	0	45	0	2	0	0	0	2	0	0	0	0	0	0	262
7:15 AM	2	0	44	99	0	145	50	1	0	2	0	53	12	19	1	0	0	32	0	0	0	0	0	0	0	1	0	0	0	1	231
7:30 AM	1	0	25	90	0	116	45	0	0	5	0	50	2	17	0	1	0	20	0	0	0	0	0	0	0	0	0	0	0	0	186
7:45 AM	3	0	18	57	0	78	38	4	0	4	0	46	5	24	3	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	156
Total Volume	6	0	132	393	0	531	152	5	0	15	0	172	46	78	4	1	0	129	0	2	0	0	0	2	0	1	0	0	0	1	835
% Approach Total	1.1	0.0	24.9	74.0	0.0		88.4	2.9	0.0	8.7	0.0		35.7	60.5	3.1	0.8	0.0		0.0	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		
PHF	0.500	0.000	0.733	0.668	0.000	0.691	0.760	0.313	0.000	0.750	0.000	0.811	0.426	0.813	0.333	0.250	0.000	0.717	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.250	0.797
Entering Leg	6	0	132	393	0	531	152	5	0	15	0	172	46	78	4	1	0	129	0	2	0	0	0	2	0	1	0	0	0	1	835
Exiting Leg						230						441						148						1						15	835
Total						761						613						277						3						16	1670

PDI File #: **175824 (3) Tues-AM**
Location: **N: Harrisville Main Street (Route 98/107) S: Harrisville Main Street (Route 98)**
Location: **E: East Avenue (Route 107) W: School Driveway SW: Driveway**
City, State: **Burrillville, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Heavy Vehicles (Combined-Large Trucks and Buses)

	Harrisville Main Street (Route 98/107)						East Avenue (Route 107)						Harrisville Main Street (Route 98)						Driveway						School Driveway						
	North						East						South						Southwest						West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	1	0	1	9	0	11	3	0	0	0	0	3	3	1	0	0	0	4	0	0	0	0	0	0	0	0	1	0	0	1	19
7:15 AM	0	0	7	1	0	8	8	1	0	0	0	9	0	12	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	29
7:30 AM	0	0	3	2	0	5	3	0	0	0	0	3	0	5	0	0	0	5	0	0	0	0	0	0	0	0	1	0	0	1	14
7:45 AM	0	0	4	6	0	10	2	0	0	2	0	4	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	17
Total	1	0	15	18	0	34	16	1	0	2	0	19	3	21	0	0	0	24	0	0	0	0	0	0	0	0	2	0	0	2	79
8:00 AM	0	0	1	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	3	0	1	1	0	5	2	3	0	0	0	5	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	11
8:30 AM	8	0	0	2	0	10	1	1	0	0	0	2	0	4	9	0	0	13	0	0	0	0	0	0	0	0	0	17	0	17	42
8:45 AM	0	0	1	0	0	1	1	0	0	0	0	1	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	3	0	3	8
Total	11	0	3	3	0	17	5	4	0	0	0	9	0	8	9	0	0	17	0	0	0	0	0	0	0	0	0	20	0	20	63
Grand Total	12	0	18	21	0	51	21	5	0	2	0	28	3	29	9	0	0	41	0	0	0	0	0	0	0	0	2	20	0	22	142
Approach %	23.5	0.0	35.3	41.2	0.0		75.0	17.9	0.0	7.1	0.0		7.3	70.7	22.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	9.1	90.9	0.0		
Total %	8.5	0.0	12.7	14.8	0.0	35.9	14.8	3.5	0.0	1.4	0.0	19.7	2.1	20.4	6.3	0.0	0.0	28.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4	14.1	0.0	15.5	
Exiting Leg Total						70						26						20						0						26	142
Large Trucks	1	0	8	5	0	14	5	0	0	0	0	5	0	8	0	0	0	8	0	0	0	0	0	0	0	0	1	0	0	1	28
% Large Trucks	8.3	0.0	44.4	23.8	0.0	27.5	23.8	0.0	0.0	0.0	0.0	17.9	0.0	27.6	0.0	0.0	0.0	19.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	4.5	19.7
Exiting Leg Total						13						6						8						0						1	28
Buses	11	0	10	16	0	37	16	5	0	2	0	23	3	21	9	0	0	33	0	0	0	0	0	0	0	0	1	20	0	21	114
% Buses	91.7	0.0	55.6	76.2	0.0	72.5	76.2	100.0	0.0	100.0	0.0	82.1	100.0	72.4	100.0	0.0	0.0	80.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	100.0	0.0	95.5	80.3
Exiting Leg Total						57						20						12						0						25	114

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Harrisville Main Street (Route 98/107)						East Avenue (Route 107)						Harrisville Main Street (Route 98)						Driveway						School Driveway						
	North						East						South						Southwest						West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	1	0	1	9	0	11	3	0	0	0	0	3	3	1	0	0	0	4	0	0	0	0	0	0	0	0	1	0	0	1	19
7:15 AM	0	0	7	1	0	8	8	1	0	0	0	9	0	12	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	29
7:30 AM	0	0	3	2	0	5	3	0	0	0	0	3	0	5	0	0	0	5	0	0	0	0	0	0	0	0	1	0	0	1	14
7:45 AM	0	0	4	6	0	10	2	0	0	2	0	4	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	17
Total Volume	1	0	15	18	0	34	16	1	0	2	0	19	3	21	0	0	0	24	0	0	0	0	0	0	0	0	2	0	0	2	79
% Approach Total	2.9	0.0	44.1	52.9	0.0		84.2	5.3	0.0	10.5	0.0		12.5	87.5	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		
PHF	0.250	0.000	0.536	0.500	0.000	0.773	0.500	0.250	0.000	0.250	0.000	0.528	0.250	0.438	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.681
Large Trucks	1	0	7	3	0	11	3	0	0	0	0	3	0	5	0	0	0	5	0	0	0	0	0	0	0	0	1	0	0	1	20
Large Trucks %	100.0	0.0	46.7	16.7	0.0	32.4	18.8	0.0	0.0	0.0	0.0	15.8	0.0	23.8	0.0	0.0	0.0	20.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	25.3
Buses	0	0	8	15	0	23	13	1	0	2	0	16	3	16	0	0	0	19	0	0	0	0	0	0	0	0	1	0	0	1	59
Buses %	0.0	0.0	53.3	83.3	0.0	67.6	81.3	100.0	0.0	100.0	0.0	84.2	100.0	76.2	0.0	0.0	0.0	79.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	74.7
Trucks Enter Leg	1	0	7	3	0	11	3	0	0	0	0	3	0	5	0	0	0	5	0	0	0	0	0	0	0	0	1	0	0	1	20
Bus Enter Leg	0	0	8	15	0	23	13	1	0	2	0	16	3	16	0	0	0	19	0	0	0	0	0	0	0	0	1	0	0	1	59
Total Entering Leg	1	0	15	18	0	34	16	1	0	2	0	19	3	21	0	0	0	24	0	0	0	0	0	0	0	0	2	0	0	2	79
Trucks Exiting Leg						8						4						7						0						1	20
Buses Exiting Leg						29						19						10						0						1	59
Total Exiting Leg						37						23						17						0						2	79

PDI File #: **175824 (3) Tues-AM**
Location: **N: Harrisville Main Street (Route 98/107) S: Harrisville Main Street (Route 98)**
Location: **E: East Avenue (Route 107) W: School Driveway SW: Driveway**
City, State: **Burrillville, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Large Trucks

	Harrisville Main Street (Route 98/107)						East Avenue (Route 107)						Harrisville Main Street (Route 98)						Driveway						School Driveway						
	North						East						South						Southwest						West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	3
7:15 AM	0	0	4	1	0	5	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
7:30 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3
7:45 AM	0	0	2	2	0	4	2	0	0	0	0	2	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	8
Total	1	0	7	3	0	11	3	0	0	0	0	3	0	5	0	0	0	5	0	0	0	0	0	0	0	0	1	0	0	1	20
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	2	0	2	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4
8:45 AM	0	0	1	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	1	2	0	3	2	0	0	0	0	2	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	8
Grand Total	1	0	8	5	0	14	5	0	0	0	0	5	0	8	0	0	0	8	0	0	0	0	0	0	0	0	1	0	0	1	28
Approach %	7.1	0.0	57.1	35.7	0.0		100.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		
Total %	3.6	0.0	28.6	17.9	0.0	50.0	17.9	0.0	0.0	0.0	0.0	17.9	0.0	28.6	0.0	0.0	0.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.6	0.0	0.0	3.6	
Exiting Leg Total						13						6						8						0						1	28

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Harrisville Main Street (Route 98/107)						East Avenue (Route 107)						Harrisville Main Street (Route 98)						Driveway						School Driveway						
	North						East						South						Southwest						West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	3
7:15 AM	0	0	4	1	0	5	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
7:30 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3
7:45 AM	0	0	2	2	0	4	2	0	0	0	0	2	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	8
Total Volume	1	0	7	3	0	11	3	0	0	0	0	3	0	5	0	0	0	5	0	0	0	0	0	0	0	0	1	0	0	1	20
% Approach Total	9.1	0.0	63.6	27.3	0.0		100.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		
PHF	0.250	0.000	0.438	0.375	0.000	0.550	0.375	0.000	0.000	0.000	0.000	0.375	0.000	0.625	0.000	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.625
Entering Leg	1	0	7	3	0	11	3	0	0	0	0	3	0	5	0	0	0	5	0	0	0	0	0	0	0	0	1	0	0	1	20
Exiting Leg						8						4						7						0						1	20
Total						19						7						12						0						2	40

PDI File #: **175824 (3) Tues-AM**
Location: **N: Harrisville Main Street (Route 98/107) S: Harrisville Main Street (Route 98)**
Location: **E: East Avenue (Route 107) W: School Driveway SW: Driveway**
City, State: **Burrillville, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class: **Buses**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

	Harrisville Main Street (Route 98/107)						East Avenue (Route 107)						Harrisville Main Street (Route 98)						Driveway						School Driveway						
	North						East						South						Southwest						West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	1	9	0	10	3	0	0	0	0	3	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	16
7:15 AM	0	0	3	0	0	3	7	1	0	0	0	8	0	12	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	23
7:30 AM	0	0	2	2	0	4	3	0	0	0	0	3	0	3	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	1	11
7:45 AM	0	0	2	4	0	6	0	0	0	2	0	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	9
Total	0	0	8	15	0	23	13	1	0	2	0	16	3	16	0	0	0	19	0	0	0	0	0	0	0	0	1	0	0	1	59
8:00 AM	0	0	1	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	3	0	1	1	0	5	1	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
8:30 AM	8	0	0	0	0	8	1	1	0	0	0	2	0	2	9	0	0	11	0	0	0	0	0	0	0	0	0	17	0	17	38
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	3	0	3	6
Total	11	0	2	1	0	14	3	4	0	0	0	7	0	5	9	0	0	14	0	0	0	0	0	0	0	0	0	20	0	20	55
Grand Total	11	0	10	16	0	37	16	5	0	2	0	23	3	21	9	0	0	33	0	0	0	0	0	0	0	0	1	20	0	21	114
Approach %	29.7	0.0	27.0	43.2	0.0		69.6	21.7	0.0	8.7	0.0		9.1	63.6	27.3	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	4.8	95.2	0.0		
Total %	9.6	0.0	8.8	14.0	0.0	32.5	14.0	4.4	0.0	1.8	0.0	20.2	2.6	18.4	7.9	0.0	0.0	28.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	17.5	0.0	18.4	
Exiting Leg Total						57						20						12						0						25	114

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Harrisville Main Street (Route 98/107)						East Avenue (Route 107)						Harrisville Main Street (Route 98)						Driveway						School Driveway						
	North						East						South						Southwest						West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	1	9	0	10	3	0	0	0	0	3	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	16
7:15 AM	0	0	3	0	0	3	7	1	0	0	0	8	0	12	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	23
7:30 AM	0	0	2	2	0	4	3	0	0	0	0	3	0	3	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	1	11
7:45 AM	0	0	2	4	0	6	0	0	0	2	0	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	9
Total Volume	0	0	8	15	0	23	13	1	0	2	0	16	3	16	0	0	0	19	0	0	0	0	0	0	0	0	1	0	0	1	59
% Approach Total	0.0	0.0	34.8	65.2	0.0		81.3	6.3	0.0	12.5	0.0		15.8	84.2	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.667	0.417	0.000	0.575	0.464	0.250	0.000	0.250	0.000	0.500	0.250	0.333	0.000	0.000	0.000	0.396	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.641
Entering Leg	0	0	8	15	0	23	13	1	0	2	0	16	3	16	0	0	0	19	0	0	0	0	0	0	0	0	1	0	0	1	59
Exiting Leg						29						19						10						0						1	59
Total						52						35						29						0						2	118

PDI File #: **175824 (3) Tues-AM**
Location: **N: Harrisville Main Street (Route 98/107) S: Harrisville Main Street (Route 98)**
Location: **E: East Avenue (Route 107) W: School Driveway SW: Driveway**
City, State: **Burrillville, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Harrisville Main Street (Route 98/107)								East Avenue (Route 107)								Harrisville Main Street (Route 98)								Driveway								School Driveway								
	North								East								South								Southwest								West								
	Right	Bear Righ	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	CW-NWB	CW-SEB	Total	Hard Righ	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	
Exiting Leg Total								0								0								0								0							1	1

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Harrisville Main Street (Route 98/107)								East Avenue (Route 107)								Harrisville Main Street (Route 98)								Driveway								School Driveway								
	North								East								South								Southwest								West								
	Right	Bear Righ	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	CW-NWB	CW-SEB	Total	Hard Righ	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
Exiting Leg								0								0								0								0							1	1	1
Total								0								0								0								0							2	2	2

PDI File #: **175824 (3) Tues-AM**
Location: **N: Harrisville Main Street (Route 98/107) S: Harrisville Main Street (Route 98)**
Location: **E: East Avenue (Route 107) W: School Driveway SW: Driveway**
City, State: **Burrillville, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Harrisville Main Street (Route 98/107)								East Avenue (Route 107)								Harrisville Main Street (Route 98)								Driveway								School Driveway								
	North								East								South								Southwest								West								
	Right	Bear Righ	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	CW-NWB	CW-SEB	Total	Hard Righ	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	3
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	4
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	5	8
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	5	8
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	40.0	60.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	37.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	37.5	62.5	
Exiting Leg Total								0								3								0								0								5	8

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Harrisville Main Street (Route 98/107)								East Avenue (Route 107)								Harrisville Main Street (Route 98)								Driveway								School Driveway								
	North								East								South								Southwest								West								
	Right	Bear Righ	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	CW-NWB	CW-SEB	Total	Hard Righ	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	3
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	4
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	5	8
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	40.0	60.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.750	0.625	0.500
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	5	8
Exiting Leg								0								3								0								0								5	8
Total								0								6								0								0								10	16

PDI File #: **175824 (3) Tues-PM**
Location: **N: Harrisville Main Street (Route 98/107) S: Harrisville Main Street (Route 98)**
Location: **E: East Avenue (Route 107) W: School Driveway SW: Driveway**
City, State: **Burrillville, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Harrisville Main Street (Route 98/107)						East Avenue (Route 107)						Harrisville Main Street (Route 98)						Driveway						School Driveway						
	North						East						South						Southwest						West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	1	0	41	69	0	111	94	1	0	8	0	103	14	37	0	0	0	51	0	0	0	0	0	0	0	1	3	3	0	7	272
4:45 PM	1	0	43	42	0	86	132	0	0	5	0	137	13	34	1	0	0	48	0	1	0	0	0	1	0	1	1	0	0	2	274
Total	2	0	84	111	0	197	226	1	0	13	0	240	27	71	1	0	0	99	0	1	0	0	0	1	0	2	4	3	0	9	546
5:00 PM	1	0	33	53	0	87	105	0	0	7	0	112	13	52	0	0	0	65	0	0	0	0	0	0	0	0	0	0	0	0	264
5:15 PM	0	1	39	89	0	129	118	2	0	9	0	129	10	38	0	0	0	48	0	0	0	0	0	0	0	0	0	0	0	0	306
5:30 PM	2	1	31	64	0	98	120	0	1	6	0	127	17	41	0	0	0	58	0	0	0	0	0	0	0	1	5	2	0	8	291
5:45 PM	0	0	37	58	0	95	108	0	0	6	0	114	6	20	1	0	0	27	1	0	0	0	0	1	0	0	0	1	0	1	238
Total	3	2	140	264	0	409	451	2	1	28	0	482	46	151	1	0	0	198	1	0	0	0	0	1	0	1	5	3	0	9	1099
6:00 PM	3	0	23	50	0	76	92	1	0	19	0	112	11	29	0	0	0	40	0	0	0	0	0	0	0	0	0	0	0	0	228
6:15 PM	2	1	24	43	0	70	76	0	0	11	0	87	8	31	0	0	0	39	1	0	0	0	0	1	0	0	0	0	0	0	197
Total	5	1	47	93	0	146	168	1	0	30	0	199	19	60	0	0	0	79	1	0	0	0	0	1	0	0	0	0	0	0	425
Grand Total	10	3	271	468	0	752	845	4	1	71	0	921	92	282	2	0	0	376	2	1	0	0	0	3	0	3	9	6	0	18	2070
Approach %	1.3	0.4	36.0	62.2	0.0		91.7	0.4	0.1	7.7	0.0		24.5	75.0	0.5	0.0	0.0		66.7	33.3	0.0	0.0	0.0		0.0	16.7	50.0	33.3	0.0		
Total %	0.5	0.1	13.1	22.6	0.0	36.3	40.8	0.2	0.0	3.4	0.0	44.5	4.4	13.6	0.1	0.0	0.0	18.2	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.4	0.3	0.0	0.9	
Exiting Leg Total						1133						570						347						4						16	2070
Cars	10	3	266	462	0	741	840	4	1	70	0	915	90	274	2	0	0	366	2	1	0	0	0	3	0	3	9	6	0	18	2043
% Cars	100.0	100.0	98.2	98.7	0.0	98.5	99.4	100.0	100.0	98.6	0.0	99.3	97.8	97.2	100.0	0.0	0.0	97.3	100.0	100.0	0.0	0.0	0.0	100.0	0.0	100.0	100.0	100.0	0.0	100.0	98.7
Exiting Leg Total						1120						562						341						4						16	2043
Heavy Vehicles	0	0	5	6	0	11	5	0	0	1	0	6	2	8	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	27
% Heavy Vehicles	0.0	0.0	1.8	1.3	0.0	1.5	0.6	0.0	0.0	1.4	0.0	0.7	2.2	2.8	0.0	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3
Exiting Leg Total						13						8						6						0						0	27

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:45 PM	Harrisville Main Street (Route 98/107)						East Avenue (Route 107)						Harrisville Main Street (Route 98)						Driveway						School Driveway						
	North						East						South						Southwest						West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
4:45 PM	1	0	43	42	0	86	132	0	0	5	0	137	13	34	1	0	0	48	0	1	0	0	0	1	0	1	1	0	0	2	274
5:00 PM	1	0	33	53	0	87	105	0	0	7	0	112	13	52	0	0	0	65	0	0	0	0	0	0	0	0	0	0	0	0	264
5:15 PM	0	1	39	89	0	129	118	2	0	9	0	129	10	38	0	0	0	48	0	0	0	0	0	0	0	0	0	0	0	0	306
5:30 PM	2	1	31	64	0	98	120	0	1	6	0	127	17	41	0	0	0	58	0	0	0	0	0	0	0	1	5	2	0	8	291
Total Volume	4	2	146	248	0	400	475	2	1	27	0	505	53	165	1	0	0	219	0	1	0	0	0	1	0	2	6	2	0	10	1135
% Approach Total	1.0	0.5	36.5	62.0	0.0		94.1	0.4	0.2	5.3	0.0		24.2	75.3	0.5	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	20.0	60.0	20.0	0.0		
PHF	0.500	0.500	0.849	0.697	0.000	0.775	0.900	0.250	0.250	0.750	0.000	0.922	0.779	0.793	0.250	0.000	0.000	0.842	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.500	0.300	0.250	0.000	0.313	0.927
Cars	4	2	143	245	0	394	472	2	1	26	0	501	51	159	1	0	0	211	0	1	0	0	0	1	0	2	6	2	0	10	1117
Cars %	100.0	100.0	97.9	98.8	0.0	98.5	99.4	100.0	100.0	96.3	0.0	99.2	96.2	96.4	100.0	0.0	0.0	96.3	0.0	100.0	0.0	0.0	0.0	100.0	0.0	100.0	100.0	100.0	0.0	100.0	98.4
Heavy Vehicles	0	0	3	3	0	6	3	0	0	1	0	4	2	6	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	18
Heavy Vehicles %	0.0	0.0	2.1	1.2	0.0	1.5	0.6	0.0	0.0	3.7	0.0	0.8	3.8	3.6	0.0	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6
Cars Enter Leg	4	2	143	245	0	394	472	2	1	26	0	501	51	159	1	0	0	211	0	1	0	0	0	1	0	2	6	2	0	10	1117
Heavy Enter Leg	0	0	3	3	0	6	3	0	0	1	0	4	2	6	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	18
Total Entering Leg	4	2	146	248	0	400	475	2	1	27	0	505	53	165	1	0	0	219	0	1	0	0	0	1	0	2	6	2	0	10	1135
Cars Exiting Leg						633						303						171						3						7	1117
Heavy Exiting Leg						9						5						4						0						0	18
Total Exiting Leg						642						308						175						3						7	1135

PDI File #: **175824 (3) Tues-PM**
Location: **N: Harrisville Main Street (Route 98/107) S: Harrisville Main Street (Route 98)**
Location: **E: East Avenue (Route 107) W: School Driveway SW: Driveway**
City, State: **Burrillville, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Harrisville Main Street (Route 98/107)						East Avenue (Route 107)						Harrisville Main Street (Route 98)						Driveway						School Driveway						
	North						East						South						Southwest						West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	1	0	39	67	0	107	93	1	0	8	0	102	14	36	0	0	0	50	0	0	0	0	0	0	0	1	3	3	0	7	266
4:45 PM	1	0	42	42	0	85	131	0	0	5	0	136	13	33	1	0	0	47	0	1	0	0	0	1	0	1	1	0	0	2	271
Total	2	0	81	109	0	192	224	1	0	13	0	238	27	69	1	0	0	97	0	1	0	0	0	1	0	2	4	3	0	9	537
5:00 PM	1	0	33	52	0	86	103	0	0	7	0	110	12	50	0	0	0	62	0	0	0	0	0	0	0	0	0	0	0	0	258
5:15 PM	0	1	38	87	0	126	118	2	0	9	0	129	10	38	0	0	0	48	0	0	0	0	0	0	0	0	0	0	0	0	303
5:30 PM	2	1	30	64	0	97	120	0	1	5	0	126	16	38	0	0	0	54	0	0	0	0	0	0	0	1	5	2	0	8	285
5:45 PM	0	0	37	58	0	95	108	0	0	6	0	114	6	20	1	0	0	27	1	0	0	0	0	1	0	0	0	1	0	1	238
Total	3	2	138	261	0	404	449	2	1	27	0	479	44	146	1	0	0	191	1	0	0	0	0	1	0	1	5	3	0	9	1084
6:00 PM	3	0	23	49	0	75	92	1	0	19	0	112	11	28	0	0	0	39	0	0	0	0	0	0	0	0	0	0	0	0	226
6:15 PM	2	1	24	43	0	70	75	0	0	11	0	86	8	31	0	0	0	39	1	0	0	0	0	1	0	0	0	0	0	0	196
Total	5	1	47	92	0	145	167	1	0	30	0	198	19	59	0	0	0	78	1	0	0	0	0	1	0	0	0	0	0	0	422
Grand Total	10	3	266	462	0	741	840	4	1	70	0	915	90	274	2	0	0	366	2	1	0	0	0	3	0	3	9	6	0	18	2043
Approach %	1.3	0.4	35.9	62.3	0.0		91.8	0.4	0.1	7.7	0.0		24.6	74.9	0.5	0.0	0.0		66.7	33.3	0.0	0.0	0.0		0.0	16.7	50.0	33.3	0.0		
Total %	0.5	0.1	13.0	22.6	0.0	36.3	41.1	0.2	0.0	3.4	0.0	44.8	4.4	13.4	0.1	0.0	0.0	17.9	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.4	0.3	0.0	0.9	
Exiting Leg Total						1120						562						341						4						16	2043

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:45 PM	Harrisville Main Street (Route 98/107)						East Avenue (Route 107)						Harrisville Main Street (Route 98)						Driveway						School Driveway						
	North						East						South						Southwest						West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
4:45 PM	1	0	42	42	0	85	131	0	0	5	0	136	13	33	1	0	0	47	0	1	0	0	0	1	0	1	1	0	0	2	271
5:00 PM	1	0	33	52	0	86	103	0	0	7	0	110	12	50	0	0	0	62	0	0	0	0	0	0	0	0	0	0	0	0	258
5:15 PM	0	1	38	87	0	126	118	2	0	9	0	129	10	38	0	0	0	48	0	0	0	0	0	0	0	0	0	0	0	0	303
5:30 PM	2	1	30	64	0	97	120	0	1	5	0	126	16	38	0	0	0	54	0	0	0	0	0	0	0	1	5	2	0	8	285
Total Volume	4	2	143	245	0	394	472	2	1	26	0	501	51	159	1	0	0	211	0	1	0	0	0	1	0	2	6	2	0	10	1117
% Approach Total	1.0	0.5	36.3	62.2	0.0		94.2	0.4	0.2	5.2	0.0		24.2	75.4	0.5	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	20.0	60.0	20.0	0.0		
PHF	0.500	0.500	0.851	0.704	0.000	0.782	0.901	0.250	0.250	0.722	0.000	0.921	0.797	0.795	0.250	0.000	0.000	0.851	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.500	0.300	0.250	0.000	0.313	0.922
Entering Leg	4	2	143	245	0	394	472	2	1	26	0	501	51	159	1	0	0	211	0	1	0	0	0	1	0	2	6	2	0	10	1117
Exiting Leg						633						303						171						3						7	1117
Total						1027						804						382						4						17	2234

PDI File #: **175824 (3) Tues-PM**
Location: **N: Harrisville Main Street (Route 98/107) S: Harrisville Main Street (Route 98)**
Location: **E: East Avenue (Route 107) W: School Driveway SW: Driveway**
City, State: **Burrillville, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Heavy Vehicles (Combined-Large Trucks and Buses)

	Harrisville Main Street (Route 98/107)						East Avenue (Route 107)						Harrisville Main Street (Route 98)						Driveway						School Driveway						
	North						East						South						Southwest						West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	2	2	0	4	1	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6
4:45 PM	0	0	1	0	0	1	1	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	3	2	0	5	2	0	0	0	0	2	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	9
5:00 PM	0	0	0	1	0	1	2	0	0	0	0	2	1	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	6
5:15 PM	0	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:30 PM	0	0	1	0	0	1	0	0	0	1	0	1	1	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	6
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	2	3	0	5	2	0	0	1	0	3	2	5	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	15
6:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
6:15 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	0	1	1	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Grand Total	0	0	5	6	0	11	5	0	0	1	0	6	2	8	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	27
Approach %	0.0	0.0	45.5	54.5	0.0		83.3	0.0	0.0	16.7	0.0		20.0	80.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	18.5	22.2	0.0	40.7	18.5	0.0	0.0	3.7	0.0	22.2	7.4	29.6	0.0	0.0	0.0	37.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						13						8						6						0						0	27
Large Trucks	0	0	2	6	0	8	4	0	0	1	0	5	2	4	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	19
% Large Trucks	0.0	0.0	40.0	100.0	0.0	72.7	80.0	0.0	0.0	100.0	0.0	83.3	100.0	50.0	0.0	0.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	70.4
Exiting Leg Total						8						8						3						0						0	19
Buses	0	0	3	0	0	3	1	0	0	0	0	1	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	8
% Buses	0.0	0.0	60.0	0.0	0.0	27.3	20.0	0.0	0.0	0.0	0.0	16.7	0.0	50.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29.6
Exiting Leg Total						5						0						3						0						0	8

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:30 PM	Harrisville Main Street (Route 98/107)						East Avenue (Route 107)						Harrisville Main Street (Route 98)						Driveway						School Driveway						
	North						East						South						Southwest						West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	2	2	0	4	1	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6
4:45 PM	0	0	1	0	0	1	1	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	0	0	1	0	1	2	0	0	0	0	2	1	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	6
5:15 PM	0	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total Volume	0	0	4	5	0	9	4	0	0	0	0	4	1	4	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	18
% Approach Total	0.0	0.0	44.4	55.6	0.0		100.0	0.0	0.0	0.0	0.0		20.0	80.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.500	0.625	0.000	0.563	0.500	0.000	0.000	0.000	0.000	0.500	0.250	0.500	0.000	0.000	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750
Large Trucks	0	0	2	5	0	7	3	0	0	0	0	3	1	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	13
Large Trucks %	0.0	0.0	50.0	100.0	0.0	77.8	75.0	0.0	0.0	0.0	0.0	75.0	100.0	50.0	0.0	0.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	72.2
Buses	0	0	2	0	0	2	1	0	0	0	0	1	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	5
Buses %	0.0	0.0	50.0	0.0	0.0	22.2	25.0	0.0	0.0	0.0	0.0	25.0	0.0	50.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.8
Trucks Enter Leg	0	0	2	5	0	7	3	0	0	0	0	3	1	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	13
Bus Enter Leg	0	0	2	0	0	2	1	0	0	0	0	1	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	5
Total Entering Leg	0	0	4	5	0	9	4	0	0	0	0	4	1	4	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	18
Trucks Exiting Leg						5						6						2						0						0	13
Buses Exiting Leg						3						0						2						0						0	5
Total Exiting Leg						8						6						4						0						0	18

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

PDI File #: **175824 (3) Tues-PM**
Location: **N: Harrisville Main Street (Route 98/107) S: Harrisville Main Street (Route 98)**
Location: **E: East Avenue (Route 107) W: School Driveway SW: Driveway**
City, State: **Burrillville, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class: **Large Trucks**

	Harrisville Main Street (Route 98/107)						East Avenue (Route 107)						Harrisville Main Street (Route 98)						Driveway						School Driveway						
	North						East						South						Southwest						West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	1	2	0	3	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
4:45 PM	0	0	1	0	0	1	1	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	2	2	0	4	2	0	0	0	0	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	7
5:00 PM	0	0	0	1	0	1	1	0	0	0	0	1	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4
5:15 PM	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	4
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	3	0	3	1	0	0	1	0	2	2	3	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	10
6:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:15 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	2	6	0	8	4	0	0	1	0	5	2	4	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	19
Approach %	0.0	0.0	25.0	75.0	0.0		80.0	0.0	0.0	20.0	0.0		33.3	66.7	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	10.5	31.6	0.0	42.1	21.1	0.0	0.0	5.3	0.0	26.3	10.5	21.1	0.0	0.0	0.0	31.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						8						8						3						0						0	19

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:30 PM	Harrisville Main Street (Route 98/107)						East Avenue (Route 107)						Harrisville Main Street (Route 98)						Driveway						School Driveway						
	North						East						South						Southwest						West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	1	2	0	3	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
4:45 PM	0	0	1	0	0	1	1	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	0	0	1	0	1	1	0	0	0	0	1	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4
5:15 PM	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	2	5	0	7	3	0	0	0	0	3	1	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	13
% Approach Total	0.0	0.0	28.6	71.4	0.0		100.0	0.0	0.0	0.0	0.0		33.3	66.7	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.500	0.625	0.000	0.583	0.750	0.000	0.000	0.000	0.000	0.750	0.250	0.500	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.813
Entering Leg	0	0	2	5	0	7	3	0	0	0	0	3	1	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	13
Exiting Leg						5						6						2						0						0	13
Total						12						9						5						0						0	26

PDI File #: **175824 (3) Tues-PM**
Location: **N: Harrisville Main Street (Route 98/107) S: Harrisville Main Street (Route 98)**
Location: **E: East Avenue (Route 107) W: School Driveway SW: Driveway**
City, State: **Burrillville, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class: **Buses**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

	Harrisville Main Street (Route 98/107)						East Avenue (Route 107)						Harrisville Main Street (Route 98)						Driveway						School Driveway						
	North						East						South						Southwest						West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	2	0	0	2	1	0	0	0	0	1	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	5
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	3	0	0	3	1	0	0	0	0	1	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	8
Approach %	0.0	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	37.5	0.0	0.0	37.5	12.5	0.0	0.0	0.0	0.0	12.5	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						5						0						3						0						0	8

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:30 PM	Harrisville Main Street (Route 98/107)						East Avenue (Route 107)						Harrisville Main Street (Route 98)						Driveway						School Driveway						
	North						East						South						Southwest						West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	2	0	0	2	1	0	0	0	0	1	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	5
% Approach Total	0.0	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.500	0.000	0.000	0.500	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625
Entering Leg	0	0	2	0	0	2	1	0	0	0	0	1	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	5
Exiting Leg						3						0						2						0						0	5
Total						5						1						4						0						0	10

PDI File #: **175824 (3) Tues-PM**
Location: **N: Harrisville Main Street (Route 98/107) S: Harrisville Main Street (Route 98)**
Location: **E: East Avenue (Route 107) W: School Driveway SW: Driveway**
City, State: **Burrillville, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Harrisville Main Street (Route 98/107)								East Avenue (Route 107)								Harrisville Main Street (Route 98)								Driveway								School Driveway								
	North								East								South								Southwest								West								
	Right	Bear Righ	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	CW-NW	CW-SE	Total	Hard Righ	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	5
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	1	1	2	5
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	4	1	5	0	0	0	0	0	3	1	4	10
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	80.0	20.0		0.0	0.0	0.0	0.0	0.0	75.0	25.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	40.0	10.0	50.0	0.0	0.0	0.0	0.0	0.0	30.0	10.0	40.0	
Exiting Leg Total								1								0								0								5								4	10

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:30 PM	Harrisville Main Street (Route 98/107)								East Avenue (Route 107)								Harrisville Main Street (Route 98)								Driveway								School Driveway								
	North								East								South								Southwest								West								
	Right	Bear Righ	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	CW-NW	CW-SE	Total	Hard Righ	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	4	1	5	0	0	0	0	0	3	0	3	9
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	80.0	20.0		0.0	0.0	0.0	0.0	0.0	100.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.500	0.250	0.625	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.375	0.563
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	4	1	5	0	0	0	0	0	3	0	3	9
Exiting Leg								1								0								0								5								3	9
Total								1								0								1								10								6	18

PDI File #: **175824 (3) Tues-PM**
Location: **N: Harrisville Main Street (Route 98/107) S: Harrisville Main Street (Route 98)**
Location: **E: East Avenue (Route 107) W: School Driveway SW: Driveway**
City, State: **Burrillville, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Harrisville Main Street (Route 98/107)								East Avenue (Route 107)								Harrisville Main Street (Route 98)								Driveway								School Driveway								
	North								East								South								Southwest								West								
	Right	Bear Righ	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	CW-NW	CW-SE	Total	Hard Righ	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	3	3	7
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	3	3	8
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2	7	0	0	0	0	0	1	2	3	11
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7	2	9	0	0	0	0	0	3	2	5	15
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	7	0	0	0	0	0	1	3	4	11
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2	2	4	6
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	3	9	0	0	0	0	0	3	5	8	17
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	13	9	22	0	0	0	0	0	6	10	16	40
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	59.1	40.9		0.0	0.0	0.0	0.0	0.0	37.5	62.5		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.5	2.5	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	32.5	22.5	55.0	0.0	0.0	0.0	0.0	0.0	15.0	25.0	40.0	
Exiting Leg Total								0								2								0								22								16	40

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

5:30 PM	Harrisville Main Street (Route 98/107)								East Avenue (Route 107)								Harrisville Main Street (Route 98)								Driveway								School Driveway								
	North								East								South								Southwest								West								
	Right	Bear Righ	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	CW-NW	CW-SE	Total	Hard Righ	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2	7	0	0	0	0	0	1	2	3	11
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	7	0	0	0	0	0	1	3	4	11
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2	2	4	6
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11	5	16	0	0	0	0	0	4	7	11	28
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	68.8	31.3		0.0	0.0	0.0	0.0	0.0	36.4	63.6		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.550	0.417	0.571	0.000	0.000	0.000	0.000	0.000	0.500	0.583	0.688	0.636
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11	5	16	0	0	0	0	0	4	7	11	28
Exiting Leg								0								1								0								16								11	28
Total								0								2								0								32								22	56

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

PDI File #: **175824 (4) Sat**
Location: **N: Main Street (Route 117) S: Main Street (Route 117) NE: Abbotts Crossing Road**
Location: **E: Washington Secondary Bikepath W: Washington Secondary Bikepath**
City, State: **Coventry, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

Cars and Heavy Vehicles (Combined)

	Main Street (Route 117)						Abbotts Crossing Road						Washington Secondary Bikepath						Main Street (Route 117)						Washington Secondary Bikepath						
	North						Northeast						East						South						West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
12:00 PM	0	130	0	3	0	133	0	0	2	0	0	2	0	0	0	0	0	0	0	4	129	0	0	133	0	0	0	0	0	0	268
12:15 PM	0	120	0	0	0	120	0	0	1	0	0	1	0	0	0	0	0	0	0	0	122	0	0	122	0	0	0	0	0	0	243
12:30 PM	0	118	0	0	1	119	0	0	2	0	0	2	0	0	0	0	0	0	0	3	123	0	0	126	0	0	0	0	0	0	247
12:45 PM	0	124	0	1	0	125	0	0	2	0	0	2	0	0	0	0	0	0	0	2	122	0	0	124	0	0	0	0	0	0	251
Total	0	492	0	4	1	497	0	0	7	0	0	7	0	0	0	0	0	0	0	9	496	0	0	505	0	0	0	0	0	0	1009
1:00 PM	0	96	0	0	0	96	1	0	3	0	0	4	0	0	0	0	0	0	0	3	112	0	0	115	0	0	0	0	0	0	215
1:15 PM	0	95	0	0	0	95	0	0	1	0	0	1	0	0	0	0	0	0	0	1	134	0	0	135	0	0	0	0	0	0	231
1:30 PM	0	94	0	1	0	95	1	0	1	0	0	2	0	0	0	0	0	0	0	0	128	0	0	128	0	0	0	0	0	0	225
1:45 PM	0	112	0	0	0	112	0	0	5	0	0	5	0	0	0	0	0	0	0	1	130	0	0	131	0	0	0	0	0	0	248
Total	0	397	0	1	0	398	2	0	10	0	0	12	0	0	0	0	0	0	0	5	504	0	0	509	0	0	0	0	0	0	919
Grand Total	0	889	0	5	1	895	2	0	17	0	0	19	0	0	0	0	0	0	0	14	1000	0	0	1014	0	0	0	0	0	0	1928
Approach %	0.0	99.3	0.0	0.6	0.1		10.5	0.0	89.5	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	1.4	98.6	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	46.1	0.0	0.3	0.1	46.4	0.1	0.0	0.9	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	51.9	0.0	0.0	52.6	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						1003						19						0						906						0	1928
Cars	0	874	0	5	1	880	2	0	17	0	0	19	0	0	0	0	0	0	0	14	984	0	0	998	0	0	0	0	0	0	1897
% Cars	0.0	98.3	0.0	100.0	100.0	98.3	100.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	98.4	0.0	0.0	98.4	0.0	0.0	0.0	0.0	0.0	0.0	98.4
Exiting Leg Total						987						19						0						891						0	1897
Heavy Vehicles	0	15	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	31
% Heavy Vehicles	0.0	1.7	0.0	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	1.6
Exiting Leg Total						16						0						0						15						0	31

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:00 PM	Main Street (Route 117)						Abbotts Crossing Road						Washington Secondary Bikepath						Main Street (Route 117)						Washington Secondary Bikepath						
	North						Northeast						East						South						West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
12:00 PM	0	130	0	3	0	133	0	0	2	0	0	2	0	0	0	0	0	0	0	4	129	0	0	133	0	0	0	0	0	0	268
12:15 PM	0	120	0	0	0	120	0	0	1	0	0	1	0	0	0	0	0	0	0	0	122	0	0	122	0	0	0	0	0	0	243
12:30 PM	0	118	0	0	1	119	0	0	2	0	0	2	0	0	0	0	0	0	0	3	123	0	0	126	0	0	0	0	0	0	247
12:45 PM	0	124	0	1	0	125	0	0	2	0	0	2	0	0	0	0	0	0	0	2	122	0	0	124	0	0	0	0	0	0	251
Total Volume	0	492	0	4	1	497	0	0	7	0	0	7	0	0	0	0	0	0	0	9	496	0	0	505	0	0	0	0	0	0	1009
% Approach Total	0.0	99.0	0.0	0.8	0.2		0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	1.8	98.2	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.946	0.000	0.333	0.250	0.934	0.000	0.000	0.875	0.000	0.000	0.875	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.563	0.961	0.000	0.000	0.949	0.000	0.000	0.000	0.000	0.000	0.000	0.941
Cars	0	481	0	4	1	486	0	0	7	0	0	7	0	0	0	0	0	0	0	9	484	0	0	493	0	0	0	0	0	0	986
Cars %	0.0	97.8	0.0	100.0	100.0	97.8	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	97.6	0.0	0.0	97.6	0.0	0.0	0.0	0.0	0.0	0.0	97.7
Heavy Vehicles	0	11	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	23
Heavy Vehicles %	0.0	2.2	0.0	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	2.3
Cars Enter Leg	0	481	0	4	1	486	0	0	7	0	0	7	0	0	0	0	0	0	0	9	484	0	0	493	0	0	0	0	0	0	986
Heavy Enter Leg	0	11	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	23
Total Entering Leg	0	492	0	4	1	497	0	0	7	0	0	7	0	0	0	0	0	0	0	9	496	0	0	505	0	0	0	0	0	0	1009
Cars Exiting Leg						485						13						0						488						0	986
Heavy Exiting Leg						12						0						0						11						0	23
Total Exiting Leg						497						13						0						499						0	1009

PDI File #: **175824 (4) Sat**
Location: **N: Main Street (Route 117) S: Main Street (Route 117) NE: Abbotts Crossing Road**
Location: **E: Washington Secondary Bikepath W: Washington Secondary Bikepath**
City, State: **Coventry, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Main Street (Route 117)						Abbotts Crossing Road						Washington Secondary Bikepath						Main Street (Route 117)						Washington Secondary Bikepath						
	North						Northeast						East						South						West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
12:00 PM	0	127	0	3	0	130	0	0	2	0	0	2	0	0	0	0	0	0	0	4	126	0	0	130	0	0	0	0	0	0	262
12:15 PM	0	117	0	0	0	117	0	0	1	0	0	1	0	0	0	0	0	0	0	0	119	0	0	119	0	0	0	0	0	0	237
12:30 PM	0	117	0	0	1	118	0	0	2	0	0	2	0	0	0	0	0	0	0	3	122	0	0	125	0	0	0	0	0	0	245
12:45 PM	0	120	0	1	0	121	0	0	2	0	0	2	0	0	0	0	0	0	0	2	117	0	0	119	0	0	0	0	0	0	242
Total	0	481	0	4	1	486	0	0	7	0	0	7	0	0	0	0	0	0	0	9	484	0	0	493	0	0	0	0	0	0	986
1:00 PM	0	94	0	0	0	94	1	0	3	0	0	4	0	0	0	0	0	0	0	3	111	0	0	114	0	0	0	0	0	0	212
1:15 PM	0	94	0	0	0	94	0	0	1	0	0	1	0	0	0	0	0	0	0	1	133	0	0	134	0	0	0	0	0	0	229
1:30 PM	0	94	0	1	0	95	1	0	1	0	0	2	0	0	0	0	0	0	0	0	126	0	0	126	0	0	0	0	0	0	223
1:45 PM	0	111	0	0	0	111	0	0	5	0	0	5	0	0	0	0	0	0	0	1	130	0	0	131	0	0	0	0	0	0	247
Total	0	393	0	1	0	394	2	0	10	0	0	12	0	0	0	0	0	0	0	5	500	0	0	505	0	0	0	0	0	0	911
Grand Total	0	874	0	5	1	880	2	0	17	0	0	19	0	0	0	0	0	0	0	14	984	0	0	998	0	0	0	0	0	0	1897
Approach %	0.0	99.3	0.0	0.6	0.1		10.5	0.0	89.5	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	1.4	98.6	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	46.1	0.0	0.3	0.1	46.4	0.1	0.0	0.9	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	51.9	0.0	0.0	52.6	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						987						19						0						891						0	1897

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:00 PM	Main Street (Route 117)						Abbotts Crossing Road						Washington Secondary Bikepath						Main Street (Route 117)						Washington Secondary Bikepath						
	North						Northeast						East						South						West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
12:00 PM	0	127	0	3	0	130	0	0	2	0	0	2	0	0	0	0	0	0	0	4	126	0	0	130	0	0	0	0	0	0	262
12:15 PM	0	117	0	0	0	117	0	0	1	0	0	1	0	0	0	0	0	0	0	0	119	0	0	119	0	0	0	0	0	0	237
12:30 PM	0	117	0	0	1	118	0	0	2	0	0	2	0	0	0	0	0	0	0	3	122	0	0	125	0	0	0	0	0	0	245
12:45 PM	0	120	0	1	0	121	0	0	2	0	0	2	0	0	0	0	0	0	0	2	117	0	0	119	0	0	0	0	0	0	242
Total Volume	0	481	0	4	1	486	0	0	7	0	0	7	0	0	0	0	0	0	0	9	484	0	0	493	0	0	0	0	0	0	986
% Approach Total	0.0	99.0	0.0	0.8	0.2		0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	1.8	98.2	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.947	0.000	0.333	0.250	0.935	0.000	0.000	0.875	0.000	0.000	0.875	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.563	0.960	0.000	0.000	0.948	0.000	0.000	0.000	0.000	0.000	0.000	0.941
Entering Leg	0	481	0	4	1	486	0	0	7	0	0	7	0	0	0	0	0	0	0	9	484	0	0	493	0	0	0	0	0	0	986
Exiting Leg						485						13						0						488						0	986
Total						971						20						0						981						0	1972

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

PDI File #: **175824 (4) Sat**
Location: **N: Main Street (Route 117) S: Main Street (Route 117) NE: Abbotts Crossing Road**
Location: **E: Washington Secondary Bikepath W: Washington Secondary Bikepath**
City, State: **Coventry, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

Heavy Vehicles (Combined-Large Trucks and Buses)

	Main Street (Route 117)						Abbotts Crossing Road						Washington Secondary Bikepath						Main Street (Route 117)						Washington Secondary Bikepath						
	North						Northeast						East						South						West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
12:00 PM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6
12:15 PM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6
12:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
12:45 PM	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	9
Total	0	11	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	23
1:00 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3
1:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2
1:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	8
Grand Total	0	15	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	31
Approach %	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	48.4	0.0	0.0	0.0	48.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	51.6	0.0	0.0	51.6	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						16						0						0						15						0	31
Large Trucks	0	15	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	31
% Large Trucks	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0
Exiting Leg Total						16						0						0						15						0	31
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total						0						0						0						0						0	0

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:00 PM	Main Street (Route 117)						Abbotts Crossing Road						Washington Secondary Bikepath						Main Street (Route 117)						Washington Secondary Bikepath						
	North						Northeast						East						South						West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
12:00 PM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6
12:15 PM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6
12:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
12:45 PM	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	9
Total Volume	0	11	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	23
% Approach Total	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.688	0.000	0.000	0.000	0.688	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.600	0.000	0.000	0.600	0.000	0.000	0.000	0.000	0.000	0.000	0.639
Large Trucks	0	11	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	23
Large Trucks %	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Trucks Enter Leg	0	11	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	23
Bus Enter Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	0	11	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	23
Trucks Exiting Leg						12						0						0						11						0	23
Buses Exiting Leg						0						0						0						0						0	0
Total Exiting Leg						12						0						0						11						0	23

PDI File #: **175824 (4) Sat**
Location: **N: Main Street (Route 117) S: Main Street (Route 117) NE: Abbotts Crossing Road**
Location: **E: Washington Secondary Bikepath W: Washington Secondary Bikepath**
City, State: **Coventry, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Large Trucks

	Main Street (Route 117)						Abbotts Crossing Road						Washington Secondary Bikepath						Main Street (Route 117)						Washington Secondary Bikepath						
	North						Northeast						East						South						West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
12:00 PM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6
12:15 PM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6
12:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
12:45 PM	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	9
Total	0	11	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	23
1:00 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3
1:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2
1:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	8
Grand Total	0	15	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	31
Approach %	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	48.4	0.0	0.0	0.0	48.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	51.6	0.0	0.0	51.6	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						16						0						0						15						0	31

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:00 PM	Main Street (Route 117)						Abbotts Crossing Road						Washington Secondary Bikepath						Main Street (Route 117)						Washington Secondary Bikepath						
	North						Northeast						East						South						West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
12:00 PM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6
12:15 PM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6
12:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
12:45 PM	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	9
Total Volume	0	11	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	23
% Approach Total	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.688	0.000	0.000	0.000	0.688	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.600	0.000	0.000	0.600	0.000	0.000	0.000	0.000	0.000	0.000	0.639
Entering Leg	0	11	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	23
Exiting Leg						12						0						0						11						0	23
Total						23						0						0						23						0	46

PDI File #: **175824 (4) Sat**
Location: **N: Main Street (Route 117) S: Main Street (Route 117) NE: Abbotts Crossing Road**
Location: **E: Washington Secondary Bikepath W: Washington Secondary Bikepath**
City, State: **Coventry, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class: **Buses**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

	Main Street (Route 117)						Abbotts Crossing Road						Washington Secondary Bikepath						Main Street (Route 117)						Washington Secondary Bikepath						
	North						Northeast						East						South						West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						0						0						0						0						0	0

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:00 PM	Main Street (Route 117)						Abbotts Crossing Road						Washington Secondary Bikepath						Main Street (Route 117)						Washington Secondary Bikepath						
	North						Northeast						East						South						West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg						0						0						0						0						0	0
Total						0						0						0						0						0	0

PDI File #: **175824 (4) Sat**
Location: **N: Main Street (Route 117) S: Main Street (Route 117) NE: Abbotts Crossing Road**
Location: **E: Washington Secondary Bikepath W: Washington Secondary Bikepath**
City, State: **Coventry, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Main Street (Route 117)								Abbotts Crossing Road								Washington Secondary Bikepath								Main Street (Route 117)								Washington Secondary Bikepath								
	North								Northeast								East								South								West								
	Right	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-NB	CW-SB	Total	Total
12:00 PM	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	10
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	8
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	6
12:45 PM	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	5	8
Total	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	16	0	0	0	0	0	0	0	0	1	12	0	0	0	0	0	13	32
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	15
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	1	0	0	0	1	0	11	0	0	0	0	0	11	16
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	6	0	1	0	0	0	7	13
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	9
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	22	0	0	0	0	22	0	0	0	1	0	0	0	1	0	27	0	1	0	0	0	28	53
Grand Total	0	0	3	0	0	0	0	3	0	0	0	0	0	1	1	2	0	0	38	0	0	0	0	38	0	0	0	1	0	0	0	1	1	39	0	1	0	0	0	41	85
Approach %	0.0	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	100.0	0.0	0.0	0.0		2.4	95.1	0.0	2.4	0.0	0.0	0.0		
Total %	0.0	0.0	3.5	0.0	0.0	0.0	0.0	3.5	0.0	0.0	0.0	0.0	0.0	1.2	1.2	2.4	0.0	0.0	44.7	0.0	0.0	0.0	0.0	44.7	0.0	0.0	0.0	1.2	0.0	0.0	0.0	1.2	1.2	45.9	0.0	1.2	0.0	0.0	0.0	48.2	
Exiting Leg Total								1								2								42								1								39	85

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

1:00 PM	Main Street (Route 117)								Abbotts Crossing Road								Washington Secondary Bikepath								Main Street (Route 117)								Washington Secondary Bikepath								
	North								Northeast								East								South								West								
	Right	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-NB	CW-SB	Total	Total
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	15
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	1	0	0	0	1	0	11	0	0	0	0	0	11	16
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	6	0	1	0	0	0	7	13
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	9
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	22	0	0	0	0	22	0	0	0	1	0	0	0	1	0	27	0	1	0	0	0	28	53
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	100.0	0.0	0.0	0.0		0.0	96.4	0.0	3.6	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.250	0.000	0.000	0.611	0.000	0.000	0.000	0.000	0.611	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.614	0.000	0.250	0.000	0.000	0.000	0.636	0.828
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	22	0	0	0	0	22	0	0	0	1	0	0	0	1	0	27	0	1	0	0	0	28	53
Exiting Leg								1								2								27								0								23	53
Total								1								4								49								1								51	106

PDI File #: **175824 (4) Sat**
Location: **N: Main Street (Route 117) S: Main Street (Route 117) NE: Abbotts Crossing Road**
Location: **E: Washington Secondary Bikepath W: Washington Secondary Bikepath**
City, State: **Coventry, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Main Street (Route 117)								Abbotts Crossing Road								Washington Secondary Bikepath								Main Street (Route 117)								Washington Secondary Bikepath								
	North								Northeast								East								South								West								
	Right	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-NB	CW-SB	Total	Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	2	2	0	0	0	0	0	1	3	4	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
12:45 PM	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Total	0	0	0	0	0	0	4	4	0	0	0	0	0	1	6	7	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
1:00 PM	0	0	0	0	0	3	1	4	0	0	0	0	0	3	1	4	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	2	2	4	0	0	0	0	0	3	2	5	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
1:45 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	1	1	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	0	0	0	0	0	6	4	10	0	0	0	0	0	7	4	11	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27
Grand Total	0	0	0	0	0	6	8	14	0	0	0	0	0	8	10	18	0	0	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43
Approach %	0.0	0.0	0.0	0.0	0.0	42.9	57.1		0.0	0.0	0.0	0.0	0.0	44.4	55.6		0.0	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	14.0	18.6	32.6	0.0	0.0	0.0	0.0	0.0	18.6	23.3	41.9	0.0	0.0	0.0	0.0	0.0	0.0	25.6	25.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total								14								18								11								0								0	43

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:45 PM	Main Street (Route 117)								Abbotts Crossing Road								Washington Secondary Bikepath								Main Street (Route 117)								Washington Secondary Bikepath								
	North								Northeast								East								South								West								
	Right	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-NB	CW-SB	Total	Total
12:45 PM	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
1:00 PM	0	0	0	0	0	3	1	4	0	0	0	0	0	3	1	4	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	2	2	4	0	0	0	0	0	3	2	5	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
Total Volume	0	0	0	0	0	5	5	10	0	0	0	0	0	6	5	11	0	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28
% Approach Total	0.0	0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	0.0	54.5	45.5		0.0	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.417	0.625	0.625	0.000	0.000	0.000	0.000	0.000	0.500	0.625	0.550	0.000	0.000	0.000	0.000	0.000	0.000	0.583	0.583	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.636
Entering Leg	0	0	0	0	0	5	5	10	0	0	0	0	0	6	5	11	0	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28
Exiting Leg								10								11								7								0								0	28
Total								20								22								14								0								0	56

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

PDI File #: **175824 (4) Tues-AM**
Location: **N: Main Street (Route 117) S: Main Street (Route 117) NE: Abbotts Crossing Road**
Location: **E: Washington Secondary Bikepath W: Washington Secondary Bikepath**
City, State: **Coventry, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

Cars and Heavy Vehicles (Combined)

	Main Street (Route 117)						Abbotts Crossing Road						Washington Secondary Bikepath						Main Street (Route 117)						Washington Secondary Bikepath						
	North						Northeast						East						South						West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
7:00 AM	0	145	0	3	0	148	1	0	0	0	0	1	0	0	0	0	0	0	0	0	52	0	0	52	0	0	0	0	0	0	201
7:15 AM	0	127	0	1	0	128	1	0	3	0	0	4	0	0	0	0	0	0	0	1	67	0	0	68	0	0	0	0	0	0	200
7:30 AM	0	175	0	0	0	175	0	0	3	0	0	3	0	0	0	0	0	0	0	0	50	0	0	50	0	0	0	0	0	0	228
7:45 AM	0	142	0	3	0	145	0	0	3	0	0	3	0	0	1	0	0	1	0	0	86	0	0	86	0	0	0	0	0	0	235
Total	0	589	0	7	0	596	2	0	9	0	0	11	0	0	1	0	0	1	0	1	255	0	0	256	0	0	0	0	0	0	864
8:00 AM	0	98	0	2	0	100	0	0	4	0	0	4	0	0	0	0	0	0	0	4	90	0	0	94	0	1	0	0	0	1	199
8:15 AM	0	111	0	0	0	111	0	0	3	0	0	3	0	0	0	0	0	0	0	0	80	0	0	80	0	0	0	0	0	0	194
8:30 AM	0	128	0	2	0	130	0	0	5	0	0	5	0	0	0	0	0	0	0	4	111	0	0	115	0	0	0	0	0	0	250
8:45 AM	0	135	0	1	0	136	3	0	4	0	0	7	0	0	0	0	0	0	0	4	119	0	0	123	0	0	0	0	0	0	266
Total	0	472	0	5	0	477	3	0	16	0	0	19	0	0	0	0	0	0	0	12	400	0	0	412	0	1	0	0	0	1	909
Grand Total	0	1061	0	12	0	1073	5	0	25	0	0	30	0	0	1	0	0	1	0	13	655	0	0	668	0	1	0	0	0	1	1773
Approach %	0.0	98.9	0.0	1.1	0.0		16.7	0.0	83.3	0.0	0.0		0.0	0.0	100.0	0.0	0.0		0.0	1.9	98.1	0.0	0.0		0.0	100.0	0.0	0.0	0.0		
Total %	0.0	59.8	0.0	0.7	0.0	60.5	0.3	0.0	1.4	0.0	0.0	1.7	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.7	36.9	0.0	0.0	37.7	0.0	0.1	0.0	0.0	0.0	0.1	
Exiting Leg Total						660						25						1						1086						1	1773
Cars	0	1004	0	12	0	1016	4	0	24	0	0	28	0	0	1	0	0	1	0	13	583	0	0	596	0	1	0	0	0	1	1642
% Cars	0.0	94.6	0.0	100.0	0.0	94.7	80.0	0.0	96.0	0.0	0.0	93.3	0.0	0.0	100.0	0.0	0.0	100.0	0.0	100.0	89.0	0.0	0.0	89.2	0.0	100.0	0.0	0.0	0.0	100.0	92.6
Exiting Leg Total						587						25						1						1028						1	1642
Heavy Vehicles	0	57	0	0	0	57	1	0	1	0	0	2	0	0	0	0	0	0	0	0	72	0	0	72	0	0	0	0	0	0	131
% Heavy Vehicles	0.0	5.4	0.0	0.0	0.0	5.3	20.0	0.0	4.0	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.0	0.0	0.0	10.8	0.0	0.0	0.0	0.0	0.0	0.0	7.4
Exiting Leg Total						73						0						0						58						0	131

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Main Street (Route 117)						Abbotts Crossing Road						Washington Secondary Bikepath						Main Street (Route 117)						Washington Secondary Bikepath						
	North						Northeast						East						South						West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
8:00 AM	0	98	0	2	0	100	0	0	4	0	0	4	0	0	0	0	0	0	0	4	90	0	0	94	0	1	0	0	0	1	199
8:15 AM	0	111	0	0	0	111	0	0	3	0	0	3	0	0	0	0	0	0	0	0	80	0	0	80	0	0	0	0	0	0	194
8:30 AM	0	128	0	2	0	130	0	0	5	0	0	5	0	0	0	0	0	0	0	4	111	0	0	115	0	0	0	0	0	0	250
8:45 AM	0	135	0	1	0	136	3	0	4	0	0	7	0	0	0	0	0	0	0	4	119	0	0	123	0	0	0	0	0	0	266
Total Volume	0	472	0	5	0	477	3	0	16	0	0	19	0	0	0	0	0	0	0	12	400	0	0	412	0	1	0	0	0	1	909
% Approach Total	0.0	99.0	0.0	1.0	0.0		15.8	0.0	84.2	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	2.9	97.1	0.0	0.0		0.0	100.0	0.0	0.0	0.0		
PHF	0.000	0.874	0.000	0.625	0.000	0.877	0.250	0.000	0.800	0.000	0.000	0.679	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.840	0.000	0.000	0.837	0.000	0.250	0.000	0.000	0.000	0.250	0.854
Cars	0	453	0	5	0	458	3	0	15	0	0	18	0	0	0	0	0	0	0	12	347	0	0	359	0	1	0	0	0	1	836
Cars %	0.0	96.0	0.0	100.0	0.0	96.0	100.0	0.0	93.8	0.0	0.0	94.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	86.8	0.0	0.0	87.1	0.0	100.0	0.0	0.0	0.0	100.0	92.0
Heavy Vehicles	0	19	0	0	0	19	0	0	1	0	0	1	0	0	0	0	0	0	0	0	53	0	0	53	0	0	0	0	0	0	73
Heavy Vehicles %	0.0	4.0	0.0	0.0	0.0	4.0	0.0	0.0	6.3	0.0	0.0	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.3	0.0	0.0	12.9	0.0	0.0	0.0	0.0	0.0	0.0	8.0
Cars Enter Leg	0	453	0	5	0	458	3	0	15	0	0	18	0	0	0	0	0	0	0	12	347	0	0	359	0	1	0	0	0	1	836
Heavy Enter Leg	0	19	0	0	0	19	0	0	1	0	0	1	0	0	0	0	0	0	0	0	53	0	0	53	0	0	0	0	0	0	73
Total Entering Leg	0	472	0	5	0	477	3	0	16	0	0	19	0	0	0	0	0	0	0	12	400	0	0	412	0	1	0	0	0	1	909
Cars Exiting Leg						350						17						1						468						0	836
Heavy Exiting Leg						53						0						0						20						0	73
Total Exiting Leg						403						17						1						488						0	909

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

PDI File #: **175824 (4) Tues-AM**
Location: **N: Main Street (Route 117) S: Main Street (Route 117) NE: Abbotts Crossing Road**
Location: **E: Washington Secondary Bikepath W: Washington Secondary Bikepath**
City, State: **Coventry, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class: **Cars**

	Main Street (Route 117)						Abbotts Crossing Road						Washington Secondary Bikepath						Main Street (Route 117)						Washington Secondary Bikepath						
	North						Northeast						East						South						West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
7:00 AM	0	137	0	3	0	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	0	0	49	0	0	0	0	0	0	189
7:15 AM	0	118	0	1	0	119	1	0	3	0	0	4	0	0	0	0	0	0	0	1	62	0	0	63	0	0	0	0	0	0	186
7:30 AM	0	160	0	0	0	160	0	0	3	0	0	3	0	0	0	0	0	0	0	0	47	0	0	47	0	0	0	0	0	0	210
7:45 AM	0	136	0	3	0	139	0	0	3	0	0	3	0	0	1	0	0	1	0	0	78	0	0	78	0	0	0	0	0	0	221
Total	0	551	0	7	0	558	1	0	9	0	0	10	0	0	1	0	0	1	0	1	236	0	0	237	0	0	0	0	0	0	806
8:00 AM	0	97	0	2	0	99	0	0	4	0	0	4	0	0	0	0	0	0	0	4	85	0	0	89	0	1	0	0	0	1	193
8:15 AM	0	106	0	0	0	106	0	0	3	0	0	3	0	0	0	0	0	0	0	0	79	0	0	79	0	0	0	0	0	0	188
8:30 AM	0	124	0	2	0	126	0	0	4	0	0	4	0	0	0	0	0	0	0	4	89	0	0	93	0	0	0	0	0	0	223
8:45 AM	0	126	0	1	0	127	3	0	4	0	0	7	0	0	0	0	0	0	0	4	94	0	0	98	0	0	0	0	0	0	232
Total	0	453	0	5	0	458	3	0	15	0	0	18	0	0	0	0	0	0	0	12	347	0	0	359	0	1	0	0	0	1	836
Grand Total	0	1004	0	12	0	1016	4	0	24	0	0	28	0	0	1	0	0	1	0	13	583	0	0	596	0	1	0	0	0	1	1642
Approach %	0.0	98.8	0.0	1.2	0.0		14.3	0.0	85.7	0.0	0.0		0.0	0.0	100.0	0.0	0.0		0.0	2.2	97.8	0.0	0.0		0.0	100.0	0.0	0.0	0.0		
Total %	0.0	61.1	0.0	0.7	0.0	61.9	0.2	0.0	1.5	0.0	0.0	1.7	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.8	35.5	0.0	0.0	36.3	0.0	0.1	0.0	0.0	0.0	0.1	
Exiting Leg Total						587						25						1						1028						1	1642

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Main Street (Route 117)						Abbotts Crossing Road						Washington Secondary Bikepath						Main Street (Route 117)						Washington Secondary Bikepath						
	North						Northeast						East						South						West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
8:00 AM	0	97	0	2	0	99	0	0	4	0	0	4	0	0	0	0	0	0	0	4	85	0	0	89	0	1	0	0	0	1	193
8:15 AM	0	106	0	0	0	106	0	0	3	0	0	3	0	0	0	0	0	0	0	0	79	0	0	79	0	0	0	0	0	0	188
8:30 AM	0	124	0	2	0	126	0	0	4	0	0	4	0	0	0	0	0	0	0	4	89	0	0	93	0	0	0	0	0	0	223
8:45 AM	0	126	0	1	0	127	3	0	4	0	0	7	0	0	0	0	0	0	0	4	94	0	0	98	0	0	0	0	0	0	232
Total Volume	0	453	0	5	0	458	3	0	15	0	0	18	0	0	0	0	0	0	0	12	347	0	0	359	0	1	0	0	0	1	836
% Approach Total	0.0	98.9	0.0	1.1	0.0		16.7	0.0	83.3	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	3.3	96.7	0.0	0.0		0.0	100.0	0.0	0.0	0.0		
PHF	0.000	0.899	0.000	0.625	0.000	0.902	0.250	0.000	0.938	0.000	0.000	0.643	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.923	0.000	0.000	0.916	0.000	0.250	0.000	0.000	0.000	0.250	0.901
Entering Leg	0	453	0	5	0	458	3	0	15	0	0	18	0	0	0	0	0	0	0	12	347	0	0	359	0	1	0	0	0	1	836
Exiting Leg						350						17						1						468						0	836
Total						808						35						1						827						1	1672

PDI File #: **175824 (4) Tues-AM**
Location: **N: Main Street (Route 117) S: Main Street (Route 117) NE: Abbotts Crossing Road**
Location: **E: Washington Secondary Bikepath W: Washington Secondary Bikepath**
City, State: **Coventry, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Heavy Vehicles (Combined-Large Trucks and Buses)

	Main Street (Route 117)						Abbotts Crossing Road						Washington Secondary Bikepath						Main Street (Route 117)						Washington Secondary Bikepath						
	North						Northeast						East						South						West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
7:00 AM	0	8	0	0	0	8	1	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	12
7:15 AM	0	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	14
7:30 AM	0	15	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	18
7:45 AM	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	14
Total	0	38	0	0	0	38	1	0	0	0	0	1	0	0	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	0	58
8:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	6
8:15 AM	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	6
8:30 AM	0	4	0	0	0	4	0	0	1	0	0	1	0	0	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	0	27
8:45 AM	0	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	0	34
Total	0	19	0	0	0	19	0	0	1	0	0	1	0	0	0	0	0	0	0	0	53	0	0	53	0	0	0	0	0	0	73
Grand Total	0	57	0	0	0	57	1	0	1	0	0	2	0	0	0	0	0	0	0	0	72	0	0	72	0	0	0	0	0	0	131
Approach %	0.0	100.0	0.0	0.0	0.0		50.0	0.0	50.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	43.5	0.0	0.0	0.0	43.5	0.8	0.0	0.8	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	55.0	0.0	0.0	55.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						73						0						0						58						0	131
Large Trucks	0	42	0	0	0	42	1	0	1	0	0	2	0	0	0	0	0	0	0	0	33	0	0	33	0	0	0	0	0	0	77
% Large Trucks	0.0	73.7	0.0	0.0	0.0	73.7	100.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	45.8	0.0	0.0	45.8	0.0	0.0	0.0	0.0	0.0	0.0	58.8
Exiting Leg Total						34						0						0						43						0	77
Buses	0	15	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	0	0	39	0	0	0	0	0	0	54
% Buses	0.0	26.3	0.0	0.0	0.0	26.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	54.2	0.0	0.0	54.2	0.0	0.0	0.0	0.0	0.0	0.0	41.2
Exiting Leg Total						39						0						0						15						0	54

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Main Street (Route 117)						Abbotts Crossing Road						Washington Secondary Bikepath						Main Street (Route 117)						Washington Secondary Bikepath						
	North						Northeast						East						South						West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
8:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	6
8:15 AM	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	6
8:30 AM	0	4	0	0	0	4	0	0	1	0	0	1	0	0	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	0	27
8:45 AM	0	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	0	34
Total Volume	0	19	0	0	0	19	0	0	1	0	0	1	0	0	0	0	0	0	0	0	53	0	0	53	0	0	0	0	0	0	73
% Approach Total	0.0	100.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.528	0.000	0.000	0.000	0.528	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.530	0.000	0.000	0.530	0.000	0.000	0.000	0.000	0.000	0.000	0.537
Large Trucks	0	14	0	0	0	14	0	0	1	0	0	1	0	0	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	0	37
Large Trucks %	0.0	73.7	0.0	0.0	0.0	73.7	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	41.5	0.0	0.0	41.5	0.0	0.0	0.0	0.0	0.0	0.0	50.7
Buses	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	0	0	31	0	0	0	0	0	0	36
Buses %	0.0	26.3	0.0	0.0	0.0	26.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	58.5	0.0	0.0	58.5	0.0	0.0	0.0	0.0	0.0	0.0	49.3
Trucks Enter Leg	0	14	0	0	0	14	0	0	1	0	0	1	0	0	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	0	37
Bus Enter Leg	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	0	0	31	0	0	0	0	0	0	36
Total Entering Leg	0	19	0	0	0	19	0	0	1	0	0	1	0	0	0	0	0	0	0	0	53	0	0	53	0	0	0	0	0	0	73
Trucks Exiting Leg						22						0						0						15						0	37
Buses Exiting Leg						31						0						0						5						0	36
Total Exiting Leg						53						0						0						20						0	73

PDI File #: **175824 (4) Tues-AM**
Location: **N: Main Street (Route 117) S: Main Street (Route 117) NE: Abbotts Crossing Road**
Location: **E: Washington Secondary Bikepath W: Washington Secondary Bikepath**
City, State: **Coventry, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Large Trucks

	Main Street (Route 117)						Abbotts Crossing Road						Washington Secondary Bikepath						Main Street (Route 117)						Washington Secondary Bikepath						
	North						Northeast						East						South						West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
7:00 AM	0	6	0	0	0	6	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	8
7:15 AM	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	10
7:30 AM	0	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	13
7:45 AM	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	9
Total	0	28	0	0	0	28	1	0	0	0	0	1	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	40
8:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4
8:15 AM	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	6
8:30 AM	0	3	0	0	0	3	0	0	1	0	0	1	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	12
8:45 AM	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	15
Total	0	14	0	0	0	14	0	0	1	0	0	1	0	0	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	0	37
Grand Total	0	42	0	0	0	42	1	0	1	0	0	2	0	0	0	0	0	0	0	0	33	0	0	33	0	0	0	0	0	0	77
Approach %	0.0	100.0	0.0	0.0	0.0		50.0	0.0	50.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	54.5	0.0	0.0	0.0	54.5	1.3	0.0	1.3	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	42.9	0.0	0.0	42.9	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						34						0						0						43						0	77

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Main Street (Route 117)						Abbotts Crossing Road						Washington Secondary Bikepath						Main Street (Route 117)						Washington Secondary Bikepath						
	North						Northeast						East						South						West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
7:00 AM	0	6	0	0	0	6	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	8
7:15 AM	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	10
7:30 AM	0	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	13
7:45 AM	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	9
Total Volume	0	28	0	0	0	28	1	0	0	0	0	1	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	40
% Approach Total	0.0	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.700	0.000	0.000	0.000	0.700	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.550	0.000	0.000	0.550	0.000	0.000	0.000	0.000	0.000	0.000	0.769
Entering Leg	0	28	0	0	0	28	1	0	0	0	0	1	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	40
Exiting Leg						12						0						0						28						0	40
Total						40						1						0						39						0	80

PDI File #: **175824 (4) Tues-AM**
Location: **N: Main Street (Route 117) S: Main Street (Route 117) NE: Abbotts Crossing Road**
Location: **E: Washington Secondary Bikepath W: Washington Secondary Bikepath**
City, State: **Coventry, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Main Street (Route 117)						Abbotts Crossing Road						Washington Secondary Bikepath						Main Street (Route 117)						Washington Secondary Bikepath						
	North						Northeast						East						South						West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
7:00 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4
7:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4
7:30 AM	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
7:45 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5
Total	0	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	18
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	15
8:45 AM	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	19
Total	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	0	0	31	0	0	0	0	0	0	36
Grand Total	0	15	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	0	0	39	0	0	0	0	0	0	54
Approach %	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	27.8	0.0	0.0	0.0	27.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	72.2	0.0	0.0	72.2	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						39						0						0						15						0	54

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Main Street (Route 117)						Abbotts Crossing Road						Washington Secondary Bikepath						Main Street (Route 117)						Washington Secondary Bikepath						
	North						Northeast						East						South						West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	15
8:45 AM	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	19
Total Volume	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	0	0	31	0	0	0	0	0	0	36
% Approach Total	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.313	0.000	0.000	0.000	0.313	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.517	0.000	0.000	0.517	0.000	0.000	0.000	0.000	0.000	0.000	0.474
Entering Leg	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	0	0	31	0	0	0	0	0	0	36
Exiting Leg						31						0						0						5						0	36
Total						36						0						0						36						0	72

PDI File #: **175824 (4) Tues-AM**
Location: **N: Main Street (Route 117) S: Main Street (Route 117) NE: Abbotts Crossing Road**
Location: **E: Washington Secondary Bikepath W: Washington Secondary Bikepath**
City, State: **Coventry, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Main Street (Route 117)								Abbotts Crossing Road								Washington Secondary Bikepath								Main Street (Route 117)								Washington Secondary Bikepath								
	North								Northeast								East								South								West								
	Right	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
7:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	4
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	2	4	0	0	0	0	0	2	2	4	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	12
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	5
Grand Total	0	0	0	0	0	2	2	4	0	0	0	0	0	2	2	4	0	0	3	0	0	1	0	4	0	0	1	0	0	0	0	1	0	4	0	0	0	0	0	4	17
Approach %	0.0	0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	75.0	0.0	0.0	25.0	0.0		0.0	0.0	100.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	11.8	11.8	23.5	0.0	0.0	0.0	0.0	0.0	11.8	11.8	23.5	0.0	0.0	17.6	0.0	0.0	5.9	0.0	23.5	0.0	0.0	5.9	0.0	0.0	0.0	0.0	5.9	0.0	23.5	0.0	0.0	0.0	0.0	0.0	23.5	
Exiting Leg Total								5								4								5								0								3	17

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Main Street (Route 117)								Abbotts Crossing Road								Washington Secondary Bikepath								Main Street (Route 117)								Washington Secondary Bikepath								
	North								Northeast								East								South								West								
	Right	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
7:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	4
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	2	4	0	0	0	0	0	2	2	4	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	12
% Approach Total	0.0	0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.500	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.500	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.600
Entering Leg	0	0	0	0	0	2	2	4	0	0	0	0	0	2	2	4	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	12
Exiting Leg								5								4								0								0								3	12
Total								9								8								3								1								3	24

PDI File #: **175824 (4) Tues-AM**
Location: **N: Main Street (Route 117) S: Main Street (Route 117) NE: Abbotts Crossing Road**
Location: **E: Washington Secondary Bikepath W: Washington Secondary Bikepath**
City, State: **Coventry, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Main Street (Route 117)								Abbotts Crossing Road								Washington Secondary Bikepath								Main Street (Route 117)								Washington Secondary Bikepath								
	North								Northeast								East								South								West								
	Right	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	2	1	3	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
8:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	2	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
8:15 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	1	1	2	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
8:45 AM	0	0	0	0	0	0	4	4	0	0	0	0	0	0	5	5	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
Total	0	0	0	0	0	1	6	7	0	0	0	0	0	2	7	9	0	0	0	0	0	4	8	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28
Grand Total	0	0	0	0	0	3	7	10	0	0	0	0	0	3	7	10	0	0	0	0	0	6	8	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34
Approach %	0.0	0.0	0.0	0.0	0.0	30.0	70.0		0.0	0.0	0.0	0.0	0.0	30.0	70.0		0.0	0.0	0.0	0.0	0.0	42.9	57.1		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	8.8	20.6	29.4	0.0	0.0	0.0	0.0	0.0	8.8	20.6	29.4	0.0	0.0	0.0	0.0	0.0	17.6	23.5	41.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total								10								10								14								0								0	34

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Main Street (Route 117)								Abbotts Crossing Road								Washington Secondary Bikepath								Main Street (Route 117)								Washington Secondary Bikepath								
	North								Northeast								East								South								West								
	Right	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-NB	CW-SB	Total	Total
8:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	2	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
8:15 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	1	1	2	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
8:45 AM	0	0	0	0	0	0	4	4	0	0	0	0	0	0	5	5	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
Total Volume	0	0	0	0	0	1	6	7	0	0	0	0	0	2	7	9	0	0	0	0	0	4	8	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28
% Approach Total	0.0	0.0	0.0	0.0	0.0	14.3	85.7		0.0	0.0	0.0	0.0	0.0	22.2	77.8		0.0	0.0	0.0	0.0	0.0	33.3	66.7		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.375	0.438	0.000	0.000	0.000	0.000	0.000	0.500	0.350	0.450	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.600	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.700
Entering Leg	0	0	0	0	0	1	6	7	0	0	0	0	0	2	7	9	0	0	0	0	0	4	8	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28
Exiting Leg								7								9								12								0								0	28
Total								14								18								24								0								0	56

PDI File #: **175824 (4) Tues-PM**
Location: **N: Main Street (Route 117) S: Main Street (Route 117) NE: Abbotts Crossing Road**
Location: **E: Washington Secondary Bikepath W: Washington Secondary Bikepath**
City, State: **Coventry, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Main Street (Route 117)						Abbotts Crossing Road						Washington Secondary Bikepath						Main Street (Route 117)						Washington Secondary Bikepath						
	North						Northeast						East						South						West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
4:30 PM	0	164	0	0	0	164	1	0	4	0	0	5	0	0	0	0	0	0	0	7	145	0	0	152	0	0	0	0	0	0	321
4:45 PM	0	106	0	0	1	107	2	0	1	0	0	3	0	0	0	0	0	0	0	2	168	0	0	170	0	0	0	0	0	0	280
Total	0	270	0	0	1	271	3	0	5	0	0	8	0	0	0	0	0	0	0	9	313	0	0	322	0	0	0	0	0	0	601
5:00 PM	0	107	0	0	0	107	2	0	1	0	0	3	0	0	0	0	0	0	0	2	144	0	0	146	0	0	0	0	0	0	256
5:15 PM	0	106	0	2	0	108	2	0	1	0	0	3	0	0	0	0	0	0	0	8	151	0	0	159	0	0	0	0	0	0	270
5:30 PM	0	99	0	0	0	99	3	0	5	0	0	8	0	0	0	0	0	0	0	5	175	0	0	180	0	0	0	0	0	0	287
5:45 PM	0	97	0	2	0	99	0	0	1	0	0	1	0	0	0	0	0	0	0	5	138	0	0	143	0	0	0	0	0	0	243
Total	0	409	0	4	0	413	7	0	8	0	0	15	0	0	0	0	0	0	0	20	608	0	0	628	0	0	0	0	0	0	1056
6:00 PM	0	95	0	1	0	96	2	0	1	0	0	3	0	0	0	0	0	0	0	3	117	0	0	120	0	0	0	0	0	0	219
6:15 PM	0	82	0	0	0	82	1	0	3	0	0	4	0	0	0	0	0	0	0	2	122	0	0	124	0	0	0	0	0	0	210
Total	0	177	0	1	0	178	3	0	4	0	0	7	0	0	0	0	0	0	0	5	239	0	0	244	0	0	0	0	0	0	429
Grand Total	0	856	0	5	1	862	13	0	17	0	0	30	0	0	0	0	0	0	0	34	1160	0	0	1194	0	0	0	0	0	0	2086
Approach %	0.0	99.3	0.0	0.6	0.1		43.3	0.0	56.7	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	2.8	97.2	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	41.0	0.0	0.2	0.0	41.3	0.6	0.0	0.8	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6	55.6	0.0	0.0	57.2	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						1174						39						0						873						0	2086
Cars	0	843	0	5	1	849	13	0	17	0	0	30	0	0	0	0	0	0	0	33	1133	0	0	1166	0	0	0	0	0	0	2045
% Cars	0.0	98.5	0.0	100.0	100.0	98.5	100.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	97.1	97.7	0.0	0.0	97.7	0.0	0.0	0.0	0.0	0.0	0.0	98.0
Exiting Leg Total						1147						38						0						860						0	2045
Heavy Vehicles	0	13	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	1	27	0	0	28	0	0	0	0	0	0	41
% Heavy Vehicles	0.0	1.5	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.9	2.3	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	2.0
Exiting Leg Total						27						1						0						13						0	41

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:30 PM	Main Street (Route 117)						Abbotts Crossing Road						Washington Secondary Bikepath						Main Street (Route 117)						Washington Secondary Bikepath						
	North						Northeast						East						South						West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
4:30 PM	0	164	0	0	0	164	1	0	4	0	0	5	0	0	0	0	0	0	0	7	145	0	0	152	0	0	0	0	0	0	321
4:45 PM	0	106	0	0	1	107	2	0	1	0	0	3	0	0	0	0	0	0	0	2	168	0	0	170	0	0	0	0	0	0	280
5:00 PM	0	107	0	0	0	107	2	0	1	0	0	3	0	0	0	0	0	0	0	2	144	0	0	146	0	0	0	0	0	0	256
5:15 PM	0	106	0	2	0	108	2	0	1	0	0	3	0	0	0	0	0	0	0	8	151	0	0	159	0	0	0	0	0	0	270
Total Volume	0	483	0	2	1	486	7	0	7	0	0	14	0	0	0	0	0	0	0	19	608	0	0	627	0	0	0	0	0	0	1127
% Approach Total	0.0	99.4	0.0	0.4	0.2		50.0	0.0	50.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	3.0	97.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.736	0.000	0.250	0.250	0.741	0.875	0.000	0.438	0.000	0.000	0.700	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.594	0.905	0.000	0.000	0.922	0.000	0.000	0.000	0.000	0.000	0.000	0.878
Cars	0	475	0	2	1	478	7	0	7	0	0	14	0	0	0	0	0	0	0	19	585	0	0	604	0	0	0	0	0	0	1096
Cars %	0.0	98.3	0.0	100.0	100.0	98.4	100.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	96.2	0.0	0.0	96.3	0.0	0.0	0.0	0.0	0.0	0.0	97.2
Heavy Vehicles	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	0	31
Heavy Vehicles %	0.0	1.7	0.0	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.8	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	2.8
Cars Enter Leg	0	475	0	2	1	478	7	0	7	0	0	14	0	0	0	0	0	0	0	19	585	0	0	604	0	0	0	0	0	0	1096
Heavy Enter Leg	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	0	31
Total Entering Leg	0	483	0	2	1	486	7	0	7	0	0	14	0	0	0	0	0	0	0	19	608	0	0	627	0	0	0	0	0	0	1127
Cars Exiting Leg						593						21						0						482						0	1096
Heavy Exiting Leg						23						0						0						8						0	31
Total Exiting Leg						616						21						0						490						0	1127

PDI File #: **175824 (4) Tues-PM**
Location: **N: Main Street (Route 117) S: Main Street (Route 117) NE: Abbotts Crossing Road**
Location: **E: Washington Secondary Bikepath W: Washington Secondary Bikepath**
City, State: **Coventry, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Main Street (Route 117)						Abbotts Crossing Road						Washington Secondary Bikepath						Main Street (Route 117)						Washington Secondary Bikepath						
	North						Northeast						East						South						West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
4:30 PM	0	162	0	0	0	162	1	0	4	0	0	5	0	0	0	0	0	0	0	7	136	0	0	143	0	0	0	0	0	0	310
4:45 PM	0	105	0	0	1	106	2	0	1	0	0	3	0	0	0	0	0	0	0	2	165	0	0	167	0	0	0	0	0	0	276
Total	0	267	0	0	1	268	3	0	5	0	0	8	0	0	0	0	0	0	0	9	301	0	0	310	0	0	0	0	0	0	586
5:00 PM	0	103	0	0	0	103	2	0	1	0	0	3	0	0	0	0	0	0	0	2	137	0	0	139	0	0	0	0	0	0	245
5:15 PM	0	105	0	2	0	107	2	0	1	0	0	3	0	0	0	0	0	0	0	8	147	0	0	155	0	0	0	0	0	0	265
5:30 PM	0	98	0	0	0	98	3	0	5	0	0	8	0	0	0	0	0	0	0	4	174	0	0	178	0	0	0	0	0	0	284
5:45 PM	0	96	0	2	0	98	0	0	1	0	0	1	0	0	0	0	0	0	0	5	138	0	0	143	0	0	0	0	0	0	242
Total	0	402	0	4	0	406	7	0	8	0	0	15	0	0	0	0	0	0	0	19	596	0	0	615	0	0	0	0	0	0	1036
6:00 PM	0	94	0	1	0	95	2	0	1	0	0	3	0	0	0	0	0	0	0	3	115	0	0	118	0	0	0	0	0	0	216
6:15 PM	0	80	0	0	0	80	1	0	3	0	0	4	0	0	0	0	0	0	0	2	121	0	0	123	0	0	0	0	0	0	207
Total	0	174	0	1	0	175	3	0	4	0	0	7	0	0	0	0	0	0	0	5	236	0	0	241	0	0	0	0	0	0	423
Grand Total	0	843	0	5	1	849	13	0	17	0	0	30	0	0	0	0	0	0	0	33	1133	0	0	1166	0	0	0	0	0	0	2045
Approach %	0.0	99.3	0.0	0.6	0.1		43.3	0.0	56.7	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	2.8	97.2	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	41.2	0.0	0.2	0.0	41.5	0.6	0.0	0.8	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6	55.4	0.0	0.0	57.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						1147						38						0						860						0	2045

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:30 PM	Main Street (Route 117)						Abbotts Crossing Road						Washington Secondary Bikepath						Main Street (Route 117)						Washington Secondary Bikepath						
	North						Northeast						East						South						West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
4:30 PM	0	162	0	0	0	162	1	0	4	0	0	5	0	0	0	0	0	0	0	7	136	0	0	143	0	0	0	0	0	0	310
4:45 PM	0	105	0	0	1	106	2	0	1	0	0	3	0	0	0	0	0	0	0	2	165	0	0	167	0	0	0	0	0	0	276
5:00 PM	0	103	0	0	0	103	2	0	1	0	0	3	0	0	0	0	0	0	0	2	137	0	0	139	0	0	0	0	0	0	245
5:15 PM	0	105	0	2	0	107	2	0	1	0	0	3	0	0	0	0	0	0	0	8	147	0	0	155	0	0	0	0	0	0	265
Total Volume	0	475	0	2	1	478	7	0	7	0	0	14	0	0	0	0	0	0	0	19	585	0	0	604	0	0	0	0	0	0	1096
% Approach Total	0.0	99.4	0.0	0.4	0.2		50.0	0.0	50.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	3.1	96.9	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.733	0.000	0.250	0.250	0.738	0.875	0.000	0.438	0.000	0.000	0.700	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.594	0.886	0.000	0.000	0.904	0.000	0.000	0.000	0.000	0.000	0.000	0.884
Entering Leg	0	475	0	2	1	478	7	0	7	0	0	14	0	0	0	0	0	0	0	19	585	0	0	604	0	0	0	0	0	0	1096
Exiting Leg						593						21						0						482						0	1096
Total						1071						35						0						1086						0	2192

PDI File #: **175824 (4) Tues-PM**
Location: **N: Main Street (Route 117) S: Main Street (Route 117) NE: Abbotts Crossing Road**
Location: **E: Washington Secondary Bikepath W: Washington Secondary Bikepath**
City, State: **Coventry, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Heavy Vehicles (Combined-Large Trucks and Buses)

	Main Street (Route 117)						Abbotts Crossing Road						Washington Secondary Bikepath						Main Street (Route 117)						Washington Secondary Bikepath						
	North						Northeast						East						South						West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
4:30 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	11
4:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4
Total	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	15
5:00 PM	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	11
5:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5
5:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	3
5:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	1	12	0	0	13	0	0	0	0	0	0	20
6:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3
6:15 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3
Total	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6
Grand Total	0	13	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	1	27	0	0	28	0	0	0	0	0	0	41
Approach %	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	3.6	96.4	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	31.7	0.0	0.0	0.0	31.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.4	65.9	0.0	0.0	68.3	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						27						1						0						13						0	41
Large Trucks	0	11	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	1	19	0	0	20	0	0	0	0	0	0	31
% Large Trucks	0.0	84.6	0.0	0.0	0.0	84.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	70.4	0.0	0.0	71.4	0.0	0.0	0.0	0.0	0.0	0.0	75.6
Exiting Leg Total						19						1						0						11						0	31
Buses	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	10
% Buses	0.0	15.4	0.0	0.0	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29.6	0.0	0.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	24.4
Exiting Leg Total						8						0						0						2						0	10

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:30 PM	Main Street (Route 117)						Abbotts Crossing Road						Washington Secondary Bikepath						Main Street (Route 117)						Washington Secondary Bikepath						
	North						Northeast						East						South						West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
4:30 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	11
4:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4
5:00 PM	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	11
5:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5
Total Volume	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	0	31
% Approach Total	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.639	0.000	0.000	0.639	0.000	0.000	0.000	0.000	0.000	0.000	0.705
Large Trucks	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	21
Large Trucks %	0.0	75.0	0.0	0.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	65.2	0.0	0.0	65.2	0.0	0.0	0.0	0.0	0.0	0.0	67.7
Buses	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	10
Buses %	0.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	34.8	0.0	0.0	34.8	0.0	0.0	0.0	0.0	0.0	0.0	32.3
Trucks Enter Leg	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	21
Bus Enter Leg	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	10
Total Entering Leg	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	0	31
Trucks Exiting Leg						15						0						0						6						0	21
Buses Exiting Leg						8						0						0						2						0	10
Total Exiting Leg						23						0						0						8						0	31

PDI File #: **175824 (4) Tues-PM**
Location: **N: Main Street (Route 117) S: Main Street (Route 117) NE: Abbotts Crossing Road**
Location: **E: Washington Secondary Bikepath W: Washington Secondary Bikepath**
City, State: **Coventry, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class: **Large Trucks**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

	Main Street (Route 117)						Abbotts Crossing Road						Washington Secondary Bikepath						Main Street (Route 117)						Washington Secondary Bikepath						
	North						Northeast						East						South						West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
4:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2
Total	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	7
5:00 PM	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	10
5:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4
5:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	3
5:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	1	10	0	0	11	0	0	0	0	0	0	18
6:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3
6:15 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3
Total	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6
Grand Total	0	11	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	1	19	0	0	20	0	0	0	0	0	0	31
Approach %	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	5.0	95.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	35.5	0.0	0.0	0.0	35.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.2	61.3	0.0	0.0	64.5	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						19						1						0						11						0	31

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:30 PM	Main Street (Route 117)						Abbotts Crossing Road						Washington Secondary Bikepath						Main Street (Route 117)						Washington Secondary Bikepath						
	North						Northeast						East						South						West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
4:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2
5:00 PM	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	10
5:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4
Total Volume	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	21
% Approach Total	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.375	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.525
Entering Leg	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	21
Exiting Leg						15						0						0						6						0	21
Total						21						0						0						21						0	42

PDI File #: **175824 (4) Tues-PM**
Location: **N: Main Street (Route 117) S: Main Street (Route 117) NE: Abbotts Crossing Road**
Location: **E: Washington Secondary Bikepath W: Washington Secondary Bikepath**
City, State: **Coventry, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class: **Buses**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

	Main Street (Route 117)						Abbotts Crossing Road						Washington Secondary Bikepath						Main Street (Route 117)						Washington Secondary Bikepath						
	North						Northeast						East						South						West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
4:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	6
4:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
Total	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	8
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	10
Approach %	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	20.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	80.0	0.0	0.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						8						0						0						2						0	10

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:30 PM	Main Street (Route 117)						Abbotts Crossing Road						Washington Secondary Bikepath						Main Street (Route 117)						Washington Secondary Bikepath						
	North						Northeast						East						South						West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
4:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	6
4:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
Total Volume	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	10
% Approach Total	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.400	0.000	0.000	0.400	0.000	0.000	0.000	0.000	0.000	0.000	0.417
Entering Leg	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	10
Exiting Leg						8						0						0						2						0	10
Total						10						0						0						10						0	20

PDI File #: **175824 (4) Tues-PM**
Location: **N: Main Street (Route 117) S: Main Street (Route 117) NE: Abbotts Crossing Road**
Location: **E: Washington Secondary Bikepath W: Washington Secondary Bikepath**
City, State: **Coventry, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Main Street (Route 117)								Abbotts Crossing Road								Washington Secondary Bikepath								Main Street (Route 117)								Washington Secondary Bikepath								
	North								Northeast								East								South								West								
	Right	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	9
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	1	6	0	0	0	0	0	7	10
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	5
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	1	0	0	4	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	7
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	7	0	0	5	0	0	0	7	12	0	0	0	1	0	0	0	1	0	3	0	0	0	0	0	3	23
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	4	6	0	0	6	0	0	0	4	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	3	8	13	0	1	14	0	1	1	11	28	0	0	0	1	0	0	0	1	0	9	0	0	0	0	0	9	51
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	5	9	0	0	5	0	0	0	3	8	0	0	0	1	0	0	0	1	0	4	0	0	0	0	0	4	22
6:15 PM	0	0	1	0	0	0	0	1	0	0	0	1	0	4	0	5	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	11
Total	0	0	1	0	0	0	0	1	0	0	0	1	0	8	5	14	1	0	5	0	0	0	3	9	0	0	0	1	0	0	0	1	0	8	0	0	0	0	0	8	33
Grand Total	0	0	1	0	0	0	0	1	0	0	0	3	0	11	13	27	1	1	22	0	1	1	14	40	0	0	0	2	0	0	0	2	1	23	0	0	0	0	0	24	94
Approach %	0.0	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	11.1	0.0	40.7	48.1		2.5	2.5	55.0	0.0	2.5	2.5	35.0		0.0	0.0	0.0	100.0	0.0	0.0	0.0		4.2	95.8	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	1.1	0.0	0.0	0.0	0.0	1.1	0.0	0.0	0.0	3.2	0.0	11.7	13.8	28.7	1.1	1.1	23.4	0.0	1.1	1.1	14.9	42.6	0.0	0.0	0.0	2.1	0.0	0.0	0.0	2.1	1.1	24.5	0.0	0.0	0.0	0.0	0.0	25.5	
Exiting Leg Total								1								25								43								1								24	94

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

5:30 PM	Main Street (Route 117)								Abbotts Crossing Road								Washington Secondary Bikepath								Main Street (Route 117)								Washington Secondary Bikepath								
	North								Northeast								East								South								West								
	Right	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-NB	CW-SB	Total	Total
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	7	0	0	5	0	0	0	7	12	0	0	0	1	0	0	0	1	0	3	0	0	0	0	0	3	23
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	4	6	0	0	6	0	0	0	4	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	5	9	0	0	5	0	0	0	3	8	0	0	0	1	0	0	0	1	0	4	0	0	0	0	0	4	22
6:15 PM	0	0	1	0	0	0	0	1	0	0	0	1	0	4	0	5	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	11
Total Volume	0	0	1	0	0	0	0	1	0	0	0	3	0	11	13	27	1	0	16	0	0	0	14	31	0	0	0	2	0	0	0	2	0	11	0	0	0	0	0	11	72
% Approach Total	0.0	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	11.1	0.0	40.7	48.1		3.2	0.0	51.6	0.0	0.0	0.0	45.2		0.0	0.0	0.0	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.375	0.000	0.688	0.650	0.750	0.250	0.000	0.667	0.000	0.000	0.000	0.500	0.646	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.500	0.000	0.688	0.000	0.000	0.000	0.000	0.000	0.688	0.783
Entering Leg	0	0	1	0	0	0	0	1	0	0	0	3	0	11	13	27	1	0	16	0	0	0	14	31	0	0	0	2	0	0	0	2	0	11	0	0	0	0	0	11	72
Exiting Leg								0								25								29								0								18	72
Total								1								52								60								2								29	144

PDI File #: **175824 (4) Tues-PM**
Location: **N: Main Street (Route 117) S: Main Street (Route 117) NE: Abbotts Crossing Road**
Location: **E: Washington Secondary Bikepath W: Washington Secondary Bikepath**
City, State: **Coventry, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Main Street (Route 117)								Abbotts Crossing Road								Washington Secondary Bikepath								Main Street (Route 117)								Washington Secondary Bikepath								
	North								Northeast								East								South								West								
	Right	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	2	1	3	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Total	0	0	0	0	0	3	1	4	0	0	0	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
5:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	7	7	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
5:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	2	1	3	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	0	0	0	0	0	1	2	3	0	0	0	0	0	3	8	11	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	0	4	3	7	0	0	0	0	0	6	10	16	0	0	0	0	0	1	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28
Approach %	0.0	0.0	0.0	0.0	0.0	57.1	42.9		0.0	0.0	0.0	0.0	0.0	37.5	62.5		0.0	0.0	0.0	0.0	0.0	20.0	80.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	14.3	10.7	25.0	0.0	0.0	0.0	0.0	0.0	21.4	35.7	57.1	0.0	0.0	0.0	0.0	0.0	3.6	14.3	17.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total								7								16								5								0								0	28

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:30 PM	Main Street (Route 117)								Abbotts Crossing Road								Washington Secondary Bikepath								Main Street (Route 117)								Washington Secondary Bikepath								
	North								Northeast								East								South								West								
	Right	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	2	1	3	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
5:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	4	1	5	0	0	0	0	0	4	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
% Approach Total	0.0	0.0	0.0	0.0	0.0	80.0	20.0		0.0	0.0	0.0	0.0	0.0	80.0	20.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.500	0.250	0.417	0.000	0.000	0.000	0.000	0.000	0.500	0.250	0.417	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.417
Entering Leg	0	0	0	0	0	4	1	5	0	0	0	0	0	4	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
Exiting Leg								5								5								0								0								0	10
Total								10								10								0								0								0	20

PDI File #: **175824 (5) Sat**
Location: **N: Washington Secondary Bikepath S: Washington Seconda**
Location: **E: Garfield Avenue W: Garfield Avenue**
City, State: **Cranston, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Washington Secondary Bikepath				Garfield Avenue					Washington Secondary Bikepath				Garfield Avenue					
	North				East					South				West					
	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	0	0	0	0	116	0	0	116	0	0	0	0	0	129	0	0	129	245
12:15 PM	0	0	0	0	0	137	0	0	137	0	0	0	0	0	125	0	0	125	262
12:30 PM	0	0	0	0	0	103	0	0	103	0	0	0	0	0	111	0	0	111	214
12:45 PM	0	0	0	0	0	120	0	0	120	0	0	0	0	0	139	0	0	139	259
Total	0	0	0	0	0	476	0	0	476	0	0	0	0	0	504	0	0	504	980
1:00 PM	0	0	0	0	0	126	0	0	126	0	0	0	0	0	137	0	0	137	263
1:15 PM	0	0	0	0	0	127	0	0	127	0	0	0	0	0	126	0	0	126	253
1:30 PM	0	0	0	0	0	122	0	0	122	0	0	0	0	0	141	0	0	141	263
1:45 PM	0	0	0	0	0	126	0	0	126	0	0	0	0	0	131	0	0	131	257
Total	0	0	0	0	0	501	0	0	501	0	0	0	0	0	535	0	0	535	1036
Grand Total	0	0	0	0	0	977	0	0	977	0	0	0	0	0	1039	0	0	1039	2016
Approach %	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	48.5	0.0	0.0	48.5	0.0	0.0	0.0	0.0	0.0	51.5	0.0	0.0	51.5	
Exiting Leg Total				0					1039				0					977	2016
Cars	0	0	0	0	0	967	0	0	967	0	0	0	0	0	1035	0	0	1035	2002
% Cars	0.0	0.0	0.0	0.0	0.0	99.0	0.0	0.0	99.0	0.0	0.0	0.0	0.0	0.0	99.6	0.0	0.0	99.6	99.3
Exiting Leg Total				0					1035				0					967	2002
Heavy Vehicles	0	0	0	0	0	10	0	0	10	0	0	0	0	0	4	0	0	4	14
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.4	0.7
Exiting Leg Total				0					4				0					10	14

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:45 PM	Washington Secondary Bikepath				Garfield Avenue					Washington Secondary Bikepath				Garfield Avenue					
	North				East					South				West					
	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:45 PM	0	0	0	0	0	120	0	0	120	0	0	0	0	0	139	0	0	139	259
1:00 PM	0	0	0	0	0	126	0	0	126	0	0	0	0	0	137	0	0	137	263
1:15 PM	0	0	0	0	0	127	0	0	127	0	0	0	0	0	126	0	0	126	253
1:30 PM	0	0	0	0	0	122	0	0	122	0	0	0	0	0	141	0	0	141	263
Total Volume	0	0	0	0	0	495	0	0	495	0	0	0	0	0	543	0	0	543	1038
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.974	0.000	0.000	0.974	0.000	0.000	0.000	0.000	0.000	0.963	0.000	0.000	0.963	0.987
Cars	0	0	0	0	0	491	0	0	491	0	0	0	0	0	540	0	0	540	1031
Cars %	0.0	0.0	0.0	0.0	0.0	99.2	0.0	0.0	99.2	0.0	0.0	0.0	0.0	0.0	99.4	0.0	0.0	99.4	99.3
Heavy Vehicles	0	0	0	0	0	4	0	0	4	0	0	0	0	0	3	0	0	3	7
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.6	0.7
Cars Enter Leg	0	0	0	0	0	491	0	0	491	0	0	0	0	0	540	0	0	540	1031
Heavy Enter Leg	0	0	0	0	0	4	0	0	4	0	0	0	0	0	3	0	0	3	7
Total Entering Leg	0	0	0	0	0	495	0	0	495	0	0	0	0	0	543	0	0	543	1038
Cars Exiting Leg				0					540				0					491	1031
Heavy Exiting Leg				0					3				0					4	7
Total Exiting Leg				0					543				0					495	1038

PDI File #: **175824 (5) Sat**
Location: **N: Washington Secondary Bikepath S: Washington Seconda**
Location: **E: Garfield Avenue W: Garfield Avenue**
City, State: **Cranston, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Washington Secondary Bikepath				Garfield Avenue					Washington Secondary Bikepath				Garfield Avenue					
	North				East					South				West					
	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	0	0	0	0	115	0	0	115	0	0	0	0	0	129	0	0	129	244
12:15 PM	0	0	0	0	0	135	0	0	135	0	0	0	0	0	125	0	0	125	260
12:30 PM	0	0	0	0	0	101	0	0	101	0	0	0	0	0	110	0	0	110	211
12:45 PM	0	0	0	0	0	120	0	0	120	0	0	0	0	0	137	0	0	137	257
Total	0	0	0	0	0	471	0	0	471	0	0	0	0	0	501	0	0	501	972
1:00 PM	0	0	0	0	0	124	0	0	124	0	0	0	0	0	136	0	0	136	260
1:15 PM	0	0	0	0	0	127	0	0	127	0	0	0	0	0	126	0	0	126	253
1:30 PM	0	0	0	0	0	120	0	0	120	0	0	0	0	0	141	0	0	141	261
1:45 PM	0	0	0	0	0	125	0	0	125	0	0	0	0	0	131	0	0	131	256
Total	0	0	0	0	0	496	0	0	496	0	0	0	0	0	534	0	0	534	1030
Grand Total	0	0	0	0	0	967	0	0	967	0	0	0	0	0	1035	0	0	1035	2002
Approach %	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	48.3	0.0	0.0	48.3	0.0	0.0	0.0	0.0	0.0	51.7	0.0	0.0	51.7	
Exiting Leg Total				0					1035				0					967	2002

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:45 PM	Washington Secondary Bikepath				Garfield Avenue					Washington Secondary Bikepath				Garfield Avenue					
	North				East					South				West					
	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:45 PM	0	0	0	0	0	120	0	0	120	0	0	0	0	0	137	0	0	137	257
1:00 PM	0	0	0	0	0	124	0	0	124	0	0	0	0	0	136	0	0	136	260
1:15 PM	0	0	0	0	0	127	0	0	127	0	0	0	0	0	126	0	0	126	253
1:30 PM	0	0	0	0	0	120	0	0	120	0	0	0	0	0	141	0	0	141	261
Total Volume	0	0	0	0	0	491	0	0	491	0	0	0	0	0	540	0	0	540	1031
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.967	0.000	0.000	0.967	0.000	0.000	0.000	0.000	0.000	0.957	0.000	0.000	0.957	0.988
Entering Leg	0	0	0	0	0	491	0	0	491	0	0	0	0	0	540	0	0	540	1031
Exiting Leg				0					540				0					491	1031
Total				0					1031				0					1031	2062

PDI File #: **175824 (5) Sat**
Location: **N: Washington Secondary Bikepath S: Washington Seconda**
Location: **E: Garfield Avenue W: Garfield Avenue**
City, State: **Cranston, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Heavy Vehicles (Combined-Large Trucks and Buses)**

	Washington Secondary Bikepath				Garfield Avenue					Washington Secondary Bikepath				Garfield Avenue					
	North				East					South				West					
	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	2
12:30 PM	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	0	0	1	3
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	5	0	0	5	0	0	0	0	0	3	0	0	3	8
1:00 PM	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	0	0	1	3
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	2
1:45 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	5	0	0	5	0	0	0	0	0	1	0	0	1	6
Grand Total	0	0	0	0	0	10	0	0	10	0	0	0	0	0	4	0	0	4	14
Approach %	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	71.4	0.0	0.0	71.4	0.0	0.0	0.0	0.0	0.0	28.6	0.0	0.0	28.6	
Exiting Leg Total				0					4				0					10	14
Large Trucks	0	0	0	0	0	10	0	0	10	0	0	0	0	0	3	0	0	3	13
% Large Trucks	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	75.0	0.0	0.0	75.0	92.9
Exiting Leg Total				0					3				0					10	13
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	25.0	7.1
Exiting Leg Total				0					1				0					0	1

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:15 PM	Washington Secondary Bikepath				Garfield Avenue					Washington Secondary Bikepath				Garfield Avenue					
	North				East					South				West					
	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:15 PM	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	2
12:30 PM	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	0	0	1	3
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
1:00 PM	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	0	0	1	3
Total Volume	0	0	0	0	0	6	0	0	6	0	0	0	0	0	4	0	0	4	10
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.833
Large Trucks	0	0	0	0	0	6	0	0	6	0	0	0	0	0	3	0	0	3	9
Large Trucks %	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	75.0	0.0	0.0	75.0	90.0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	25.0	10.0
Trucks Enter Leg	0	0	0	0	0	6	0	0	6	0	0	0	0	0	3	0	0	3	9
Bus Enter Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Entering Leg	0	0	0	0	0	6	0	0	6	0	0	0	0	0	4	0	0	4	10
Trucks Exiting Leg				0					3				0					6	9
Buses Exiting Leg				0					1				0					0	1
Total Exiting Leg				0					4				0					6	10

PDI File #: **175824 (5) Sat**
Location: **N: Washington Secondary Bikepath S: Washington Seconda**
Location: **E: Garfield Avenue W: Garfield Avenue**
City, State: **Cranston, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Large Trucks

	Washington Secondary Bikepath				Garfield Avenue					Washington Secondary Bikepath				Garfield Avenue					
	North				East					South				West					
	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	2
12:30 PM	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	0	0	1	3
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	5	0	0	5	0	0	0	0	0	2	0	0	2	7
1:00 PM	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	0	0	1	3
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	2
1:45 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	5	0	0	5	0	0	0	0	0	1	0	0	1	6
Grand Total	0	0	0	0	0	10	0	0	10	0	0	0	0	0	3	0	0	3	13
Approach %	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	76.9	0.0	0.0	76.9	0.0	0.0	0.0	0.0	0.0	23.1	0.0	0.0	23.1	
Exiting Leg Total				0					3				0					10	13

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:15 PM	Washington Secondary Bikepath				Garfield Avenue					Washington Secondary Bikepath				Garfield Avenue					
	North				East					South				West					
	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:15 PM	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	2
12:30 PM	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	0	0	1	3
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1:00 PM	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	0	0	1	3
Total Volume	0	0	0	0	0	6	0	0	6	0	0	0	0	0	3	0	0	3	9
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.750	0.750
Entering Leg	0	0	0	0	0	6	0	0	6	0	0	0	0	0	3	0	0	3	9
Exiting Leg				0					3				0					6	9
Total				0					9				0					9	18

PDI File #: **175824 (5) Sat**
Location: **N: Washington Secondary Bikepath S: Washington Seconda**
Location: **E: Garfield Avenue W: Garfield Avenue**
City, State: **Cranston, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Washington Secondary Bikepath				Garfield Avenue					Washington Secondary Bikepath				Garfield Avenue					
	North				East					South				West					
	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Approach %	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	
Exiting Leg Total				0					1				0					0	1

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:00 PM	Washington Secondary Bikepath				Garfield Avenue					Washington Secondary Bikepath				Garfield Avenue					
	North				East					South				West					
	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Exiting Leg				0					1				0					0	1
Total				0					1				0					1	2

PDI File #: **175824 (5) Sat**
Location: **N: Washington Secondary Bikepath S: Washington Secondar**
Location: **E: Garfield Avenue W: Garfield Avenue**
City, State: **Cranston, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Washington Secondary Bikepath						Garfield Avenue							Washington Secondary Bikepath						Garfield Avenue							
	North						East							South						West							
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
12:00 PM	0	0	0	0	0	0	0	1	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
12:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
12:45 PM	0	1	0	0	0	1	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	1	0	0	0	1	0	1	0	0	4	5	10	0	0	0	0	0	0	0	0	0	0	0	0	0	11
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1:15 PM	0	1	0	0	0	1	0	0	0	0	3	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	7
1:30 PM	0	0	0	0	0	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
1:45 PM	0	0	0	0	0	0	0	0	1	0	4	9	14	0	0	0	0	0	0	0	1	0	0	0	0	1	15
Total	0	1	0	0	0	1	0	0	1	0	13	15	29	0	0	0	0	0	0	0	1	0	0	0	0	1	31
Grand Total	0	2	0	0	0	2	0	1	1	0	17	20	39	0	0	0	0	0	0	0	1	0	0	0	0	1	42
Approach %	0.0	100.0	0.0	0.0	0.0		0.0	2.6	2.6	0.0	43.6	51.3		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		
Total %	0.0	4.8	0.0	0.0	0.0	4.8	0.0	2.4	2.4	0.0	40.5	47.6	92.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0	0.0	0.0	2.4	
Exiting Leg Total						0							40						1							1	42

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

1:00 PM	Washington Secondary Bikepath						Garfield Avenue							Washington Secondary Bikepath						Garfield Avenue							
	North						East							South						West							
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1:15 PM	0	1	0	0	0	1	0	0	0	0	3	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	7
1:30 PM	0	0	0	0	0	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
1:45 PM	0	0	0	0	0	0	0	0	1	0	4	9	14	0	0	0	0	0	0	0	1	0	0	0	0	1	15
Total Volume	0	1	0	0	0	1	0	0	1	0	13	15	29	0	0	0	0	0	0	0	1	0	0	0	0	1	31
% Approach Total	0.0	100.0	0.0	0.0	0.0		0.0	0.0	3.4	0.0	44.8	51.7		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.542	0.417	0.518	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.517
Entering Leg	0	1	0	0	0	1	0	0	1	0	13	15	29	0	0	0	0	0	0	0	1	0	0	0	0	1	31
Exiting Leg						0							30						1							0	31
Total						1							59						1							1	62

PDI File #: **175824 (5) Sat**
Location: **N: Washington Secondary Bikepath S: Washington Secondar**
Location: **E: Garfield Avenue W: Garfield Avenue**
City, State: **Cranston, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Washington Secondary Bikepath						Garfield Avenue							Washington Secondary Bikepath						Garfield Avenue							
	North						East							South						West							
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	1	0	1	0	0	0	0	0	0	0	4
12:15 PM	0	0	0	3	0	3	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6
12:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	1	0	1	0	0	0	0	0	0	0	4
12:45 PM	0	0	0	1	0	1	0	0	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	0	0	0	4	0	4	0	0	0	0	9	4	13	0	0	0	2	0	2	0	0	0	0	0	0	0	19
1:00 PM	0	0	0	1	1	2	0	0	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	6
1:15 PM	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	1	2	0	0	0	0	8	1	9	0	0	0	0	0	0	0	0	0	0	0	0	0	11
Grand Total	0	0	0	5	1	6	0	0	0	0	17	5	22	0	0	0	2	0	2	0	0	0	0	0	0	0	30
Approach %	0.0	0.0	0.0	83.3	16.7		0.0	0.0	0.0	0.0	77.3	22.7		0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	16.7	3.3	20.0	0.0	0.0	0.0	0.0	56.7	16.7	73.3	0.0	0.0	0.0	6.7	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						6							22						2							0	30

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:15 PM	Washington Secondary Bikepath						Garfield Avenue							Washington Secondary Bikepath						Garfield Avenue							
	North						East							South						West							
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
12:15 PM	0	0	0	3	0	3	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6
12:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	1	0	1	0	0	0	0	0	0	0	4
12:45 PM	0	0	0	1	0	1	0	0	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	5
1:00 PM	0	0	0	1	1	2	0	0	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Total Volume	0	0	0	5	1	6	0	0	0	0	11	3	14	0	0	0	1	0	1	0	0	0	0	0	0	0	21
% Approach Total	0.0	0.0	0.0	83.3	16.7		0.0	0.0	0.0	0.0	78.6	21.4		0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.417	0.250	0.500	0.000	0.000	0.000	0.000	0.917	0.750	0.875	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.875
Entering Leg	0	0	0	5	1	6	0	0	0	0	11	3	14	0	0	0	1	0	1	0	0	0	0	0	0	0	21
Exiting Leg						6							14						1							0	21
Total						12							28						2							0	42

PDI File #: **175824 (5) Tues-AM**
Location: **N: Washington Secondary Bikepath S: Washington Seconda**
Location: **E: Garfield Avenue W: Garfield Avenue**
City, State: **Cranston, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Washington Secondary Bikepath				Garfield Avenue					Washington Secondary Bikepath				Garfield Avenue					
	North				East					South				West					
	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	56	0	0	56	0	0	0	0	0	74	0	0	74	130
7:15 AM	0	0	0	0	0	58	0	0	58	0	0	0	0	0	98	0	0	98	156
7:30 AM	0	0	0	0	0	68	0	1	69	0	0	0	0	0	117	0	0	117	186
7:45 AM	0	0	0	0	0	78	0	0	78	0	0	0	0	0	93	0	0	93	171
Total	0	0	0	0	0	260	0	1	261	0	0	0	0	0	382	0	0	382	643
8:00 AM	0	0	0	0	0	78	0	0	78	0	0	0	0	0	107	0	0	107	185
8:15 AM	0	0	0	0	0	72	0	0	72	0	0	0	0	0	101	0	0	101	173
8:30 AM	0	0	0	0	0	61	0	0	61	0	0	0	0	0	85	0	0	85	146
8:45 AM	0	0	0	0	0	60	0	0	60	0	0	0	0	0	101	0	0	101	161
Total	0	0	0	0	0	271	0	0	271	0	0	0	0	0	394	0	0	394	665
Grand Total	0	0	0	0	0	531	0	1	532	0	0	0	0	0	776	0	0	776	1308
Approach %	0.0	0.0	0.0		0.0	99.8	0.0	0.2		0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	40.6	0.0	0.1	40.7	0.0	0.0	0.0	0.0	0.0	59.3	0.0	0.0	59.3	
Exiting Leg Total				0					777				0					531	1308
Cars	0	0	0	0	0	510	0	1	511	0	0	0	0	0	729	0	0	729	1240
% Cars	0.0	0.0	0.0	0.0	0.0	96.0	0.0	100.0	96.1	0.0	0.0	0.0	0.0	0.0	93.9	0.0	0.0	93.9	94.8
Exiting Leg Total				0					730				0					510	1240
Heavy Vehicles	0	0	0	0	0	21	0	0	21	0	0	0	0	0	47	0	0	47	68
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	3.9	0.0	0.0	0.0	0.0	0.0	6.1	0.0	0.0	6.1	5.2
Exiting Leg Total				0					47				0					21	68

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Washington Secondary Bikepath				Garfield Avenue					Washington Secondary Bikepath				Garfield Avenue					
	North				East					South				West					
	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:30 AM	0	0	0	0	0	68	0	1	69	0	0	0	0	0	117	0	0	117	186
7:45 AM	0	0	0	0	0	78	0	0	78	0	0	0	0	0	93	0	0	93	171
8:00 AM	0	0	0	0	0	78	0	0	78	0	0	0	0	0	107	0	0	107	185
8:15 AM	0	0	0	0	0	72	0	0	72	0	0	0	0	0	101	0	0	101	173
Total Volume	0	0	0	0	0	296	0	1	297	0	0	0	0	0	418	0	0	418	715
% Approach Total	0.0	0.0	0.0		0.0	99.7	0.0	0.3		0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.949	0.000	0.250	0.952	0.000	0.000	0.000	0.000	0.000	0.893	0.000	0.000	0.893	0.961
Cars	0	0	0	0	0	286	0	1	287	0	0	0	0	0	397	0	0	397	684
Cars %	0.0	0.0	0.0	0.0	0.0	96.6	0.0	100.0	96.6	0.0	0.0	0.0	0.0	0.0	95.0	0.0	0.0	95.0	95.7
Heavy Vehicles	0	0	0	0	0	10	0	0	10	0	0	0	0	0	21	0	0	21	31
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	3.4	0.0	0.0	3.4	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	4.3
Cars Enter Leg	0	0	0	0	0	286	0	1	287	0	0	0	0	0	397	0	0	397	684
Heavy Enter Leg	0	0	0	0	0	10	0	0	10	0	0	0	0	0	21	0	0	21	31
Total Entering Leg	0	0	0	0	0	296	0	1	297	0	0	0	0	0	418	0	0	418	715
Cars Exiting Leg				0					398				0					286	684
Heavy Exiting Leg				0					21				0					10	31
Total Exiting Leg				0					419				0					296	715

PDI File #: **175824 (5) Tues-AM**
Location: **N: Washington Secondary Bikepath S: Washington Seconda**
Location: **E: Garfield Avenue W: Garfield Avenue**
City, State: **Cranston, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION D A T A INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Cars**

	Washington Secondary Bikepath				Garfield Avenue					Washington Secondary Bikepath				Garfield Avenue					
	North				East					South				West					
	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	51	0	0	51	0	0	0	0	0	67	0	0	67	118
7:15 AM	0	0	0	0	0	54	0	0	54	0	0	0	0	0	84	0	0	84	138
7:30 AM	0	0	0	0	0	68	0	1	69	0	0	0	0	0	112	0	0	112	181
7:45 AM	0	0	0	0	0	74	0	0	74	0	0	0	0	0	88	0	0	88	162
Total	0	0	0	0	0	247	0	1	248	0	0	0	0	0	351	0	0	351	599
8:00 AM	0	0	0	0	0	74	0	0	74	0	0	0	0	0	104	0	0	104	178
8:15 AM	0	0	0	0	0	70	0	0	70	0	0	0	0	0	93	0	0	93	163
8:30 AM	0	0	0	0	0	59	0	0	59	0	0	0	0	0	81	0	0	81	140
8:45 AM	0	0	0	0	0	60	0	0	60	0	0	0	0	0	100	0	0	100	160
Total	0	0	0	0	0	263	0	0	263	0	0	0	0	0	378	0	0	378	641
Grand Total	0	0	0	0	0	510	0	1	511	0	0	0	0	0	729	0	0	729	1240
Approach %	0.0	0.0	0.0		0.0	99.8	0.0	0.2		0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	41.1	0.0	0.1	41.2	0.0	0.0	0.0	0.0	0.0	58.8	0.0	0.0	58.8	
Exiting Leg Total				0					730				0					510	1240

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Washington Secondary Bikepath				Garfield Avenue					Washington Secondary Bikepath				Garfield Avenue					
	North				East					South				West					
	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:30 AM	0	0	0	0	0	68	0	1	69	0	0	0	0	0	112	0	0	112	181
7:45 AM	0	0	0	0	0	74	0	0	74	0	0	0	0	0	88	0	0	88	162
8:00 AM	0	0	0	0	0	74	0	0	74	0	0	0	0	0	104	0	0	104	178
8:15 AM	0	0	0	0	0	70	0	0	70	0	0	0	0	0	93	0	0	93	163
Total Volume	0	0	0	0	0	286	0	1	287	0	0	0	0	0	397	0	0	397	684
% Approach Total	0.0	0.0	0.0		0.0	99.7	0.0	0.3		0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.966	0.000	0.250	0.970	0.000	0.000	0.000	0.000	0.000	0.886	0.000	0.000	0.886	0.945
Entering Leg	0	0	0	0	0	286	0	1	287	0	0	0	0	0	397	0	0	397	684
Exiting Leg				0					398				0					286	684
Total				0					685				0					683	1368

PDI File #: **175824 (5) Tues-AM**
Location: **N: Washington Secondary Bikepath S: Washington Seconda**
Location: **E: Garfield Avenue W: Garfield Avenue**
City, State: **Cranston, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Heavy Vehicles (Combined-Large Trucks and Buses)**

	Washington Secondary Bikepath				Garfield Avenue					Washington Secondary Bikepath				Garfield Avenue					
	North				East					South				West					
	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7	0	0	7	12
7:15 AM	0	0	0	0	0	4	0	0	4	0	0	0	0	0	14	0	0	14	18
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5
7:45 AM	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5	0	0	5	9
Total	0	0	0	0	0	13	0	0	13	0	0	0	0	0	31	0	0	31	44
8:00 AM	0	0	0	0	0	4	0	0	4	0	0	0	0	0	3	0	0	3	7
8:15 AM	0	0	0	0	0	2	0	0	2	0	0	0	0	0	8	0	0	8	10
8:30 AM	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	0	0	4	6
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	8	0	0	8	0	0	0	0	0	16	0	0	16	24
Grand Total	0	0	0	0	0	21	0	0	21	0	0	0	0	0	47	0	0	47	68
Approach %	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	30.9	0.0	0.0	30.9	0.0	0.0	0.0	0.0	0.0	69.1	0.0	0.0	69.1	
Exiting Leg Total				0					47				0					21	68
Large Trucks	0	0	0	0	0	17	0	0	17	0	0	0	0	0	28	0	0	28	45
% Large Trucks	0.0	0.0	0.0	0.0	0.0	81.0	0.0	0.0	81.0	0.0	0.0	0.0	0.0	0.0	59.6	0.0	0.0	59.6	66.2
Exiting Leg Total				0					28				0					17	45
Buses	0	0	0	0	0	4	0	0	4	0	0	0	0	0	19	0	0	19	23
% Buses	0.0	0.0	0.0	0.0	0.0	19.0	0.0	0.0	19.0	0.0	0.0	0.0	0.0	0.0	40.4	0.0	0.0	40.4	33.8
Exiting Leg Total				0					19				0					4	23

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Washington Secondary Bikepath				Garfield Avenue					Washington Secondary Bikepath				Garfield Avenue					
	North				East					South				West					
	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7	0	0	7	12
7:15 AM	0	0	0	0	0	4	0	0	4	0	0	0	0	0	14	0	0	14	18
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5
7:45 AM	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5	0	0	5	9
Total Volume	0	0	0	0	0	13	0	0	13	0	0	0	0	0	31	0	0	31	44
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.650	0.000	0.000	0.650	0.000	0.000	0.000	0.000	0.000	0.554	0.000	0.000	0.554	0.611
Large Trucks	0	0	0	0	0	9	0	0	9	0	0	0	0	0	24	0	0	24	33
Large Trucks %	0.0	0.0	0.0	0.0	0.0	69.2	0.0	0.0	69.2	0.0	0.0	0.0	0.0	0.0	77.4	0.0	0.0	77.4	75.0
Buses	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7	0	0	7	11
Buses %	0.0	0.0	0.0	0.0	0.0	30.8	0.0	0.0	30.8	0.0	0.0	0.0	0.0	0.0	22.6	0.0	0.0	22.6	25.0
Trucks Enter Leg	0	0	0	0	0	9	0	0	9	0	0	0	0	0	24	0	0	24	33
Bus Enter Leg	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7	0	0	7	11
Total Entering Leg	0	0	0	0	0	13	0	0	13	0	0	0	0	0	31	0	0	31	44
Trucks Exiting Leg				0					24				0					9	33
Buses Exiting Leg				0					7				0					4	11
Total Exiting Leg				0					31				0					13	44

PDI File #: **175824 (5) Tues-AM**
Location: **N: Washington Secondary Bikepath S: Washington Seconda**
Location: **E: Garfield Avenue W: Garfield Avenue**
City, State: **Cranston, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION D A T A INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Large Trucks**

	Washington Secondary Bikepath				Garfield Avenue					Washington Secondary Bikepath				Garfield Avenue					
	North				East					South				West					
	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6	0	0	6	10
7:15 AM	0	0	0	0	0	3	0	0	3	0	0	0	0	0	11	0	0	11	14
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5
7:45 AM	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	0	0	2	4
Total	0	0	0	0	0	9	0	0	9	0	0	0	0	0	24	0	0	24	33
8:00 AM	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	4
8:15 AM	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	0	0	1	3
8:30 AM	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	0	0	2	4
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	8	0	0	8	0	0	0	0	0	4	0	0	4	12
Grand Total	0	0	0	0	0	17	0	0	17	0	0	0	0	0	28	0	0	28	45
Approach %	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	37.8	0.0	0.0	37.8	0.0	0.0	0.0	0.0	0.0	62.2	0.0	0.0	62.2	
Exiting Leg Total				0					28				0					17	45

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Washington Secondary Bikepath				Garfield Avenue					Washington Secondary Bikepath				Garfield Avenue					
	North				East					South				West					
	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6	0	0	6	10
7:15 AM	0	0	0	0	0	3	0	0	3	0	0	0	0	0	11	0	0	11	14
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5
7:45 AM	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	0	0	2	4
Total Volume	0	0	0	0	0	9	0	0	9	0	0	0	0	0	24	0	0	24	33
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.563	0.000	0.000	0.563	0.000	0.000	0.000	0.000	0.000	0.545	0.000	0.000	0.545	0.589
Entering Leg	0	0	0	0	0	9	0	0	9	0	0	0	0	0	24	0	0	24	33
Exiting Leg				0					24				0					9	33
Total				0					33				0					33	66

PDI File #: **175824 (5) Tues-AM**
Location: **N: Washington Secondary Bikepath S: Washington Seconda**
Location: **E: Garfield Avenue W: Garfield Avenue**
City, State: **Cranston, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION D A T A INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Washington Secondary Bikepath				Garfield Avenue					Washington Secondary Bikepath				Garfield Avenue					
	North				East					South				West					
	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	1	2
7:15 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	0	0	3	4
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	0	0	3	5
Total	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7	0	0	7	11
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	7
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	12
Grand Total	0	0	0	0	0	4	0	0	4	0	0	0	0	0	19	0	0	19	23
Approach %	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	17.4	0.0	0.0	17.4	0.0	0.0	0.0	0.0	0.0	82.6	0.0	0.0	82.6	
Exiting Leg Total				0					19				0					4	23

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:45 AM	Washington Secondary Bikepath				Garfield Avenue					Washington Secondary Bikepath				Garfield Avenue					
	North				East					South				West					
	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:45 AM	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	0	0	3	5
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	7
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total Volume	0	0	0	0	0	2	0	0	2	0	0	0	0	0	15	0	0	15	17
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.536	0.000	0.000	0.536	0.607
Entering Leg	0	0	0	0	0	2	0	0	2	0	0	0	0	0	15	0	0	15	17
Exiting Leg				0					15				0					2	17
Total				0					17				0					17	34

PDI File #: **175824 (5) Tues-AM**
Location: **N: Washington Secondary Bikepath S: Washington Secondar**
Location: **E: Garfield Avenue W: Garfield Avenue**
City, State: **Cranston, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class:

Bicycles (on Roadway and Crosswalks)

	Washington Secondary Bikepath						Garfield Avenue							Washington Secondary Bikepath						Garfield Avenue							
	North						East							South						West							
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	1	0	0	0	0	0	1	3
Grand Total	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	0	1	0	0	0	0	0	1	6
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	83.3	0.0	83.3	0.0	0.0	0.0	0.0	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	16.7	
Exiting Leg Total						0							5						1							0	6

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Washington Secondary Bikepath						Garfield Avenue							Washington Secondary Bikepath						Garfield Avenue							
	North						East							South						West							
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Exiting Leg						0							4						0							0	4
Total						0							8						0							0	8

PDI File #: **175824 (5) Tues-AM**
Location: **N: Washington Secondary Bikepath S: Washington Secondar**
Location: **E: Garfield Avenue W: Garfield Avenue**
City, State: **Cranston, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Washington Secondary Bikepath						Garfield Avenue							Washington Secondary Bikepath						Garfield Avenue							
	North						East							South						West							
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	1	0	1	0	0	0	0	1	1	2	0	0	0	1	1	2	0	0	0	0	0	0	0	5
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	1	0	1	0	0	0	0	3	2	5	0	0	0	1	2	3	0	0	0	0	0	0	0	9
8:00 AM	0	0	0	0	1	1	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	1	1	0	0	0	0	4	3	7	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Grand Total	0	0	0	1	1	2	0	0	0	0	7	5	12	0	0	0	1	2	3	0	0	0	0	0	0	0	17
Approach %	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	58.3	41.7		0.0	0.0	0.0	33.3	66.7		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	5.9	5.9	11.8	0.0	0.0	0.0	0.0	41.2	29.4	70.6	0.0	0.0	0.0	5.9	11.8	17.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						2							12						3							0	17

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Washington Secondary Bikepath						Garfield Avenue							Washington Secondary Bikepath						Garfield Avenue							
	North						East							South						West							
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:15 AM	0	0	0	1	0	1	0	0	0	0	1	1	2	0	0	0	1	1	2	0	0	0	0	0	0	0	5
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	1	1	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total Volume	0	0	0	1	1	2	0	0	0	0	3	3	6	0	0	0	1	2	3	0	0	0	0	0	0	0	11
% Approach Total	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	33.3	66.7		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.250	0.250	0.500	0.000	0.000	0.000	0.000	0.750	0.750	0.750	0.000	0.000	0.000	0.250	0.500	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.550
Entering Leg	0	0	0	1	1	2	0	0	0	0	3	3	6	0	0	0	1	2	3	0	0	0	0	0	0	0	11
Exiting Leg						2							6						3							0	11
Total						4							12						6							0	22

PDI File #: **175824 (5) Tue-PM**
Location: **N: Washington Secondary Bikepath S: Washington Seconda**
Location: **E: Garfield Avenue W: Garfield Avenue**
City, State: **Cranston, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Washington Secondary Bikepath				Garfield Avenue					Washington Secondary Bikepath				Garfield Avenue					
	North				East					South				West					
	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	0	0	0	148	0	0	148	0	0	0	0	0	128	0	0	128	276
4:45 PM	0	0	0	0	0	134	0	0	134	0	0	0	0	0	111	0	0	111	245
Total	0	0	0	0	0	282	0	0	282	0	0	0	0	0	239	0	0	239	521
5:00 PM	0	0	0	0	0	179	0	0	179	0	0	0	0	0	120	0	0	120	299
5:15 PM	0	0	0	0	0	153	0	0	153	0	0	0	0	0	101	0	0	101	254
5:30 PM	0	0	0	0	0	144	0	0	144	0	0	0	0	0	99	0	0	99	243
5:45 PM	0	0	0	0	0	118	0	0	118	0	0	0	0	0	108	0	0	108	226
Total	0	0	0	0	0	594	0	0	594	0	0	0	0	0	428	0	0	428	1022
6:00 PM	0	0	0	0	0	129	0	0	129	0	0	0	0	0	101	0	0	101	230
6:15 PM	0	0	0	0	0	134	0	0	134	0	0	0	0	0	95	0	0	95	229
Total	0	0	0	0	0	263	0	0	263	0	0	0	0	0	196	0	0	196	459
Grand Total	0	0	0	0	0	1139	0	0	1139	0	0	0	0	0	863	0	0	863	2002
Approach %	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	56.9	0.0	0.0	56.9	0.0	0.0	0.0	0.0	0.0	43.1	0.0	0.0	43.1	
Exiting Leg Total				0					863				0					1139	2002
Cars	0	0	0	0	0	1111	0	0	1111	0	0	0	0	0	853	0	0	853	1964
% Cars	0.0	0.0	0.0	0.0	0.0	97.5	0.0	0.0	97.5	0.0	0.0	0.0	0.0	0.0	98.8	0.0	0.0	98.8	98.1
Exiting Leg Total				0					853				0					1111	1964
Heavy Vehicles	0	0	0	0	0	28	0	0	28	0	0	0	0	0	10	0	0	10	38
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.2	1.9
Exiting Leg Total				0					10				0					28	38

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:30 PM	Washington Secondary Bikepath				Garfield Avenue					Washington Secondary Bikepath				Garfield Avenue					
	North				East					South				West					
	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	0	0	0	148	0	0	148	0	0	0	0	0	128	0	0	128	276
4:45 PM	0	0	0	0	0	134	0	0	134	0	0	0	0	0	111	0	0	111	245
5:00 PM	0	0	0	0	0	179	0	0	179	0	0	0	0	0	120	0	0	120	299
5:15 PM	0	0	0	0	0	153	0	0	153	0	0	0	0	0	101	0	0	101	254
Total Volume	0	0	0	0	0	614	0	0	614	0	0	0	0	0	460	0	0	460	1074
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.858	0.000	0.000	0.858	0.000	0.000	0.000	0.000	0.000	0.898	0.000	0.000	0.898	0.898
Cars	0	0	0	0	0	598	0	0	598	0	0	0	0	0	454	0	0	454	1052
Cars %	0.0	0.0	0.0	0.0	0.0	97.4	0.0	0.0	97.4	0.0	0.0	0.0	0.0	0.0	98.7	0.0	0.0	98.7	98.0
Heavy Vehicles	0	0	0	0	0	16	0	0	16	0	0	0	0	0	6	0	0	6	22
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	2.6	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0	1.3	2.0
Cars Enter Leg	0	0	0	0	0	598	0	0	598	0	0	0	0	0	454	0	0	454	1052
Heavy Enter Leg	0	0	0	0	0	16	0	0	16	0	0	0	0	0	6	0	0	6	22
Total Entering Leg	0	0	0	0	0	614	0	0	614	0	0	0	0	0	460	0	0	460	1074
Cars Exiting Leg				0					454				0					598	1052
Heavy Exiting Leg				0					6				0					16	22
Total Exiting Leg				0					460				0					614	1074

PDI File #: **175824 (5) Tue-PM**
Location: **N: Washington Secondary Bikepath S: Washington Seconda**
Location: **E: Garfield Avenue W: Garfield Avenue**
City, State: **Cranston, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Washington Secondary Bikepath				Garfield Avenue					Washington Secondary Bikepath				Garfield Avenue					
	North				East					South				West					
	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	0	0	0	141	0	0	141	0	0	0	0	0	127	0	0	127	268
4:45 PM	0	0	0	0	0	132	0	0	132	0	0	0	0	0	108	0	0	108	240
Total	0	0	0	0	0	273	0	0	273	0	0	0	0	0	235	0	0	235	508
5:00 PM	0	0	0	0	0	176	0	0	176	0	0	0	0	0	119	0	0	119	295
5:15 PM	0	0	0	0	0	149	0	0	149	0	0	0	0	0	100	0	0	100	249
5:30 PM	0	0	0	0	0	138	0	0	138	0	0	0	0	0	99	0	0	99	237
5:45 PM	0	0	0	0	0	117	0	0	117	0	0	0	0	0	108	0	0	108	225
Total	0	0	0	0	0	580	0	0	580	0	0	0	0	0	426	0	0	426	1006
6:00 PM	0	0	0	0	0	126	0	0	126	0	0	0	0	0	98	0	0	98	224
6:15 PM	0	0	0	0	0	132	0	0	132	0	0	0	0	0	94	0	0	94	226
Total	0	0	0	0	0	258	0	0	258	0	0	0	0	0	192	0	0	192	450
Grand Total	0	0	0	0	0	1111	0	0	1111	0	0	0	0	0	853	0	0	853	1964
Approach %	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	56.6	0.0	0.0	56.6	0.0	0.0	0.0	0.0	0.0	43.4	0.0	0.0	43.4	
Exiting Leg Total				0					853				0					1111	1964

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:30 PM	Washington Secondary Bikepath				Garfield Avenue					Washington Secondary Bikepath				Garfield Avenue					
	North				East					South				West					
	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	0	0	0	141	0	0	141	0	0	0	0	0	127	0	0	127	268
4:45 PM	0	0	0	0	0	132	0	0	132	0	0	0	0	0	108	0	0	108	240
5:00 PM	0	0	0	0	0	176	0	0	176	0	0	0	0	0	119	0	0	119	295
5:15 PM	0	0	0	0	0	149	0	0	149	0	0	0	0	0	100	0	0	100	249
Total Volume	0	0	0	0	0	598	0	0	598	0	0	0	0	0	454	0	0	454	1052
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.849	0.000	0.000	0.849	0.000	0.000	0.000	0.000	0.000	0.894	0.000	0.000	0.894	0.892
Entering Leg	0	0	0	0	0	598	0	0	598	0	0	0	0	0	454	0	0	454	1052
Exiting Leg				0					454				0					598	1052
Total				0					1052				0					1052	2104

PDI File #: **175824 (5) Tue-PM**
Location: **N: Washington Secondary Bikepath S: Washington Seconda**
Location: **E: Garfield Avenue W: Garfield Avenue**
City, State: **Cranston, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class:

Heavy Vehicles (Combined-Large Trucks and Buses)

	Washington Secondary Bikepath				Garfield Avenue					Washington Secondary Bikepath				Garfield Avenue					
	North				East					South				West					
	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	0	0	0	7	0	0	7	0	0	0	0	0	1	0	0	1	8
4:45 PM	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	0	0	3	5
Total	0	0	0	0	0	9	0	0	9	0	0	0	0	0	4	0	0	4	13
5:00 PM	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	0	0	1	4
5:15 PM	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	0	0	1	5
5:30 PM	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	6
5:45 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	14	0	0	14	0	0	0	0	0	2	0	0	2	16
6:00 PM	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	0	0	3	6
6:15 PM	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	0	0	1	3
Total	0	0	0	0	0	5	0	0	5	0	0	0	0	0	4	0	0	4	9
Grand Total	0	0	0	0	0	28	0	0	28	0	0	0	0	0	10	0	0	10	38
Approach %	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	73.7	0.0	0.0	73.7	0.0	0.0	0.0	0.0	0.0	26.3	0.0	0.0	26.3	
Exiting Leg Total				0					10				0					28	38
Large Trucks	0	0	0	0	0	28	0	0	28	0	0	0	0	0	9	0	0	9	37
% Large Trucks	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	90.0	0.0	0.0	90.0	97.4
Exiting Leg Total				0					9				0					28	37
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	10.0	2.6
Exiting Leg Total				0					1				0					0	1

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:30 PM	Washington Secondary Bikepath				Garfield Avenue					Washington Secondary Bikepath				Garfield Avenue					
	North				East					South				West					
	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	0	0	0	7	0	0	7	0	0	0	0	0	1	0	0	1	8
4:45 PM	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	0	0	3	5
5:00 PM	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	0	0	1	4
5:15 PM	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	0	0	1	5
Total Volume	0	0	0	0	0	16	0	0	16	0	0	0	0	0	6	0	0	6	22
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.571	0.000	0.000	0.571	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.688
Large Trucks	0	0	0	0	0	16	0	0	16	0	0	0	0	0	6	0	0	6	22
Large Trucks %	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	100.0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Trucks Enter Leg	0	0	0	0	0	16	0	0	16	0	0	0	0	0	6	0	0	6	22
Bus Enter Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	0	0	0	0	0	16	0	0	16	0	0	0	0	0	6	0	0	6	22
Trucks Exiting Leg				0					6				0					16	22
Buses Exiting Leg				0					0				0					0	0
Total Exiting Leg				0					6				0					16	22

PDI File #: **175824 (5) Tue-PM**
Location: **N: Washington Secondary Bikepath S: Washington Seconda**
Location: **E: Garfield Avenue W: Garfield Avenue**
City, State: **Cranston, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Large Trucks**

	Washington Secondary Bikepath				Garfield Avenue					Washington Secondary Bikepath				Garfield Avenue					
	North				East					South				West					
	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	0	0	0	7	0	0	7	0	0	0	0	0	1	0	0	1	8
4:45 PM	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	0	0	3	5
Total	0	0	0	0	0	9	0	0	9	0	0	0	0	0	4	0	0	4	13
5:00 PM	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	0	0	1	4
5:15 PM	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	0	0	1	5
5:30 PM	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	6
5:45 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	14	0	0	14	0	0	0	0	0	2	0	0	2	16
6:00 PM	0	0	0	0	0	3	0	0	3	0	0	0	0	0	2	0	0	2	5
6:15 PM	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	0	0	1	3
Total	0	0	0	0	0	5	0	0	5	0	0	0	0	0	3	0	0	3	8
Grand Total	0	0	0	0	0	28	0	0	28	0	0	0	0	0	9	0	0	9	37
Approach %	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	75.7	0.0	0.0	75.7	0.0	0.0	0.0	0.0	0.0	24.3	0.0	0.0	24.3	
Exiting Leg Total				0					9				0					28	37

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:30 PM	Washington Secondary Bikepath				Garfield Avenue					Washington Secondary Bikepath				Garfield Avenue					
	North				East					South				West					
	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	0	0	0	7	0	0	7	0	0	0	0	0	1	0	0	1	8
4:45 PM	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	0	0	3	5
5:00 PM	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	0	0	1	4
5:15 PM	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	0	0	1	5
Total Volume	0	0	0	0	0	16	0	0	16	0	0	0	0	0	6	0	0	6	22
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.571	0.000	0.000	0.571	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.688
Entering Leg	0	0	0	0	0	16	0	0	16	0	0	0	0	0	6	0	0	6	22
Exiting Leg				0					6				0					16	22
Total				0					22				0					22	44

PDI File #: **175824 (5) Tue-PM**
Location: **N: Washington Secondary Bikepath S: Washington Seconda**
Location: **E: Garfield Avenue W: Garfield Avenue**
City, State: **Cranston, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Buses**

	Washington Secondary Bikepath				Garfield Avenue					Washington Secondary Bikepath				Garfield Avenue					
	North				East					South				West					
	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Approach %	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	
Exiting Leg Total				0					1				0					0	1

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

5:15 PM	Washington Secondary Bikepath				Garfield Avenue					Washington Secondary Bikepath				Garfield Avenue					
	North				East					South				West					
	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Exiting Leg				0					1				0					0	1
Total				0					1				0					1	2

PDI File #: **175824 (5) Tue-PM**
Location: **N: Washington Secondary Bikepath S: Washington Secondar**
Location: **E: Garfield Avenue W: Garfield Avenue**
City, State: **Cranston, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Washington Secondary Bikepath						Garfield Avenue							Washington Secondary Bikepath						Garfield Avenue							
	North						East							South						West							
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:30 PM	0	0	0	0	0	0	0	0	0	0	4	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
4:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	1	0	0	0	0	1	3
Total	0	0	0	0	0	0	0	0	0	0	6	2	8	0	0	0	0	0	0	0	1	0	0	0	0	1	9
5:00 PM	0	0	0	1	0	1	0	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	1	0	1	0	0	0	0	0	0	0	5
5:30 PM	0	0	0	0	0	0	0	0	0	0	2	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	1	0	1	0	0	0	0	4	11	15	0	0	0	1	0	1	0	0	0	0	0	0	0	17
6:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	1	0	1	0	0	0	0	0	0	0	4
Grand Total	0	0	0	1	0	1	0	0	0	0	13	13	26	0	0	0	2	0	2	0	1	0	0	0	0	1	30
Approach %	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	3.3	0.0	3.3	0.0	0.0	0.0	0.0	43.3	43.3	86.7	0.0	0.0	0.0	6.7	0.0	6.7	0.0	3.3	0.0	0.0	0.0	0.0	3.3	
Exiting Leg Total						1							27						2							0	30

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:30 PM	Washington Secondary Bikepath						Garfield Avenue							Washington Secondary Bikepath						Garfield Avenue							
	North						East							South						West							
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:30 PM	0	0	0	0	0	0	0	0	0	0	4	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
4:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	1	0	0	0	0	1	3
5:00 PM	0	0	0	1	0	1	0	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	1	0	1	0	0	0	0	0	0	0	5
Total Volume	0	0	0	1	0	1	0	0	0	0	7	9	16	0	0	0	1	0	1	0	1	0	0	0	0	1	19
% Approach Total	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	43.8	56.3		0.0	0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.438	0.563	0.667	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.792
Entering Leg	0	0	0	1	0	1	0	0	0	0	7	9	16	0	0	0	1	0	1	0	1	0	0	0	0	1	19
Exiting Leg						1							17						1							0	19
Total						2							33						2							1	38

PDI File #: **175824 (5) Tue-PM**
Location: **N: Washington Secondary Bikepath S: Washington Secondar**
Location: **E: Garfield Avenue W: Garfield Avenue**
City, State: **Cranston, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Washington Secondary Bikepath						Garfield Avenue							Washington Secondary Bikepath						Garfield Avenue							
	North						East							South						West							
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
4:45 PM	0	0	0	0	2	2	0	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Total	0	0	0	0	2	2	0	0	0	0	2	7	9	0	0	0	0	0	0	0	0	0	0	0	0	0	11
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	3	0	3	0	0	0	0	0	0	0	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	5	5	0	0	0	0	0	0	0	7
5:45 PM	0	0	0	1	0	1	0	0	0	0	4	4	8	0	0	0	1	0	1	0	0	0	0	0	0	0	10
Total	0	0	0	1	0	1	0	0	0	0	6	7	13	0	0	0	4	5	9	0	0	0	0	0	0	0	23
6:00 PM	0	0	0	0	1	1	0	0	0	0	2	1	3	0	0	0	4	0	4	0	0	0	0	1	0	1	9
6:15 PM	0	0	0	0	0	0	0	0	0	0	4	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	0	0	0	0	1	1	0	0	0	0	6	2	8	0	0	0	4	0	4	0	0	0	0	1	0	1	14
Grand Total	0	0	0	1	3	4	0	0	0	0	14	16	30	0	0	0	8	5	13	0	0	0	0	1	0	1	48
Approach %	0.0	0.0	0.0	25.0	75.0		0.0	0.0	0.0	0.0	46.7	53.3		0.0	0.0	0.0	61.5	38.5		0.0	0.0	0.0	0.0	100.0	0.0		
Total %	0.0	0.0	0.0	2.1	6.3	8.3	0.0	0.0	0.0	0.0	29.2	33.3	62.5	0.0	0.0	0.0	16.7	10.4	27.1	0.0	0.0	0.0	0.0	2.1	0.0	2.1	
Exiting Leg Total						4							30						13							1	48

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

5:30 PM	Washington Secondary Bikepath						Garfield Avenue							Washington Secondary Bikepath						Garfield Avenue							
	North						East							South						West							
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	5	5	0	0	0	0	0	0	0	7
5:45 PM	0	0	0	1	0	1	0	0	0	0	4	4	8	0	0	0	1	0	1	0	0	0	0	0	0	0	10
6:00 PM	0	0	0	0	1	1	0	0	0	0	2	1	3	0	0	0	4	0	4	0	0	0	0	1	0	1	9
6:15 PM	0	0	0	0	0	0	0	0	0	0	4	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total Volume	0	0	0	1	1	2	0	0	0	0	10	8	18	0	0	0	5	5	10	0	0	0	0	1	0	1	31
% Approach Total	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	55.6	44.4		0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	100.0	0.0		
PHF	0.000	0.000	0.000	0.250	0.250	0.500	0.000	0.000	0.000	0.000	0.625	0.500	0.563	0.000	0.000	0.000	0.313	0.250	0.500	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.775
Entering Leg	0	0	0	1	1	2	0	0	0	0	10	8	18	0	0	0	5	5	10	0	0	0	0	1	0	1	31
Exiting Leg						2							18						10							1	31
Total						4							36						20							2	62

PDI File #: **175824 (6) Sat**
Location: **N: Mendon Road (Route 122) S: Mendon Road (Route 122)**
Location: **E: Nate Whipple Highway (Route 120)**
City, State: **Cumberland, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Mendon Road (Route 122)				Nate Whipple Highway (Route 120)				Mendon Road (Route 122)				
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
12:00 PM	122	54	0	176	61	35	0	96	30	110	0	140	412
12:15 PM	139	39	0	178	46	26	0	72	35	91	0	126	376
12:30 PM	118	43	0	161	41	25	0	66	40	118	0	158	385
12:45 PM	103	47	0	150	44	17	0	61	32	97	0	129	340
Total	482	183	0	665	192	103	0	295	137	416	0	553	1513
1:00 PM	98	42	0	140	44	23	0	67	18	107	0	125	332
1:15 PM	99	51	0	150	62	32	0	94	33	95	0	128	372
1:30 PM	83	43	0	126	53	28	0	81	33	91	0	124	331
1:45 PM	100	53	0	153	43	30	0	73	31	85	0	116	342
Total	380	189	0	569	202	113	0	315	115	378	0	493	1377
Grand Total	862	372	0	1234	394	216	0	610	252	794	0	1046	2890
Approach %	69.9	30.1	0.0		64.6	35.4	0.0		24.1	75.9	0.0		
Total %	29.8	12.9	0.0	42.7	13.6	7.5	0.0	21.1	8.7	27.5	0.0	36.2	
Exiting Leg Total				1188				624				1078	2890
Cars	853	369	0	1222	388	215	0	603	248	787	0	1035	2860
% Cars	99.0	99.2	0.0	99.0	98.5	99.5	0.0	98.9	98.4	99.1	0.0	98.9	99.0
Exiting Leg Total				1175				617				1068	2860
Heavy Vehicles	9	3	0	12	6	1	0	7	4	7	0	11	30
% Heavy Vehicles	1.0	0.8	0.0	1.0	1.5	0.5	0.0	1.1	1.6	0.9	0.0	1.1	1.0
Exiting Leg Total				13				7				10	30

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:00 PM	Mendon Road (Route 122)				Nate Whipple Highway (Route 120)				Mendon Road (Route 122)				
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
12:00 PM	122	54	0	176	61	35	0	96	30	110	0	140	412
12:15 PM	139	39	0	178	46	26	0	72	35	91	0	126	376
12:30 PM	118	43	0	161	41	25	0	66	40	118	0	158	385
12:45 PM	103	47	0	150	44	17	0	61	32	97	0	129	340
Total Volume	482	183	0	665	192	103	0	295	137	416	0	553	1513
% Approach Total	72.5	27.5	0.0		65.1	34.9	0.0		24.8	75.2	0.0		
PHF	0.867	0.847	0.000	0.934	0.787	0.736	0.000	0.768	0.856	0.881	0.000	0.875	0.918
Cars	474	182	0	656	187	102	0	289	134	411	0	545	1490
Cars %	98.3	99.5	0.0	98.6	97.4	99.0	0.0	98.0	97.8	98.8	0.0	98.6	98.5
Heavy Vehicles	8	1	0	9	5	1	0	6	3	5	0	8	23
Heavy Vehicles %	1.7	0.5	0.0	1.4	2.6	1.0	0.0	2.0	2.2	1.2	0.0	1.4	1.5
Cars Enter Leg	474	182	0	656	187	102	0	289	134	411	0	545	1490
Heavy Enter Leg	8	1	0	9	5	1	0	6	3	5	0	8	23
Total Entering Leg	482	183	0	665	192	103	0	295	137	416	0	553	1513
Cars Exiting Leg				598				316				576	1490
Heavy Exiting Leg				10				4				9	23
Total Exiting Leg				608				320				585	1513

PDI File #: **175824 (6) Sat**
Location: **N: Mendon Road (Route 122) S: Mendon Road (Route 122)**
Location: **E: Nate Whipple Highway (Route 120)**
City, State: **Cumberland, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Mendon Road (Route 122)				Nate Whipple Highway (Route 120)				Mendon Road (Route 122)				
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
12:00 PM	118	54	0	172	59	35	0	94	28	109	0	137	403
12:15 PM	136	39	0	175	45	26	0	71	35	90	0	125	371
12:30 PM	117	42	0	159	39	24	0	63	40	116	0	156	378
12:45 PM	103	47	0	150	44	17	0	61	31	96	0	127	338
Total	474	182	0	656	187	102	0	289	134	411	0	545	1490
1:00 PM	98	41	0	139	44	23	0	67	18	106	0	124	330
1:15 PM	99	51	0	150	62	32	0	94	32	94	0	126	370
1:30 PM	83	42	0	125	52	28	0	80	33	91	0	124	329
1:45 PM	99	53	0	152	43	30	0	73	31	85	0	116	341
Total	379	187	0	566	201	113	0	314	114	376	0	490	1370
Grand Total	853	369	0	1222	388	215	0	603	248	787	0	1035	2860
Approach %	69.8	30.2	0.0		64.3	35.7	0.0		24.0	76.0	0.0		
Total %	29.8	12.9	0.0	42.7	13.6	7.5	0.0	21.1	8.7	27.5	0.0	36.2	
Exiting Leg Total				1175				617				1068	2860

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:00 PM	Mendon Road (Route 122)				Nate Whipple Highway (Route 120)				Mendon Road (Route 122)				
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
12:00 PM	118	54	0	172	59	35	0	94	28	109	0	137	403
12:15 PM	136	39	0	175	45	26	0	71	35	90	0	125	371
12:30 PM	117	42	0	159	39	24	0	63	40	116	0	156	378
12:45 PM	103	47	0	150	44	17	0	61	31	96	0	127	338
Total Volume	474	182	0	656	187	102	0	289	134	411	0	545	1490
% Approach Total	72.3	27.7	0.0		64.7	35.3	0.0		24.6	75.4	0.0		
PHF	0.871	0.843	0.000	0.937	0.792	0.729	0.000	0.769	0.838	0.886	0.000	0.873	0.924
Entering Leg	474	182	0	656	187	102	0	289	134	411	0	545	1490
Exiting Leg				598				316				576	1490
Total				1254				605				1121	2980

PDI File #: **175824 (6) Sat**
Location: **N: Mendon Road (Route 122) S: Mendon Road (Route 122)**
Location: **E: Nate Whipple Highway (Route 120)**
City, State: **Cumberland, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Heavy Vehicles (Combined-Large Trucks and Buses)

	Mendon Road (Route 122)				Nate Whipple Highway (Route 120)				Mendon Road (Route 122)				
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
12:00 PM	4	0	0	4	2	0	0	2	2	1	0	3	9
12:15 PM	3	0	0	3	1	0	0	1	0	1	0	1	5
12:30 PM	1	1	0	2	2	1	0	3	0	2	0	2	7
12:45 PM	0	0	0	0	0	0	0	0	1	1	0	2	2
Total	8	1	0	9	5	1	0	6	3	5	0	8	23
1:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	2
1:15 PM	0	0	0	0	0	0	0	0	1	1	0	2	2
1:30 PM	0	1	0	1	1	0	0	1	0	0	0	0	2
1:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	1	2	0	3	1	0	0	1	1	2	0	3	7
Grand Total	9	3	0	12	6	1	0	7	4	7	0	11	30
Approach %	75.0	25.0	0.0		85.7	14.3	0.0		36.4	63.6	0.0		
Total %	30.0	10.0	0.0	40.0	20.0	3.3	0.0	23.3	13.3	23.3	0.0	36.7	
Exiting Leg Total				13				7				10	30
Large Trucks	9	3	0	12	6	1	0	7	4	7	0	11	30
% Large Trucks	100.0	100.0	0.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	0.0	100.0	100.0
Exiting Leg Total				13				7				10	30
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total				0				0				0	0

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:00 PM	Mendon Road (Route 122)				Nate Whipple Highway (Route 120)				Mendon Road (Route 122)				
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
12:00 PM	4	0	0	4	2	0	0	2	2	1	0	3	9
12:15 PM	3	0	0	3	1	0	0	1	0	1	0	1	5
12:30 PM	1	1	0	2	2	1	0	3	0	2	0	2	7
12:45 PM	0	0	0	0	0	0	0	0	1	1	0	2	2
Total Volume	8	1	0	9	5	1	0	6	3	5	0	8	23
% Approach Total	88.9	11.1	0.0		83.3	16.7	0.0		37.5	62.5	0.0		
PHF	0.500	0.250	0.000	0.563	0.625	0.250	0.000	0.500	0.375	0.625	0.000	0.667	0.639
Large Trucks	8	1	0	9	5	1	0	6	3	5	0	8	23
Large Trucks %	100.0	100.0	0.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	0.0	100.0	100.0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Trucks Enter Leg	8	1	0	9	5	1	0	6	3	5	0	8	23
Bus Enter Leg	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	8	1	0	9	5	1	0	6	3	5	0	8	23
Trucks Exiting Leg				10				4				9	23
Buses Exiting Leg				0				0				0	0
Total Exiting Leg				10				4				9	23

PDI File #: **175824 (6) Sat**
Location: **N: Mendon Road (Route 122) S: Mendon Road (Route 122)**
Location: **E: Nate Whipple Highway (Route 120)**
City, State: **Cumberland, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Large Trucks

	Mendon Road (Route 122)				Nate Whipple Highway (Route 120)				Mendon Road (Route 122)				
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
12:00 PM	4	0	0	4	2	0	0	2	2	1	0	3	9
12:15 PM	3	0	0	3	1	0	0	1	0	1	0	1	5
12:30 PM	1	1	0	2	2	1	0	3	0	2	0	2	7
12:45 PM	0	0	0	0	0	0	0	0	1	1	0	2	2
Total	8	1	0	9	5	1	0	6	3	5	0	8	23
1:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	2
1:15 PM	0	0	0	0	0	0	0	0	1	1	0	2	2
1:30 PM	0	1	0	1	1	0	0	1	0	0	0	0	2
1:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	1	2	0	3	1	0	0	1	1	2	0	3	7
Grand Total	9	3	0	12	6	1	0	7	4	7	0	11	30
Approach %	75.0	25.0	0.0		85.7	14.3	0.0		36.4	63.6	0.0		
Total %	30.0	10.0	0.0	40.0	20.0	3.3	0.0	23.3	13.3	23.3	0.0	36.7	
Exiting Leg Total				13				7				10	30

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:00 PM	Mendon Road (Route 122)				Nate Whipple Highway (Route 120)				Mendon Road (Route 122)				
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
12:00 PM	4	0	0	4	2	0	0	2	2	1	0	3	9
12:15 PM	3	0	0	3	1	0	0	1	0	1	0	1	5
12:30 PM	1	1	0	2	2	1	0	3	0	2	0	2	7
12:45 PM	0	0	0	0	0	0	0	0	1	1	0	2	2
Total Volume	8	1	0	9	5	1	0	6	3	5	0	8	23
% Approach Total	88.9	11.1	0.0		83.3	16.7	0.0		37.5	62.5	0.0		
PHF	0.500	0.250	0.000	0.563	0.625	0.250	0.000	0.500	0.375	0.625	0.000	0.667	0.639
Entering Leg	8	1	0	9	5	1	0	6	3	5	0	8	23
Exiting Leg				10				4				9	23
Total				19				10				17	46

PDI File #: **175824 (6) Sat**
Location: **N: Mendon Road (Route 122) S: Mendon Road (Route 122)**
Location: **E: Nate Whipple Highway (Route 120)**
City, State: **Cumberland, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Mendon Road (Route 122)				Nate Whipple Highway (Route 120)				Mendon Road (Route 122)				
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total				0				0				0	0

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:00 PM	Mendon Road (Route 122)				Nate Whipple Highway (Route 120)				Mendon Road (Route 122)				
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg				0				0				0	0
Total				0				0				0	0

PDI File #: **175824 (6) Sat**
Location: **N: Mendon Road (Route 122) S: Mendon Road (Route 122)**
Location: **E: Nate Whipple Highway (Route 120)**
City, State: **Cumberland, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Mendon Road (Route 122)						Nate Whipple Highway (Route 120)						Mendon Road (Route 122)						
	North						East						South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	Total
12:00 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	2	0	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0	3
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	1	2	0	0	0	3	1	0	0	0	0	1	0	0	0	0	0	0	4
Approach %	33.3	66.7	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	25.0	50.0	0.0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						1						2						1	4

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:00 PM	Mendon Road (Route 122)						Nate Whipple Highway (Route 120)						Mendon Road (Route 122)						
	North						East						South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	Total
12:00 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	2	0	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0	3
% Approach Total	0.0	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.375
Entering Leg	0	2	0	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0	3
Exiting Leg						1						2						0	3
Total						3						3						0	6

PDI File #: **175824 (6) Sat**
Location: **N: Mendon Road (Route 122) S: Mendon Road (Route 122)**
Location: **E: Nate Whipple Highway (Route 120)**
City, State: **Cumberland, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Mendon Road (Route 122)						Nate Whipple Highway (Route 120)						Mendon Road (Route 122)						
	North						East						South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						0						2						0	2

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:00 PM	Mendon Road (Route 122)						Nate Whipple Highway (Route 120)						Mendon Road (Route 122)						
	North						East						South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
Exiting Leg						0						2						0	2
Total						0						4						0	4

PDI File #: **175824 (6) Tues-AM**
Location: **N: Mendon Road (Route 122) S: Mendon Road (Route 122)**
Location: **E: Nate Whipple Highway (Route 120)**
City, State: **Cumberland, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Mendon Road (Route 122)				Nate Whipple Highway (Route 120)				Mendon Road (Route 122)				
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:00 AM	75	38	0	113	52	19	0	71	37	102	0	139	323
7:15 AM	55	43	0	98	53	14	0	67	23	100	0	123	288
7:30 AM	65	75	0	140	63	15	0	78	27	109	0	136	354
7:45 AM	93	66	0	159	78	24	0	102	21	81	0	102	363
Total	288	222	0	510	246	72	0	318	108	392	0	500	1328
8:00 AM	73	43	0	116	60	20	0	80	18	93	0	111	307
8:15 AM	71	40	0	111	61	11	0	72	19	103	0	122	305
8:30 AM	81	36	0	117	52	20	0	72	19	96	0	115	304
8:45 AM	114	46	0	160	58	12	0	70	25	126	0	151	381
Total	339	165	0	504	231	63	0	294	81	418	0	499	1297
Grand Total	627	387	0	1014	477	135	0	612	189	810	0	999	2625
Approach %	61.8	38.2	0.0		77.9	22.1	0.0		18.9	81.1	0.0		
Total %	23.9	14.7	0.0	38.6	18.2	5.1	0.0	23.3	7.2	30.9	0.0	38.1	
Exiting Leg Total				1287				576				762	2625
Cars	582	363	0	945	458	122	0	580	176	758	0	934	2459
% Cars	92.8	93.8	0.0	93.2	96.0	90.4	0.0	94.8	93.1	93.6	0.0	93.5	93.7
Exiting Leg Total				1216				539				704	2459
Heavy Vehicles	45	24	0	69	19	13	0	32	13	52	0	65	166
% Heavy Vehicles	7.2	6.2	0.0	6.8	4.0	9.6	0.0	5.2	6.9	6.4	0.0	6.5	6.3
Exiting Leg Total				71				37				58	166

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Mendon Road (Route 122)				Nate Whipple Highway (Route 120)				Mendon Road (Route 122)				
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:30 AM	65	75	0	140	63	15	0	78	27	109	0	136	354
7:45 AM	93	66	0	159	78	24	0	102	21	81	0	102	363
8:00 AM	73	43	0	116	60	20	0	80	18	93	0	111	307
8:15 AM	71	40	0	111	61	11	0	72	19	103	0	122	305
Total Volume	302	224	0	526	262	70	0	332	85	386	0	471	1329
% Approach Total	57.4	42.6	0.0		78.9	21.1	0.0		18.0	82.0	0.0		
PHF	0.812	0.747	0.000	0.827	0.840	0.729	0.000	0.814	0.787	0.885	0.000	0.866	0.915
Cars	287	212	0	499	250	64	0	314	77	362	0	439	1252
Cars %	95.0	94.6	0.0	94.9	95.4	91.4	0.0	94.6	90.6	93.8	0.0	93.2	94.2
Heavy Vehicles	15	12	0	27	12	6	0	18	8	24	0	32	77
Heavy Vehicles %	5.0	5.4	0.0	5.1	4.6	8.6	0.0	5.4	9.4	6.2	0.0	6.8	5.8
Cars Enter Leg	287	212	0	499	250	64	0	314	77	362	0	439	1252
Heavy Enter Leg	15	12	0	27	12	6	0	18	8	24	0	32	77
Total Entering Leg	302	224	0	526	262	70	0	332	85	386	0	471	1329
Cars Exiting Leg				612				289				351	1252
Heavy Exiting Leg				36				20				21	77
Total Exiting Leg				648				309				372	1329

PDI File #: **175824 (6) Tues-AM**
Location: **N: Mendon Road (Route 122) S: Mendon Road (Route 122)**
Location: **E: Nate Whipple Highway (Route 120)**
City, State: **Cumberland, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Cars**

	Mendon Road (Route 122)				Nate Whipple Highway (Route 120)				Mendon Road (Route 122)				
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:00 AM	73	38	0	111	51	18	0	69	36	93	0	129	309
7:15 AM	52	37	0	89	51	14	0	65	19	97	0	116	270
7:30 AM	60	69	0	129	60	15	0	75	23	104	0	127	331
7:45 AM	87	64	0	151	75	20	0	95	19	79	0	98	344
Total	272	208	0	480	237	67	0	304	97	373	0	470	1254
8:00 AM	72	40	0	112	58	19	0	77	18	84	0	102	291
8:15 AM	68	39	0	107	57	10	0	67	17	95	0	112	286
8:30 AM	67	36	0	103	51	18	0	69	19	86	0	105	277
8:45 AM	103	40	0	143	55	8	0	63	25	120	0	145	351
Total	310	155	0	465	221	55	0	276	79	385	0	464	1205
Grand Total	582	363	0	945	458	122	0	580	176	758	0	934	2459
Approach %	61.6	38.4	0.0		79.0	21.0	0.0		18.8	81.2	0.0		
Total %	23.7	14.8	0.0	38.4	18.6	5.0	0.0	23.6	7.2	30.8	0.0	38.0	
Exiting Leg Total				1216				539				704	2459

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Mendon Road (Route 122)				Nate Whipple Highway (Route 120)				Mendon Road (Route 122)				
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:00 AM	73	38	0	111	51	18	0	69	36	93	0	129	309
7:15 AM	52	37	0	89	51	14	0	65	19	97	0	116	270
7:30 AM	60	69	0	129	60	15	0	75	23	104	0	127	331
7:45 AM	87	64	0	151	75	20	0	95	19	79	0	98	344
Total Volume	272	208	0	480	237	67	0	304	97	373	0	470	1254
% Approach Total	56.7	43.3	0.0		78.0	22.0	0.0		20.6	79.4	0.0		
PHF	0.782	0.754	0.000	0.795	0.790	0.838	0.000	0.800	0.674	0.897	0.000	0.911	0.911
Entering Leg	272	208	0	480	237	67	0	304	97	373	0	470	1254
Exiting Leg				610				305				339	1254
Total				1090				609				809	2508

PDI File #: **175824 (6) Tues-AM**
Location: **N: Mendon Road (Route 122) S: Mendon Road (Route 122)**
Location: **E: Nate Whipple Highway (Route 120)**
City, State: **Cumberland, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Heavy Vehicles (Combined-Large Trucks and Buses)

	Mendon Road (Route 122)				Nate Whipple Highway (Route 120)				Mendon Road (Route 122)				
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:00 AM	2	0	0	2	1	1	0	2	1	9	0	10	14
7:15 AM	3	6	0	9	2	0	0	2	4	3	0	7	18
7:30 AM	5	6	0	11	3	0	0	3	4	5	0	9	23
7:45 AM	6	2	0	8	3	4	0	7	2	2	0	4	19
Total	16	14	0	30	9	5	0	14	11	19	0	30	74
8:00 AM	1	3	0	4	2	1	0	3	0	9	0	9	16
8:15 AM	3	1	0	4	4	1	0	5	2	8	0	10	19
8:30 AM	14	0	0	14	1	2	0	3	0	10	0	10	27
8:45 AM	11	6	0	17	3	4	0	7	0	6	0	6	30
Total	29	10	0	39	10	8	0	18	2	33	0	35	92
Grand Total	45	24	0	69	19	13	0	32	13	52	0	65	166
Approach %	65.2	34.8	0.0		59.4	40.6	0.0		20.0	80.0	0.0		
Total %	27.1	14.5	0.0	41.6	11.4	7.8	0.0	19.3	7.8	31.3	0.0	39.2	
Exiting Leg Total				71				37				58	166
Large Trucks	26	13	0	39	10	3	0	13	4	34	0	38	90
% Large Trucks	57.8	54.2	0.0	56.5	52.6	23.1	0.0	40.6	30.8	65.4	0.0	58.5	54.2
Exiting Leg Total				44				17				29	90
Buses	19	11	0	30	9	10	0	19	9	18	0	27	76
% Buses	42.2	45.8	0.0	43.5	47.4	76.9	0.0	59.4	69.2	34.6	0.0	41.5	45.8
Exiting Leg Total				27				20				29	76

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Mendon Road (Route 122)				Nate Whipple Highway (Route 120)				Mendon Road (Route 122)				
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
8:00 AM	1	3	0	4	2	1	0	3	0	9	0	9	16
8:15 AM	3	1	0	4	4	1	0	5	2	8	0	10	19
8:30 AM	14	0	0	14	1	2	0	3	0	10	0	10	27
8:45 AM	11	6	0	17	3	4	0	7	0	6	0	6	30
Total Volume	29	10	0	39	10	8	0	18	2	33	0	35	92
% Approach Total	74.4	25.6	0.0		55.6	44.4	0.0		5.7	94.3	0.0		
PHF	0.518	0.417	0.000	0.574	0.625	0.500	0.000	0.643	0.250	0.825	0.000	0.875	0.767
Large Trucks	16	5	0	21	3	1	0	4	0	21	0	21	46
Large Trucks %	55.2	50.0	0.0	53.8	30.0	12.5	0.0	22.2	0.0	63.6	0.0	60.0	50.0
Buses	13	5	0	18	7	7	0	14	2	12	0	14	46
Buses %	44.8	50.0	0.0	46.2	70.0	87.5	0.0	77.8	100.0	36.4	0.0	40.0	50.0
Trucks Enter Leg	16	5	0	21	3	1	0	4	0	21	0	21	46
Bus Enter Leg	13	5	0	18	7	7	0	14	2	12	0	14	46
Total Entering Leg	29	10	0	39	10	8	0	18	2	33	0	35	92
Trucks Exiting Leg				24				5				17	46
Buses Exiting Leg				19				7				20	46
Total Exiting Leg				43				12				37	92

PDI File #: **175824 (6) Tues-AM**
Location: **N: Mendon Road (Route 122) S: Mendon Road (Route 122)**
Location: **E: Nate Whipple Highway (Route 120)**
City, State: **Cumberland, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Large Trucks

	Mendon Road (Route 122)				Nate Whipple Highway (Route 120)				Mendon Road (Route 122)				
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:00 AM	1	0	0	1	1	1	0	2	0	5	0	5	8
7:15 AM	2	4	0	6	1	0	0	1	2	2	0	4	11
7:30 AM	3	3	0	6	3	0	0	3	1	4	0	5	14
7:45 AM	4	1	0	5	2	1	0	3	1	2	0	3	11
Total	10	8	0	18	7	2	0	9	4	13	0	17	44
8:00 AM	1	1	0	2	0	0	0	0	0	7	0	7	9
8:15 AM	3	1	0	4	0	0	0	0	0	4	0	4	8
8:30 AM	8	0	0	8	0	0	0	0	0	5	0	5	13
8:45 AM	4	3	0	7	3	1	0	4	0	5	0	5	16
Total	16	5	0	21	3	1	0	4	0	21	0	21	46
Grand Total	26	13	0	39	10	3	0	13	4	34	0	38	90
Approach %	66.7	33.3	0.0		76.9	23.1	0.0		10.5	89.5	0.0		
Total %	28.9	14.4	0.0	43.3	11.1	3.3	0.0	14.4	4.4	37.8	0.0	42.2	
Exiting Leg Total				44				17				29	90

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Mendon Road (Route 122)				Nate Whipple Highway (Route 120)				Mendon Road (Route 122)				
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
8:00 AM	1	1	0	2	0	0	0	0	0	7	0	7	9
8:15 AM	3	1	0	4	0	0	0	0	0	4	0	4	8
8:30 AM	8	0	0	8	0	0	0	0	0	5	0	5	13
8:45 AM	4	3	0	7	3	1	0	4	0	5	0	5	16
Total Volume	16	5	0	21	3	1	0	4	0	21	0	21	46
% Approach Total	76.2	23.8	0.0		75.0	25.0	0.0		0.0	100.0	0.0		
PHF	0.500	0.417	0.000	0.656	0.250	0.250	0.000	0.250	0.000	0.750	0.000	0.750	0.719
Entering Leg	16	5	0	21	3	1	0	4	0	21	0	21	46
Exiting Leg				24				5				17	46
Total				45				9				38	92

PDI File #: **175824 (6) Tues-AM**
Location: **N: Mendon Road (Route 122) S: Mendon Road (Route 122)**
Location: **E: Nate Whipple Highway (Route 120)**
City, State: **Cumberland, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Mendon Road (Route 122)				Nate Whipple Highway (Route 120)				Mendon Road (Route 122)				
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:00 AM	1	0	0	1	0	0	0	0	1	4	0	5	6
7:15 AM	1	2	0	3	1	0	0	1	2	1	0	3	7
7:30 AM	2	3	0	5	0	0	0	0	3	1	0	4	9
7:45 AM	2	1	0	3	1	3	0	4	1	0	0	1	8
Total	6	6	0	12	2	3	0	5	7	6	0	13	30
8:00 AM	0	2	0	2	2	1	0	3	0	2	0	2	7
8:15 AM	0	0	0	0	4	1	0	5	2	4	0	6	11
8:30 AM	6	0	0	6	1	2	0	3	0	5	0	5	14
8:45 AM	7	3	0	10	0	3	0	3	0	1	0	1	14
Total	13	5	0	18	7	7	0	14	2	12	0	14	46
Grand Total	19	11	0	30	9	10	0	19	9	18	0	27	76
Approach %	63.3	36.7	0.0		47.4	52.6	0.0		33.3	66.7	0.0		
Total %	25.0	14.5	0.0	39.5	11.8	13.2	0.0	25.0	11.8	23.7	0.0	35.5	
Exiting Leg Total				27				20				29	76

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Mendon Road (Route 122)				Nate Whipple Highway (Route 120)				Mendon Road (Route 122)				
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
8:00 AM	0	2	0	2	2	1	0	3	0	2	0	2	7
8:15 AM	0	0	0	0	4	1	0	5	2	4	0	6	11
8:30 AM	6	0	0	6	1	2	0	3	0	5	0	5	14
8:45 AM	7	3	0	10	0	3	0	3	0	1	0	1	14
Total Volume	13	5	0	18	7	7	0	14	2	12	0	14	46
% Approach Total	72.2	27.8	0.0		50.0	50.0	0.0		14.3	85.7	0.0		
PHF	0.464	0.417	0.000	0.450	0.438	0.583	0.000	0.700	0.250	0.600	0.000	0.583	0.821
Entering Leg	13	5	0	18	7	7	0	14	2	12	0	14	46
Exiting Leg				19				7				20	46
Total				37				21				34	92

PDI File #: **175824 (6) Tues-AM**
Location: **N: Mendon Road (Route 122) S: Mendon Road (Route 122)**
Location: **E: Nate Whipple Highway (Route 120)**
City, State: **Cumberland, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Mendon Road (Route 122)						Nate Whipple Highway (Route 120)						Mendon Road (Route 122)						
	North						East						South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
Approach %	0.0	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						1						0						0	1

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Mendon Road (Route 122)						Nate Whipple Highway (Route 120)						Mendon Road (Route 122)						
	North						East						South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
Exiting Leg						1						0						0	1
Total						1						1						0	2

PDI File #: **175824 (6) Tues-AM**
Location: **N: Mendon Road (Route 122) S: Mendon Road (Route 122)**
Location: **E: Nate Whipple Highway (Route 120)**
City, State: **Cumberland, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Mendon Road (Route 122)						Nate Whipple Highway (Route 120)						Mendon Road (Route 122)						
	North						East						South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						0						1						0	1

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Mendon Road (Route 122)						Nate Whipple Highway (Route 120)						Mendon Road (Route 122)						
	North						East						South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	Total
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
Exiting Leg						0						1						0	1
Total						0						2						0	2

PDI File #: **175824 (6) Tues-PM**
Location: **N: Mendon Road (Route 122) S: Mendon Road (Route 122)**
Location: **E: Nate Whipple Highway (Route 120)**
City, State: **Cumberland, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Mendon Road (Route 122)				Nate Whipple Highway (Route 120)				Mendon Road (Route 122)				
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:30 PM	133	61	0	194	55	28	0	83	40	102	0	142	419
4:45 PM	108	81	0	189	69	25	0	94	34	126	0	160	443
Total	241	142	0	383	124	53	0	177	74	228	0	302	862
5:00 PM	127	74	0	201	61	39	0	100	37	120	0	157	458
5:15 PM	131	71	0	202	50	33	0	83	43	119	0	162	447
5:30 PM	120	90	0	210	69	32	0	101	67	110	0	177	488
5:45 PM	119	108	0	227	60	35	0	95	60	117	0	177	499
Total	497	343	0	840	240	139	0	379	207	466	0	673	1892
6:00 PM	120	60	0	180	68	28	0	96	34	105	0	139	415
6:15 PM	110	51	0	161	62	38	0	100	21	96	0	117	378
Total	230	111	0	341	130	66	0	196	55	201	0	256	793
Grand Total	968	596	0	1564	494	258	0	752	336	895	0	1231	3547
Approach %	61.9	38.1	0.0		65.7	34.3	0.0		27.3	72.7	0.0		
Total %	27.3	16.8	0.0	44.1	13.9	7.3	0.0	21.2	9.5	25.2	0.0	34.7	
Exiting Leg Total				1389				932				1226	3547
Cars	953	594	0	1547	489	258	0	747	335	888	0	1223	3517
% Cars	98.5	99.7	0.0	98.9	99.0	100.0	0.0	99.3	99.7	99.2	0.0	99.4	99.2
Exiting Leg Total				1377				929				1211	3517
Heavy Vehicles	15	2	0	17	5	0	0	5	1	7	0	8	30
% Heavy Vehicles	1.5	0.3	0.0	1.1	1.0	0.0	0.0	0.7	0.3	0.8	0.0	0.6	0.8
Exiting Leg Total				12				3				15	30

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

5:00 PM	Mendon Road (Route 122)				Nate Whipple Highway (Route 120)				Mendon Road (Route 122)				
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
5:00 PM	127	74	0	201	61	39	0	100	37	120	0	157	458
5:15 PM	131	71	0	202	50	33	0	83	43	119	0	162	447
5:30 PM	120	90	0	210	69	32	0	101	67	110	0	177	488
5:45 PM	119	108	0	227	60	35	0	95	60	117	0	177	499
Total Volume	497	343	0	840	240	139	0	379	207	466	0	673	1892
% Approach Total	59.2	40.8	0.0		63.3	36.7	0.0		30.8	69.2	0.0		
PHF	0.948	0.794	0.000	0.925	0.870	0.891	0.000	0.938	0.772	0.971	0.000	0.951	0.948
Cars	491	343	0	834	239	139	0	378	207	460	0	667	1879
Cars %	98.8	100.0	0.0	99.3	99.6	100.0	0.0	99.7	100.0	98.7	0.0	99.1	99.3
Heavy Vehicles	6	0	0	6	1	0	0	1	0	6	0	6	13
Heavy Vehicles %	1.2	0.0	0.0	0.7	0.4	0.0	0.0	0.3	0.0	1.3	0.0	0.9	0.7
Cars Enter Leg	491	343	0	834	239	139	0	378	207	460	0	667	1879
Heavy Enter Leg	6	0	0	6	1	0	0	1	0	6	0	6	13
Total Entering Leg	497	343	0	840	240	139	0	379	207	466	0	673	1892
Cars Exiting Leg				699				550				630	1879
Heavy Exiting Leg				7				0				6	13
Total Exiting Leg				706				550				636	1892

PDI File #: **175824 (6) Tues-PM**
Location: **N: Mendon Road (Route 122) S: Mendon Road (Route 122)**
Location: **E: Nate Whipple Highway (Route 120)**
City, State: **Cumberland, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Cars**

	Mendon Road (Route 122)				Nate Whipple Highway (Route 120)				Mendon Road (Route 122)				
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:30 PM	132	60	0	192	55	28	0	83	40	102	0	142	417
4:45 PM	104	81	0	185	68	25	0	93	33	126	0	159	437
Total	236	141	0	377	123	53	0	176	73	228	0	301	854
5:00 PM	127	74	0	201	60	39	0	99	37	120	0	157	457
5:15 PM	131	71	0	202	50	33	0	83	43	116	0	159	444
5:30 PM	118	90	0	208	69	32	0	101	67	109	0	176	485
5:45 PM	115	108	0	223	60	35	0	95	60	115	0	175	493
Total	491	343	0	834	239	139	0	378	207	460	0	667	1879
6:00 PM	117	60	0	177	65	28	0	93	34	105	0	139	409
6:15 PM	109	50	0	159	62	38	0	100	21	95	0	116	375
Total	226	110	0	336	127	66	0	193	55	200	0	255	784
Grand Total	953	594	0	1547	489	258	0	747	335	888	0	1223	3517
Approach %	61.6	38.4	0.0		65.5	34.5	0.0		27.4	72.6	0.0		
Total %	27.1	16.9	0.0	44.0	13.9	7.3	0.0	21.2	9.5	25.2	0.0	34.8	
Exiting Leg Total				1377				929				1211	3517

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

5:00 PM	Mendon Road (Route 122)				Nate Whipple Highway (Route 120)				Mendon Road (Route 122)				
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
5:00 PM	127	74	0	201	60	39	0	99	37	120	0	157	457
5:15 PM	131	71	0	202	50	33	0	83	43	116	0	159	444
5:30 PM	118	90	0	208	69	32	0	101	67	109	0	176	485
5:45 PM	115	108	0	223	60	35	0	95	60	115	0	175	493
Total Volume	491	343	0	834	239	139	0	378	207	460	0	667	1879
% Approach Total	58.9	41.1	0.0		63.2	36.8	0.0		31.0	69.0	0.0		
PHF	0.937	0.794	0.000	0.935	0.866	0.891	0.000	0.936	0.772	0.958	0.000	0.947	0.953
Entering Leg	491	343	0	834	239	139	0	378	207	460	0	667	1879
Exiting Leg				699				550				630	1879
Total				1533				928				1297	3758

PDI File #: **175824 (6) Tues-PM**
Location: **N: Mendon Road (Route 122) S: Mendon Road (Route 122)**
Location: **E: Nate Whipple Highway (Route 120)**
City, State: **Cumberland, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Heavy Vehicles (Combined-Large Trucks and Buses)

	Mendon Road (Route 122)				Nate Whipple Highway (Route 120)				Mendon Road (Route 122)				
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:30 PM	1	1	0	2	0	0	0	0	0	0	0	0	2
4:45 PM	4	0	0	4	1	0	0	1	1	0	0	1	6
Total	5	1	0	6	1	0	0	1	1	0	0	1	8
5:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	3	0	3	3
5:30 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
5:45 PM	4	0	0	4	0	0	0	0	0	2	0	2	6
Total	6	0	0	6	1	0	0	1	0	6	0	6	13
6:00 PM	3	0	0	3	3	0	0	3	0	0	0	0	6
6:15 PM	1	1	0	2	0	0	0	0	0	1	0	1	3
Total	4	1	0	5	3	0	0	3	0	1	0	1	9
Grand Total	15	2	0	17	5	0	0	5	1	7	0	8	30
Approach %	88.2	11.8	0.0		100.0	0.0	0.0		12.5	87.5	0.0		
Total %	50.0	6.7	0.0	56.7	16.7	0.0	0.0	16.7	3.3	23.3	0.0	26.7	
Exiting Leg Total				12				3				15	30
Large Trucks	11	1	0	12	5	0	0	5	1	3	0	4	21
% Large Trucks	73.3	50.0	0.0	70.6	100.0	0.0	0.0	100.0	100.0	42.9	0.0	50.0	70.0
Exiting Leg Total				8				2				11	21
Buses	4	1	0	5	0	0	0	0	0	4	0	4	9
% Buses	26.7	50.0	0.0	29.4	0.0	0.0	0.0	0.0	0.0	57.1	0.0	50.0	30.0
Exiting Leg Total				4				1				4	9

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

5:15 PM	Mendon Road (Route 122)				Nate Whipple Highway (Route 120)				Mendon Road (Route 122)				
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
5:15 PM	0	0	0	0	0	0	0	0	0	3	0	3	3
5:30 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
5:45 PM	4	0	0	4	0	0	0	0	0	2	0	2	6
6:00 PM	3	0	0	3	3	0	0	3	0	0	0	0	6
Total Volume	9	0	0	9	3	0	0	3	0	6	0	6	18
% Approach Total	100.0	0.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.563	0.000	0.000	0.563	0.250	0.000	0.000	0.250	0.000	0.500	0.000	0.500	0.750
Large Trucks	7	0	0	7	3	0	0	3	0	2	0	2	12
Large Trucks %	77.8	0.0	0.0	77.8	100.0	0.0	0.0	100.0	0.0	33.3	0.0	33.3	66.7
Buses	2	0	0	2	0	0	0	0	0	4	0	4	6
Buses %	22.2	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	66.7	0.0	66.7	33.3
Trucks Enter Leg	7	0	0	7	3	0	0	3	0	2	0	2	12
Bus Enter Leg	2	0	0	2	0	0	0	0	0	4	0	4	6
Total Entering Leg	9	0	0	9	3	0	0	3	0	6	0	6	18
Trucks Exiting Leg				5				0				7	12
Buses Exiting Leg				4				0				2	6
Total Exiting Leg				9				0				9	18

PDI File #: **175824 (6) Tues-PM**
Location: **N: Mendon Road (Route 122) S: Mendon Road (Route 122)**
Location: **E: Nate Whipple Highway (Route 120)**
City, State: **Cumberland, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Large Trucks

	Mendon Road (Route 122)				Nate Whipple Highway (Route 120)				Mendon Road (Route 122)				
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
4:45 PM	3	0	0	3	1	0	0	1	1	0	0	1	5
Total	4	0	0	4	1	0	0	1	1	0	0	1	6
5:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
5:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
5:45 PM	3	0	0	3	0	0	0	0	0	1	0	1	4
Total	4	0	0	4	1	0	0	1	0	2	0	2	7
6:00 PM	3	0	0	3	3	0	0	3	0	0	0	0	6
6:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	3	1	0	4	3	0	0	3	0	1	0	1	8
Grand Total	11	1	0	12	5	0	0	5	1	3	0	4	21
Approach %	91.7	8.3	0.0		100.0	0.0	0.0		25.0	75.0	0.0		
Total %	52.4	4.8	0.0	57.1	23.8	0.0	0.0	23.8	4.8	14.3	0.0	19.0	
Exiting Leg Total				8				2				11	21

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

5:30 PM	Mendon Road (Route 122)				Nate Whipple Highway (Route 120)				Mendon Road (Route 122)				
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
5:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
5:45 PM	3	0	0	3	0	0	0	0	0	1	0	1	4
6:00 PM	3	0	0	3	3	0	0	3	0	0	0	0	6
6:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	7	1	0	8	3	0	0	3	0	2	0	2	13
% Approach Total	87.5	12.5	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.583	0.250	0.000	0.667	0.250	0.000	0.000	0.250	0.000	0.500	0.000	0.500	0.542
Entering Leg	7	1	0	8	3	0	0	3	0	2	0	2	13
Exiting Leg				5				1				7	13
Total				13				4				9	26

PDI File #: **175824 (6) Tues-PM**
Location: **N: Mendon Road (Route 122) S: Mendon Road (Route 122)**
Location: **E: Nate Whipple Highway (Route 120)**
City, State: **Cumberland, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Mendon Road (Route 122)				Nate Whipple Highway (Route 120)				Mendon Road (Route 122)				
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
4:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	1	1	0	2	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
5:30 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
5:45 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
Total	2	0	0	2	0	0	0	0	0	4	0	4	6
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	0	0	0	0	0	0	0	1
Grand Total	4	1	0	5	0	0	0	0	0	4	0	4	9
Approach %	80.0	20.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	44.4	11.1	0.0	55.6	0.0	0.0	0.0	0.0	0.0	44.4	0.0	44.4	
Exiting Leg Total				4				1				4	9

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:30 PM	Mendon Road (Route 122)				Nate Whipple Highway (Route 120)				Mendon Road (Route 122)				
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
4:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
Total Volume	1	1	0	2	0	0	0	0	0	2	0	2	4
% Approach Total	50.0	50.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.250	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.500
Entering Leg	1	1	0	2	0	0	0	0	0	2	0	2	4
Exiting Leg				2				1				1	4
Total				4				1				3	8

PDI File #: **175824 (6) Tues-PM**
Location: **N: Mendon Road (Route 122) S: Mendon Road (Route 122)**
Location: **E: Nate Whipple Highway (Route 120)**
City, State: **Cumberland, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Mendon Road (Route 122)						Nate Whipple Highway (Route 120)						Mendon Road (Route 122)						
	North						East						South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	Total
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
6:00 PM	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	2
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	2
Grand Total	0	1	0	0	0	1	1	1	0	0	0	2	0	0	0	0	0	0	3
Approach %	0.0	100.0	0.0	0.0	0.0		50.0	50.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	33.3	0.0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						1						1						1	3

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

5:15 PM	Mendon Road (Route 122)						Nate Whipple Highway (Route 120)						Mendon Road (Route 122)						
	North						East						South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	Total
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	2
Total Volume	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	2
% Approach Total	0.0	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	2
Exiting Leg						1						1						0	2
Total						2						2						0	4

PDI File #: **175824 (6) Tues-PM**
Location: **N: Mendon Road (Route 122) S: Mendon Road (Route 122)**
Location: **E: Nate Whipple Highway (Route 120)**
City, State: **Cumberland, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Mendon Road (Route 122)						Nate Whipple Highway (Route 120)						Mendon Road (Route 122)						
	North						East						South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	Total
4:30 PM	0	0	0	0	1	1	0	0	0	0	2	2	0	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	2	2	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	2	2	0	0	0	0	3	3	0	0	0	0	0	0	5
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
Total	0	0	0	0	2	2	0	0	0	1	4	5	0	0	0	0	0	0	7
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	3	3	0	0	0	1	6	7	0	0	0	0	0	0	10
Approach %	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	14.3	85.7		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	30.0	30.0	0.0	0.0	0.0	10.0	60.0	70.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						3						7						0	10

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:30 PM	Mendon Road (Route 122)						Nate Whipple Highway (Route 120)						Mendon Road (Route 122)						
	North						East						South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	Total
4:30 PM	0	0	0	0	1	1	0	0	0	0	2	2	0	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	2	2	0	0	0	0	3	3	0	0	0	0	0	0	5
Total Volume	0	0	0	0	3	3	0	0	0	1	5	6	0	0	0	0	0	0	9
% Approach Total	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	16.7	83.3		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.375	0.375	0.000	0.000	0.000	0.250	0.417	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.450
Entering Leg	0	0	0	0	3	3	0	0	0	1	5	6	0	0	0	0	0	0	9
Exiting Leg						3						6						0	9
Total						6						12						0	18

PDI File #: **175824 (7) Sat**
Location: **N: George Redman Linear Park S: 1st Street NE: Northeast Approach**
Location: **E: Warren Avenue W: Warren Avenue SW: Driveway**
City, State: **East Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	George Redman Linear Park						Warren Avenue						1st Street						Driveway						Warren Avenue						
	North						East						South						Southwest						West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	0	0	0	0	0	0	42	0	4	0	46	11	0	7	0	0	18	0	0	0	0	0	0	0	19	39	0	0	58	122
12:15 PM	0	0	0	0	0	0	0	46	1	6	0	53	6	0	7	0	0	13	0	0	0	1	0	1	0	18	36	0	0	54	121
12:30 PM	0	0	0	0	0	0	0	47	0	6	0	53	9	0	5	0	0	14	0	0	0	0	0	0	0	15	30	0	0	45	112
12:45 PM	0	0	0	0	0	0	0	43	0	9	0	52	9	0	6	0	0	15	0	0	0	0	0	0	0	14	43	0	0	57	124
Total	0	0	0	0	0	0	0	178	1	25	0	204	35	0	25	0	0	60	0	0	0	1	0	1	0	66	148	0	0	214	479
1:00 PM	0	0	0	0	0	0	0	29	1	8	0	38	7	0	4	0	0	11	0	0	0	0	0	0	1	12	35	0	0	48	97
1:15 PM	0	0	0	0	0	0	0	44	2	6	0	52	9	0	8	0	0	17	0	2	0	0	0	2	0	8	29	0	0	37	108
1:30 PM	0	0	0	0	0	0	0	48	0	8	0	56	5	0	0	0	0	5	0	0	0	1	0	1	0	5	43	0	0	48	110
1:45 PM	0	0	0	0	0	0	0	38	0	8	0	46	4	0	5	0	0	9	0	0	0	0	0	0	0	14	31	0	0	45	100
Total	0	0	0	0	0	0	0	159	3	30	0	192	25	0	17	0	0	42	0	2	0	1	0	3	1	39	138	0	0	178	415
Grand Total	0	0	0	0	0	0	0	337	4	55	0	396	60	0	42	0	0	102	0	2	0	2	0	4	1	105	286	0	0	392	894
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	85.1	1.0	13.9	0.0		58.8	0.0	41.2	0.0	0.0		0.0	50.0	0.0	50.0	0.0		0.3	26.8	73.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	37.7	0.4	6.2	0.0	44.3	6.7	0.0	4.7	0.0	0.0	11.4	0.0	0.2	0.0	0.2	0.0	0.4	0.1	11.7	32.0	0.0	0.0	43.8	
Exiting Leg Total						0						348						160						5						381	894
Cars	0	0	0	0	0	0	0	319	4	55	0	378	59	0	41	0	0	100	0	2	0	2	0	4	1	105	270	0	0	376	858
% Cars	0.0	0.0	0.0	0.0	0.0	0.0	0.0	94.7	100.0	100.0	0.0	95.5	98.3	0.0	97.6	0.0	0.0	98.0	0.0	100.0	0.0	100.0	0.0	100.0	100.0	100.0	94.4	0.0	0.0	95.9	96.0
Exiting Leg Total						0						331						160						5						362	858
Heavy Vehicles	0	0	0	0	0	0	0	18	0	0	0	18	1	0	1	0	0	2	0	0	0	0	0	0	0	0	16	0	0	16	36
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.3	0.0	0.0	0.0	4.5	1.7	0.0	2.4	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.6	0.0	0.0	4.1	4.0
Exiting Leg Total						0						17						0						0						19	36

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:00 PM	George Redman Linear Park						Warren Avenue						1st Street						Driveway						Warren Avenue						
	North						East						South						Southwest						West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	0	0	0	0	0	0	42	0	4	0	46	11	0	7	0	0	18	0	0	0	0	0	0	0	19	39	0	0	58	122
12:15 PM	0	0	0	0	0	0	0	46	1	6	0	53	6	0	7	0	0	13	0	0	0	1	0	1	0	18	36	0	0	54	121
12:30 PM	0	0	0	0	0	0	0	47	0	6	0	53	9	0	5	0	0	14	0	0	0	0	0	0	0	15	30	0	0	45	112
12:45 PM	0	0	0	0	0	0	0	43	0	9	0	52	9	0	6	0	0	15	0	0	0	0	0	0	0	14	43	0	0	57	124
Total Volume	0	0	0	0	0	0	0	178	1	25	0	204	35	0	25	0	0	60	0	0	0	1	0	1	0	66	148	0	0	214	479
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	87.3	0.5	12.3	0.0		58.3	0.0	41.7	0.0	0.0		0.0	0.0	0.0	100.0	0.0		0.0	30.8	69.2	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.947	0.250	0.694	0.000	0.962	0.795	0.000	0.893	0.000	0.000	0.833	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.868	0.860	0.000	0.000	0.922	0.966
Cars	0	0	0	0	0	0	0	167	1	25	0	193	34	0	24	0	0	58	0	0	0	1	0	1	0	66	139	0	0	205	457
Cars %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	93.8	100.0	100.0	0.0	94.6	97.1	0.0	96.0	0.0	0.0	96.7	0.0	0.0	0.0	100.0	0.0	100.0	0.0	100.0	93.9	0.0	0.0	95.8	95.4
Heavy Vehicles	0	0	0	0	0	0	0	11	0	0	0	11	1	0	1	0	0	2	0	0	0	0	0	0	0	0	9	0	0	9	22
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.2	0.0	0.0	0.0	5.4	2.9	0.0	4.0	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.1	0.0	0.0	4.2	4.6
Cars Enter Leg	0	0	0	0	0	0	0	167	1	25	0	193	34	0	24	0	0	58	0	0	0	1	0	1	0	66	139	0	0	205	457
Heavy Enter Leg	0	0	0	0	0	0	0	11	0	0	0	11	1	0	1	0	0	2	0	0	0	0	0	0	0	0	9	0	0	9	22
Total Entering Leg	0	0	0	0	0	0	0	178	1	25	0	204	35	0	25	0	0	60	0	0	0	1	0	1	0	66	148	0	0	214	479
Cars Exiting Leg						0						173						91						1						192	457
Heavy Exiting Leg						0						10						0						0						12	22
Total Exiting Leg						0						183						91						1						204	479

PDI File #: **175824 (7) Sat**
Location: **N: George Redman Linear Park S: 1st Street NE: Northeast Approach**
Location: **E: Warren Avenue W: Warren Avenue SW: Driveway**
City, State: **East Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	George Redman Linear Park						Warren Avenue						1st Street						Driveway						Warren Avenue						
	North						East						South						Southwest						West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	0	0	0	0	0	0	38	0	4	0	42	10	0	7	0	0	17	0	0	0	0	0	0	0	19	38	0	0	57	116
12:15 PM	0	0	0	0	0	0	0	41	1	6	0	48	6	0	6	0	0	12	0	0	0	1	0	1	0	18	33	0	0	51	112
12:30 PM	0	0	0	0	0	0	0	46	0	6	0	52	9	0	5	0	0	14	0	0	0	0	0	0	0	15	30	0	0	45	111
12:45 PM	0	0	0	0	0	0	0	42	0	9	0	51	9	0	6	0	0	15	0	0	0	0	0	0	0	14	38	0	0	52	118
Total	0	0	0	0	0	0	0	167	1	25	0	193	34	0	24	0	0	58	0	0	0	1	0	1	0	66	139	0	0	205	457
1:00 PM	0	0	0	0	0	0	0	28	1	8	0	37	7	0	4	0	0	11	0	0	0	0	0	0	1	12	31	0	0	44	92
1:15 PM	0	0	0	0	0	0	0	43	2	6	0	51	9	0	8	0	0	17	0	2	0	0	0	2	0	8	28	0	0	36	106
1:30 PM	0	0	0	0	0	0	0	44	0	8	0	52	5	0	0	0	0	5	0	0	0	1	0	1	0	5	42	0	0	47	105
1:45 PM	0	0	0	0	0	0	0	37	0	8	0	45	4	0	5	0	0	9	0	0	0	0	0	0	0	14	30	0	0	44	98
Total	0	0	0	0	0	0	0	152	3	30	0	185	25	0	17	0	0	42	0	2	0	1	0	3	1	39	131	0	0	171	401
Grand Total	0	0	0	0	0	0	0	319	4	55	0	378	59	0	41	0	0	100	0	2	0	2	0	4	1	105	270	0	0	376	858
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	84.4	1.1	14.6	0.0		59.0	0.0	41.0	0.0	0.0		0.0	50.0	0.0	50.0	0.0		0.3	27.9	71.8	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	37.2	0.5	6.4	0.0	44.1	6.9	0.0	4.8	0.0	0.0	11.7	0.0	0.2	0.0	0.2	0.0	0.5	0.1	12.2	31.5	0.0	0.0	43.8	
Exiting Leg Total						0						331						160						5						362	858

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:00 PM	George Redman Linear Park						Warren Avenue						1st Street						Driveway						Warren Avenue						
	North						East						South						Southwest						West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	0	0	0	0	0	0	38	0	4	0	42	10	0	7	0	0	17	0	0	0	0	0	0	0	19	38	0	0	57	116
12:15 PM	0	0	0	0	0	0	0	41	1	6	0	48	6	0	6	0	0	12	0	0	0	1	0	1	0	18	33	0	0	51	112
12:30 PM	0	0	0	0	0	0	0	46	0	6	0	52	9	0	5	0	0	14	0	0	0	0	0	0	0	15	30	0	0	45	111
12:45 PM	0	0	0	0	0	0	0	42	0	9	0	51	9	0	6	0	0	15	0	0	0	0	0	0	0	14	38	0	0	52	118
Total Volume	0	0	0	0	0	0	0	167	1	25	0	193	34	0	24	0	0	58	0	0	0	1	0	1	0	66	139	0	0	205	457
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	86.5	0.5	13.0	0.0		58.6	0.0	41.4	0.0	0.0		0.0	0.0	0.0	100.0	0.0		0.0	32.2	67.8	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.908	0.250	0.694	0.000	0.928	0.850	0.000	0.857	0.000	0.000	0.853	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.868	0.914	0.000	0.000	0.899	0.968
Entering Leg	0	0	0	0	0	0	0	167	1	25	0	193	34	0	24	0	0	58	0	0	0	1	0	1	0	66	139	0	0	205	457
Exiting Leg						0						173						91						1						192	457
Total						0						366						149						2						397	914

PDI File #: **175824 (7) Sat**
Location: **N: George Redman Linear Park S: 1st Street NE: Northeast Approach**
Location: **E: Warren Avenue W: Warren Avenue SW: Driveway**
City, State: **East Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Heavy Vehicles (Combined-Large Trucks and Buses)

	George Redman Linear Park						Warren Avenue						1st Street						Driveway						Warren Avenue						
	North						East						South						Southwest						West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	0	0	0	0	0	0	4	0	0	0	4	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	6
12:15 PM	0	0	0	0	0	0	0	5	0	0	0	5	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3	0	0	3	9
12:30 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	6
Total	0	0	0	0	0	0	0	11	0	0	0	11	1	0	1	0	0	2	0	0	0	0	0	0	0	0	9	0	0	9	22
1:00 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	5
1:15 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
1:30 PM	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	5
1:45 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	14
Grand Total	0	0	0	0	0	0	0	18	0	0	0	18	1	0	1	0	0	2	0	0	0	0	0	0	0	0	16	0	0	16	36
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		50.0	0.0	50.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	2.8	0.0	2.8	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	44.4	0.0	0.0	44.4	
Exiting Leg Total						0						17						0						0						19	36
Large Trucks	0	0	0	0	0	0	0	16	0	0	0	16	0	0	1	0	0	1	0	0	0	0	0	0	0	0	12	0	0	12	29
% Large Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	88.9	0.0	0.0	0.0	88.9	0.0	0.0	100.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	75.0	0.0	0.0	75.0	80.6
Exiting Leg Total						0						12						0						0						17	29
Buses	0	0	0	0	0	0	0	2	0	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0	0	0	4	0	0	4	7
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1	0.0	0.0	0.0	11.1	100.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	25.0	19.4
Exiting Leg Total						0						5						0						0						2	7

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:00 PM	George Redman Linear Park						Warren Avenue						1st Street						Driveway						Warren Avenue						
	North						East						South						Southwest						West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	0	0	0	0	0	0	4	0	0	0	4	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	6
12:15 PM	0	0	0	0	0	0	0	5	0	0	0	5	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3	0	0	3	9
12:30 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	6
Total Volume	0	0	0	0	0	0	0	11	0	0	0	11	1	0	1	0	0	2	0	0	0	0	0	0	0	0	9	0	0	9	22
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		50.0	0.0	50.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.550	0.000	0.000	0.000	0.550	0.250	0.000	0.250	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.450	0.000	0.000	0.450	0.611
Large Trucks	0	0	0	0	0	0	0	10	0	0	0	10	0	0	1	0	0	1	0	0	0	0	0	0	0	0	7	0	0	7	18
Large Trucks %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	90.9	0.0	0.0	0.0	90.9	0.0	0.0	100.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	77.8	0.0	0.0	77.8	81.8
Buses	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	4
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.1	0.0	0.0	0.0	9.1	100.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.2	0.0	0.0	22.2	18.2
Trucks Enter Leg	0	0	0	0	0	0	0	10	0	0	0	10	0	0	1	0	0	1	0	0	0	0	0	0	0	0	7	0	0	7	18
Bus Enter Leg	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	4
Total Entering Leg	0	0	0	0	0	0	0	11	0	0	0	11	1	0	1	0	0	2	0	0	0	0	0	0	0	0	9	0	0	9	22
Trucks Exiting Leg						0						7						0						0						11	18
Buses Exiting Leg						0						3						0						0						1	4
Total Exiting Leg						0						10						0						0						12	22

PDI File #: **175824 (7) Sat**
Location: **N: George Redman Linear Park S: 1st Street NE: Northeast Approach**
Location: **E: Warren Avenue W: Warren Avenue SW: Driveway**
City, State: **East Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Large Trucks

	George Redman Linear Park						Warren Avenue						1st Street						Driveway						Warren Avenue						
	North						East						South						Southwest						West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	5
12:15 PM	0	0	0	0	0	0	0	5	0	0	0	5	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	8
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	5
Total	0	0	0	0	0	0	0	10	0	0	0	10	0	0	1	0	0	1	0	0	0	0	0	0	0	0	7	0	0	7	18
1:00 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	4
1:15 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
1:30 PM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4
1:45 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	11
Grand Total	0	0	0	0	0	0	0	16	0	0	0	16	0	0	1	0	0	1	0	0	0	0	0	0	0	0	12	0	0	12	29
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	55.2	0.0	0.0	0.0	55.2	0.0	0.0	3.4	0.0	0.0	3.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	41.4	0.0	0.0	41.4	
Exiting Leg Total						0						12						0						0						17	29

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:00 PM	George Redman Linear Park						Warren Avenue						1st Street						Driveway						Warren Avenue						
	North						East						South						Southwest						West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	5
12:15 PM	0	0	0	0	0	0	0	5	0	0	0	5	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	8
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	5
Total Volume	0	0	0	0	0	0	0	10	0	0	0	10	0	0	1	0	0	1	0	0	0	0	0	0	0	0	7	0	0	7	18
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.438	0.000	0.000	0.438	0.563
Entering Leg	0	0	0	0	0	0	0	10	0	0	0	10	0	0	1	0	0	1	0	0	0	0	0	0	0	0	7	0	0	7	18
Exiting Leg						0						7						0						0						11	18
Total						0						17						1						0						18	36

PDI File #: **175824 (7) Sat**
Location: **N: George Redman Linear Park S: 1st Street NE: Northeast Approach**
Location: **E: Warren Avenue W: Warren Avenue SW: Driveway**
City, State: **East Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	George Redman Linear Park						Warren Avenue						1st Street						Driveway						Warren Avenue						
	North						East						South						Southwest						West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:30 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	4
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
Grand Total	0	0	0	0	0	0	0	2	0	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0	0	0	4	0	0	4	7
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.6	0.0	0.0	0.0	28.6	14.3	0.0	0.0	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	57.1	0.0	0.0	57.1	
Exiting Leg Total						0						5						0						0						2	7

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:00 PM	George Redman Linear Park						Warren Avenue						1st Street						Driveway						Warren Avenue						
	North						East						South						Southwest						West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:30 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	4
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	1.000
Entering Leg	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	4
Exiting Leg						0						3						0						0						1	4
Total						0						4						1						0						3	8

PDI File #: **175824 (7) Sat**
Location: **N: George Redman Linear Park S: 1st Street NE: Northeast Approach**
Location: **E: Warren Avenue W: Warren Avenue SW: Driveway**
City, State: **East Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	George Redman Linear Park								Warren Avenue								1st Street								Driveway								Warren Avenue								
	North								East								South								Southwest								West								
	Right	Bear Righ	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	CW-NWB	CW-SEB	Total	Hard Righ	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
12:00 PM	0	0	9	0	0	0	0	9	0	0	0	2	0	0	0	2	0	1	2	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
12:15 PM	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	1	0	4	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	7
12:30 PM	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
12:45 PM	1	0	3	0	0	0	0	4	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	8
Total	1	0	14	0	0	0	0	15	1	0	0	2	0	0	0	3	0	9	3	0	0	0	0	12	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	35
1:00 PM	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
1:15 PM	0	0	5	0	0	0	0	5	0	0	0	0	0	0	1	1	0	6	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
1:30 PM	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
1:45 PM	1	0	6	0	0	0	0	7	0	0	0	0	0	0	1	1	0	5	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
Total	1	0	21	0	0	0	0	22	0	0	0	0	0	0	2	2	0	20	0	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48
Grand Total	2	0	35	0	0	0	0	37	1	0	0	2	0	0	2	5	0	29	3	0	0	0	0	32	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	83
Approach %	5.4	0.0	94.6	0.0	0.0	0.0	0.0		20.0	0.0	0.0	40.0	0.0	0.0	40.0		0.0	90.6	9.4	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	66.7	33.3	0.0	0.0	0.0	0.0		
Total %	2.4	0.0	42.2	0.0	0.0	0.0	0.0	44.6	1.2	0.0	0.0	2.4	0.0	0.0	2.4	6.0	0.0	34.9	3.6	0.0	0.0	0.0	0.0	38.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.4	1.2	0.0	0.0	0.0	0.0	3.6	
Exiting Leg Total								30								3								39								0								5	83

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

1:00 PM	George Redman Linear Park								Warren Avenue								1st Street								Driveway								Warren Avenue								
	North								East								South								Southwest								West								
	Right	Bear Righ	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	CW-NWB	CW-SEB	Total	Hard Righ	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
1:00 PM	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
1:15 PM	0	0	5	0	0	0	0	5	0	0	0	0	0	0	1	1	0	6	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
1:30 PM	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
1:45 PM	1	0	6	0	0	0	0	7	0	0	0	0	0	0	1	1	0	5	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
Total Volume	1	0	21	0	0	0	0	22	0	0	0	0	0	0	2	2	0	20	0	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48
% Approach Total	4.5	0.0	95.5	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	100.0		0.0	100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.250	0.000	0.875	0.000	0.000	0.000	0.000	0.786	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.800
Entering Leg	1	0	21	0	0	0	0	22	0	0	0	0	0	0	2	2	0	20	0	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48
Exiting Leg								20								2								21								0								1	48
Total								42								4								41								0								1	96

PDI File #: **175824 (7) Sat**
Location: **N: George Redman Linear Park S: 1st Street NE: Northeast Approach**
Location: **E: Warren Avenue W: Warren Avenue SW: Driveway**
City, State: **East Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	George Redman Linear Park								Warren Avenue								1st Street								Driveway								Warren Avenue								
	North								East								South								Southwest								West								
	Right	Bear Righ	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	CW-NWB	CW-SEB	Total	Hard Righ	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
12:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	10
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	24
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	6
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	11
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	6
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	1	0	1	0	0	0	0	0	2	2	4	0	0	0	0	0	0	0	0	23
Grand Total	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	2	0	0	0	0	0	1	1	2	0	0	0	0	0	3	2	5	0	0	0	0	0	0	0	0	47
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	0.0	60.0	40.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	2.1	2.1	0.0	0.0	0.0	0.0	0.0	0.0	4.3	4.3	0.0	0.0	0.0	0.0	0.0	2.1	2.1	4.3	0.0	0.0	0.0	0.0	0.0	6.4	4.3	10.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total								1								2								2								5								0	47

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:30 PM	George Redman Linear Park								Warren Avenue								1st Street								Driveway								Warren Avenue								
	North								East								South								Southwest								West								
	Right	Bear Righ	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	CW-NWB	CW-SEB	Total	Hard Righ	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	10
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	6
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	11
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	32
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.727
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	32
Exiting Leg								0								1								1								3								0	32
Total								0								2								2								6								0	64

PDI File #: **175824 (7) Tues-AM**
Location: **N: George Redman Linear Park S: 1st Street NE: Northeast Approach**
Location: **E: Warren Avenue W: Warren Avenue SW: Driveway**
City, State: **East Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	George Redman Linear Park						Warren Avenue						1st Street						Driveway						Warren Avenue						
	North						East						South						Southwest						West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	61	0	3	0	64	4	0	4	0	0	8	0	0	0	0	0	0	0	11	39	0	0	50	122
7:15 AM	0	0	0	0	0	0	0	71	0	9	0	80	7	0	7	0	0	14	0	0	0	0	0	0	0	15	31	0	0	46	140
7:30 AM	0	0	0	0	0	0	0	94	1	13	0	108	8	0	11	0	0	19	0	0	0	0	0	0	0	23	45	0	0	68	195
7:45 AM	0	0	0	0	0	0	0	105	0	5	0	110	10	0	14	0	0	24	0	0	0	0	0	0	0	33	24	0	0	57	191
Total	0	0	0	0	0	0	0	331	1	30	0	362	29	0	36	0	0	65	0	0	0	0	0	0	0	82	139	0	0	221	648
8:00 AM	0	0	0	0	0	0	0	65	1	8	0	74	17	0	10	0	0	27	0	0	0	0	0	0	0	17	30	0	0	47	148
8:15 AM	0	0	0	0	0	0	0	63	0	5	0	68	11	0	9	0	0	20	0	0	0	0	0	0	0	13	36	0	0	49	137
8:30 AM	0	0	0	0	0	0	0	49	0	5	0	54	2	0	6	0	0	8	0	0	0	0	0	0	0	20	27	0	0	47	109
8:45 AM	0	0	0	0	0	0	0	56	0	14	0	70	3	0	3	0	0	6	0	0	0	0	0	0	0	15	33	0	0	48	124
Total	0	0	0	0	0	0	0	233	1	32	0	266	33	0	28	0	0	61	0	0	0	0	0	0	0	65	126	0	0	191	518
Grand Total	0	0	0	0	0	0	0	564	2	62	0	628	62	0	64	0	0	126	0	0	0	0	0	0	0	147	265	0	0	412	1166
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	89.8	0.3	9.9	0.0		49.2	0.0	50.8	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	35.7	64.3	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	48.4	0.2	5.3	0.0	53.9	5.3	0.0	5.5	0.0	0.0	10.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.6	22.7	0.0	0.0	35.3	
Exiting Leg Total						0						327						209						2						628	1166
Cars	0	0	0	0	0	0	0	533	2	58	0	593	58	0	64	0	0	122	0	0	0	0	0	0	0	145	227	0	0	372	1087
% Cars	0.0	0.0	0.0	0.0	0.0	0.0	0.0	94.5	100.0	93.5	0.0	94.4	93.5	0.0	100.0	0.0	0.0	96.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.6	85.7	0.0	0.0	90.3	93.2
Exiting Leg Total						0						285						203						2						597	1087
Heavy Vehicles	0	0	0	0	0	0	0	31	0	4	0	35	4	0	0	0	0	4	0	0	0	0	0	0	0	2	38	0	0	40	79
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.5	0.0	6.5	0.0	5.6	6.5	0.0	0.0	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4	14.3	0.0	0.0	9.7	6.8
Exiting Leg Total						0						42						6						0						31	79

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	George Redman Linear Park						Warren Avenue						1st Street						Driveway						Warren Avenue						
	North						East						South						Southwest						West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	0	0	0	0	0	0	0	71	0	9	0	80	7	0	7	0	0	14	0	0	0	0	0	0	0	15	31	0	0	46	140
7:30 AM	0	0	0	0	0	0	0	94	1	13	0	108	8	0	11	0	0	19	0	0	0	0	0	0	0	23	45	0	0	68	195
7:45 AM	0	0	0	0	0	0	0	105	0	5	0	110	10	0	14	0	0	24	0	0	0	0	0	0	0	33	24	0	0	57	191
8:00 AM	0	0	0	0	0	0	0	65	1	8	0	74	17	0	10	0	0	27	0	0	0	0	0	0	0	17	30	0	0	47	148
Total Volume	0	0	0	0	0	0	0	335	2	35	0	372	42	0	42	0	0	84	0	0	0	0	0	0	0	88	130	0	0	218	674
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	90.1	0.5	9.4	0.0		50.0	0.0	50.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	40.4	59.6	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.798	0.500	0.673	0.000	0.845	0.618	0.000	0.750	0.000	0.000	0.778	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.667	0.722	0.000	0.000	0.801	0.864
Cars	0	0	0	0	0	0	0	325	2	33	0	360	39	0	42	0	0	81	0	0	0	0	0	0	0	87	112	0	0	199	640
Cars %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	97.0	100.0	94.3	0.0	96.8	92.9	0.0	100.0	0.0	0.0	96.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.9	86.2	0.0	0.0	91.3	95.0
Heavy Vehicles	0	0	0	0	0	0	0	10	0	2	0	12	3	0	0	0	0	3	0	0	0	0	0	0	0	1	18	0	0	19	34
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	5.7	0.0	3.2	7.1	0.0	0.0	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	13.8	0.0	0.0	8.7	5.0
Cars Enter Leg	0	0	0	0	0	0	0	325	2	33	0	360	39	0	42	0	0	81	0	0	0	0	0	0	0	87	112	0	0	199	640
Heavy Enter Leg	0	0	0	0	0	0	0	10	0	2	0	12	3	0	0	0	0	3	0	0	0	0	0	0	0	1	18	0	0	19	34
Total Entering Leg	0	0	0	0	0	0	0	335	2	35	0	372	42	0	42	0	0	84	0	0	0	0	0	0	0	88	130	0	0	218	674
Cars Exiting Leg						0						151						120						2						367	640
Heavy Exiting Leg						0						21						3						0						10	34
Total Exiting Leg						0						172						123						2						377	674

PDI File #: **175824 (7) Tues-AM**
Location: **N: George Redman Linear Park S: 1st Street NE: Northeast Approach**
Location: **E: Warren Avenue W: Warren Avenue SW: Driveway**
City, State: **East Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	George Redman Linear Park						Warren Avenue						1st Street						Driveway						Warren Avenue						
	North						East						South						Southwest						West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	57	0	3	0	60	4	0	4	0	0	8	0	0	0	0	0	0	0	11	33	0	0	44	112
7:15 AM	0	0	0	0	0	0	0	69	0	9	0	78	6	0	7	0	0	13	0	0	0	0	0	0	0	14	28	0	0	42	133
7:30 AM	0	0	0	0	0	0	0	90	1	13	0	104	7	0	11	0	0	18	0	0	0	0	0	0	0	23	40	0	0	63	185
7:45 AM	0	0	0	0	0	0	0	105	0	5	0	110	10	0	14	0	0	24	0	0	0	0	0	0	0	33	21	0	0	54	188
Total	0	0	0	0	0	0	0	321	1	30	0	352	27	0	36	0	0	63	0	0	0	0	0	0	0	81	122	0	0	203	618
8:00 AM	0	0	0	0	0	0	0	61	1	6	0	68	16	0	10	0	0	26	0	0	0	0	0	0	0	17	23	0	0	40	134
8:15 AM	0	0	0	0	0	0	0	59	0	4	0	63	10	0	9	0	0	19	0	0	0	0	0	0	0	13	31	0	0	44	126
8:30 AM	0	0	0	0	0	0	0	44	0	5	0	49	2	0	6	0	0	8	0	0	0	0	0	0	0	19	23	0	0	42	99
8:45 AM	0	0	0	0	0	0	0	48	0	13	0	61	3	0	3	0	0	6	0	0	0	0	0	0	0	15	28	0	0	43	110
Total	0	0	0	0	0	0	0	212	1	28	0	241	31	0	28	0	0	59	0	0	0	0	0	0	0	64	105	0	0	169	469
Grand Total	0	0	0	0	0	0	0	533	2	58	0	593	58	0	64	0	0	122	0	0	0	0	0	0	0	145	227	0	0	372	1087
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	89.9	0.3	9.8	0.0		47.5	0.0	52.5	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	39.0	61.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	49.0	0.2	5.3	0.0	54.6	5.3	0.0	5.9	0.0	0.0	11.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.3	20.9	0.0	0.0	34.2	
Exiting Leg Total						0						285						203						2						597	1087

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	George Redman Linear Park						Warren Avenue						1st Street						Driveway						Warren Avenue						
	North						East						South						Southwest						West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	0	0	0	0	0	0	0	69	0	9	0	78	6	0	7	0	0	13	0	0	0	0	0	0	0	14	28	0	0	42	133
7:30 AM	0	0	0	0	0	0	0	90	1	13	0	104	7	0	11	0	0	18	0	0	0	0	0	0	0	23	40	0	0	63	185
7:45 AM	0	0	0	0	0	0	0	105	0	5	0	110	10	0	14	0	0	24	0	0	0	0	0	0	0	33	21	0	0	54	188
8:00 AM	0	0	0	0	0	0	0	61	1	6	0	68	16	0	10	0	0	26	0	0	0	0	0	0	0	17	23	0	0	40	134
Total Volume	0	0	0	0	0	0	0	325	2	33	0	360	39	0	42	0	0	81	0	0	0	0	0	0	0	87	112	0	0	199	640
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	90.3	0.6	9.2	0.0		48.1	0.0	51.9	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	43.7	56.3	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.774	0.500	0.635	0.000	0.818	0.609	0.000	0.750	0.000	0.000	0.779	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.659	0.700	0.000	0.000	0.790	0.851
Entering Leg	0	0	0	0	0	0	0	325	2	33	0	360	39	0	42	0	0	81	0	0	0	0	0	0	0	87	112	0	0	199	640
Exiting Leg						0						151						120						2						367	640
Total						0						511						201						2						566	1280

PDI File #: **175824 (7) Tues-AM**
Location: **N: George Redman Linear Park S: 1st Street NE: Northeast Approach**
Location: **E: Warren Avenue W: Warren Avenue SW: Driveway**
City, State: **East Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Heavy Vehicles (Combined-Large Trucks and Buses)

	George Redman Linear Park						Warren Avenue						1st Street						Driveway						Warren Avenue						
	North						East						South						Southwest						West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	10
7:15 AM	0	0	0	0	0	0	0	2	0	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0	0	1	3	0	0	4	7
7:30 AM	0	0	0	0	0	0	0	4	0	0	0	4	1	0	0	0	0	1	0	0	0	0	0	0	0	0	5	0	0	5	10
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Total	0	0	0	0	0	0	0	10	0	0	0	10	2	0	0	0	0	2	0	0	0	0	0	0	0	1	17	0	0	18	30
8:00 AM	0	0	0	0	0	0	0	4	0	2	0	6	1	0	0	0	0	1	0	0	0	0	0	0	0	0	7	0	0	7	14
8:15 AM	0	0	0	0	0	0	0	4	0	1	0	5	1	0	0	0	0	1	0	0	0	0	0	0	0	0	5	0	0	5	11
8:30 AM	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	5	10
8:45 AM	0	0	0	0	0	0	0	8	0	1	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	14
Total	0	0	0	0	0	0	0	21	0	4	0	25	2	0	0	0	0	2	0	0	0	0	0	0	0	1	21	0	0	22	49
Grand Total	0	0	0	0	0	0	0	31	0	4	0	35	4	0	0	0	0	4	0	0	0	0	0	0	0	2	38	0	0	40	79
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	88.6	0.0	11.4	0.0		100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	5.0	95.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	39.2	0.0	5.1	0.0	44.3	5.1	0.0	0.0	0.0	0.0	5.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.5	48.1	0.0	0.0	50.6	
Exiting Leg Total						0						42						6						0						31	79
Large Trucks	0	0	0	0	0	0	0	26	0	2	0	28	3	0	0	0	0	3	0	0	0	0	0	0	0	1	30	0	0	31	62
% Large Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	83.9	0.0	50.0	0.0	80.0	75.0	0.0	0.0	0.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	78.9	0.0	0.0	77.5	78.5
Exiting Leg Total						0						33						3						0						26	62
Buses	0	0	0	0	0	0	0	5	0	2	0	7	1	0	0	0	0	1	0	0	0	0	0	0	0	1	8	0	0	9	17
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.1	0.0	50.0	0.0	20.0	25.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	21.1	0.0	0.0	22.5	21.5
Exiting Leg Total						0						9						3						0						5	17

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	George Redman Linear Park						Warren Avenue						1st Street						Driveway						Warren Avenue						
	North						East						South						Southwest						West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	0	0	0	0	0	0	0	4	0	2	0	6	1	0	0	0	0	1	0	0	0	0	0	0	0	0	7	0	0	7	14
8:15 AM	0	0	0	0	0	0	0	4	0	1	0	5	1	0	0	0	0	1	0	0	0	0	0	0	0	0	5	0	0	5	11
8:30 AM	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	5	10
8:45 AM	0	0	0	0	0	0	0	8	0	1	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	14
Total Volume	0	0	0	0	0	0	0	21	0	4	0	25	2	0	0	0	0	2	0	0	0	0	0	0	0	1	21	0	0	22	49
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	84.0	0.0	16.0	0.0		100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	4.5	95.5	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.656	0.000	0.500	0.000	0.694	0.500	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.750	0.000	0.000	0.786	0.875
Large Trucks	0	0	0	0	0	0	0	18	0	2	0	20	2	0	0	0	0	2	0	0	0	0	0	0	0	1	16	0	0	17	39
Large Trucks %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	85.7	0.0	50.0	0.0	80.0	100.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	76.2	0.0	0.0	77.3	79.6
Buses	0	0	0	0	0	0	0	3	0	2	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	10
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.3	0.0	50.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.8	0.0	0.0	22.7	20.4
Trucks Enter Leg	0	0	0	0	0	0	0	18	0	2	0	20	2	0	0	0	0	2	0	0	0	0	0	0	0	1	16	0	0	17	39
Bus Enter Leg	0	0	0	0	0	0	0	3	0	2	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	10
Total Entering Leg	0	0	0	0	0	0	0	21	0	4	0	25	2	0	0	0	0	2	0	0	0	0	0	0	0	1	21	0	0	22	49
Trucks Exiting Leg						0						18						3						0						18	39
Buses Exiting Leg						0						5						2						0						3	10
Total Exiting Leg						0						23						5						0						21	49

PDI File #: **175824 (7) Tues-AM**
Location: **N: George Redman Linear Park S: 1st Street NE: Northeast Approach**
Location: **E: Warren Avenue W: Warren Avenue SW: Driveway**
City, State: **East Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Large Trucks

	George Redman Linear Park						Warren Avenue						1st Street						Driveway						Warren Avenue						
	North						East						South						Southwest						West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	9
7:15 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4
7:30 AM	0	0	0	0	0	0	0	3	0	0	0	3	1	0	0	0	0	1	0	0	0	0	0	0	0	0	5	0	0	5	9
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	8	0	0	0	8	1	0	0	0	0	1	0	0	0	0	0	0	0	0	14	0	0	14	23
8:00 AM	0	0	0	0	0	0	0	3	0	0	0	3	1	0	0	0	0	1	0	0	0	0	0	0	0	0	6	0	0	6	10
8:15 AM	0	0	0	0	0	0	0	3	0	1	0	4	1	0	0	0	0	1	0	0	0	0	0	0	0	0	4	0	0	4	9
8:30 AM	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	5	9
8:45 AM	0	0	0	0	0	0	0	8	0	1	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	11
Total	0	0	0	0	0	0	0	18	0	2	0	20	2	0	0	0	0	2	0	0	0	0	0	0	0	1	16	0	0	17	39
Grand Total	0	0	0	0	0	0	0	26	0	2	0	28	3	0	0	0	0	3	0	0	0	0	0	0	0	1	30	0	0	31	62
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	92.9	0.0	7.1	0.0		100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	3.2	96.8	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	41.9	0.0	3.2	0.0	45.2	4.8	0.0	0.0	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6	48.4	0.0	0.0	50.0	
Exiting Leg Total						0						33						3						0						26	62

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	George Redman Linear Park						Warren Avenue						1st Street						Driveway						Warren Avenue						
	North						East						South						Southwest						West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	0	0	0	0	0	0	0	3	0	0	0	3	1	0	0	0	0	1	0	0	0	0	0	0	0	0	6	0	0	6	10
8:15 AM	0	0	0	0	0	0	0	3	0	1	0	4	1	0	0	0	0	1	0	0	0	0	0	0	0	0	4	0	0	4	9
8:30 AM	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	5	9
8:45 AM	0	0	0	0	0	0	0	8	0	1	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	11
Total Volume	0	0	0	0	0	0	0	18	0	2	0	20	2	0	0	0	0	2	0	0	0	0	0	0	0	1	16	0	0	17	39
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	90.0	0.0	10.0	0.0		100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	5.9	94.1	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.563	0.000	0.500	0.000	0.556	0.500	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.667	0.000	0.000	0.708	0.886
Entering Leg	0	0	0	0	0	0	0	18	0	2	0	20	2	0	0	0	0	2	0	0	0	0	0	0	0	1	16	0	0	17	39
Exiting Leg						0						18						3						0						18	39
Total						0						38						5						0						35	78

PDI File #: **175824 (7) Tues-AM**
Location: **N: George Redman Linear Park S: 1st Street NE: Northeast Approach**
Location: **E: Warren Avenue W: Warren Avenue SW: Driveway**
City, State: **East Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	George Redman Linear Park						Warren Avenue						1st Street						Driveway						Warren Avenue						
	North						East						South						Southwest						West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	2	3
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	0	0	2	0	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0	0	1	3	0	0	4	7
8:00 AM	0	0	0	0	0	0	0	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4
8:15 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
8:30 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Total	0	0	0	0	0	0	0	3	0	2	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	10
Grand Total	0	0	0	0	0	0	0	5	0	2	0	7	1	0	0	0	0	1	0	0	0	0	0	0	0	1	8	0	0	9	17
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	71.4	0.0	28.6	0.0		100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	11.1	88.9	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29.4	0.0	11.8	0.0	41.2	5.9	0.0	0.0	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.9	47.1	0.0	0.0	52.9	
Exiting Leg Total						0						9						3						0						5	17

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	George Redman Linear Park						Warren Avenue						1st Street						Driveway						Warren Avenue						
	North						East						South						Southwest						West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	2	3
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
8:00 AM	0	0	0	0	0	0	0	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4
Total Volume	0	0	0	0	0	0	0	2	0	2	0	4	1	0	0	0	0	1	0	0	0	0	0	0	0	1	4	0	0	5	10
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	50.0	0.0	50.0	0.0		100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	20.0	80.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.250	0.000	0.333	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.000	0.625	0.625
Entering Leg	0	0	0	0	0	0	0	2	0	2	0	4	1	0	0	0	0	1	0	0	0	0	0	0	0	1	4	0	0	5	10
Exiting Leg						0						5						3						0						2	10
Total						0						9						4						0						7	20

PDI File #: **175824 (7) Tues-AM**
Location: **N: George Redman Linear Park S: 1st Street NE: Northeast Approach**
Location: **E: Warren Avenue W: Warren Avenue SW: Driveway**
City, State: **East Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	George Redman Linear Park								Warren Avenue								1st Street								Driveway								Warren Avenue								
	North								East								South								Southwest								West								
	Right	Bear Righ	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	CW-NWB	CW-SEB	Total	Hard Righ	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	7
7:15 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
7:30 AM	1	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	4	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	1	0	1	1	0	0	0	3	3	0	0	0	0	0	0	3	0	14	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	24
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	4	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	6
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	9	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	16
Grand Total	1	0	1	1	0	0	0	3	3	1	0	0	0	0	0	4	0	23	0	0	0	0	0	23	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	4	40
Approach %	33.3	0.0	33.3	33.3	0.0	0.0	0.0		75.0	25.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	25.0	75.0	0.0	0.0	0.0	
Total %	2.5	0.0	2.5	2.5	0.0	0.0	0.0	7.5	7.5	2.5	0.0	0.0	0.0	0.0	0.0	10.0	0.0	57.5	0.0	0.0	0.0	0.0	0.0	57.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.5	7.5	0.0	0.0	0.0	10.0	
Exiting Leg Total								29								2								1								0								2	40

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	George Redman Linear Park								Warren Avenue								1st Street								Driveway								Warren Avenue								
	North								East								South								Southwest								West								
	Right	Bear Righ	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	CW-NWB	CW-SEB	Total	Hard Righ	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	7
7:15 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
7:30 AM	1	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	4	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total Volume	1	0	1	1	0	0	0	3	3	0	0	0	0	0	0	3	0	14	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	24
% Approach Total	33.3	0.0	33.3	33.3	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0	0.0	0.0	
PHF	0.250	0.000	0.250	0.250	0.000	0.000	0.000	0.375	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.750
Entering Leg	1	0	1	1	0	0	0	3	3	0	0	0	0	0	0	3	0	14	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	24
Exiting Leg								17								2								1								0								1	24
Total								20								5								15								0								2	48

PDI File #: **175824 (7) Tues-AM**
Location: **N: George Redman Linear Park S: 1st Street NE: Northeast Approach**
Location: **E: Warren Avenue W: Warren Avenue SW: Driveway**
City, State: **East Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	George Redman Linear Park								Warren Avenue								1st Street								Driveway								Warren Avenue								
	North								East								South								Southwest								West								
	Right	Bear Righ	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	CW-NWB	CW-SEB	Total	Hard Righ	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
7:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	6
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	6
7:45 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Total	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	0	0	0	0	0	0	1	1	0	0	0	0	0	2	2	23
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Grand Total	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	0	0	0	0	0	0	1	1	0	0	0	0	0	2	2	32
Approach %	0.0	0.0	0.0	0.0	0.0	33.3	66.7		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0	100.0		
Total %	0.0	0.0	0.0	0.0	0.0	3.1	6.3	9.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.1	3.1	6.3	0.0	0.0	0.0	0.0	0.0	0.0	3.1	3.1	0.0	0.0	0.0	0.0	0.0	6.3	6.3	
Exiting Leg Total								3								0								2								1								2	32

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	George Redman Linear Park								Warren Avenue								1st Street								Driveway								Warren Avenue								
	North								East								South								Southwest								West								
	Right	Bear Righ	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	CW-NWB	CW-SEB	Total	Hard Righ	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
7:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	6
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	6
7:45 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Total Volume	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	1	1	0	0	0	0	0	2	2	23
% Approach Total	0.0	0.0	0.0	0.0	0.0	33.3	66.7		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0	100.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.821
Entering Leg	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	1	1	0	0	0	0	0	2	2	23
Exiting Leg								3								0								2								1								2	23
Total								6								0								4								2								4	46

PDI File #: **175824 (7) Tues-PM**
Location: **N: George Redman Linear Park S: 1st Street NE: Northeast Approach**
Location: **E: Warren Avenue W: Warren Avenue SW: Driveway**
City, State: **East Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	George Redman Linear Park						Warren Avenue						1st Street						Driveway						Warren Avenue						
	North						East						South						Southwest						West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	0	0	0	0	0	82	0	7	0	89	7	2	12	0	0	21	0	0	0	0	0	0	0	38	58	0	0	96	206
4:45 PM	0	0	0	0	0	0	0	105	0	14	1	120	12	0	13	0	0	25	0	1	0	0	0	1	0	34	67	0	0	101	247
Total	0	0	0	0	0	0	0	187	0	21	1	209	19	2	25	0	0	46	0	1	0	0	0	1	0	72	125	0	0	197	453
5:00 PM	0	0	0	0	0	0	0	100	1	7	0	108	18	0	16	0	0	34	0	2	0	0	0	2	0	37	61	0	0	98	242
5:15 PM	0	0	0	0	0	0	0	104	0	10	0	114	13	0	10	0	0	23	0	0	0	0	0	0	0	36	64	0	0	100	237
5:30 PM	0	0	0	0	0	0	0	107	1	17	0	125	22	0	19	0	0	41	0	0	0	0	0	0	0	34	65	0	0	99	265
5:45 PM	0	0	0	0	0	0	0	98	0	10	0	108	17	0	13	0	0	30	0	0	0	0	0	0	0	25	55	0	0	80	218
Total	0	0	0	0	0	0	0	409	2	44	0	455	70	0	58	0	0	128	0	2	0	0	0	2	0	132	245	0	0	377	962
6:00 PM	0	0	0	0	0	0	0	79	0	8	0	87	11	0	10	0	0	21	0	1	0	0	0	1	0	32	48	0	0	80	189
6:15 PM	0	0	0	0	0	0	0	51	0	7	0	58	3	0	6	0	0	9	0	0	0	0	0	0	0	20	63	0	0	83	150
Total	0	0	0	0	0	0	0	130	0	15	0	145	14	0	16	0	0	30	0	1	0	0	0	1	0	52	111	0	0	163	339
Grand Total	0	0	0	0	0	0	0	726	2	80	1	809	103	2	99	0	0	204	0	4	0	0	0	4	0	256	481	0	0	737	1754
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	89.7	0.2	9.9	0.1		50.5	1.0	48.5	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	34.7	65.3	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	41.4	0.1	4.6	0.1	46.1	5.9	0.1	5.6	0.0	0.0	11.6	0.0	0.2	0.0	0.0	0.0	0.2	0.0	14.6	27.4	0.0	0.0	42.0	
Exiting Leg Total						2						589						336						2						825	1754
Cars	0	0	0	0	0	0	0	702	2	80	1	785	103	2	97	0	0	202	0	4	0	0	0	4	0	255	471	0	0	726	1717
% Cars	0.0	0.0	0.0	0.0	0.0	0.0	0.0	96.7	100.0	100.0	100.0	97.0	100.0	100.0	98.0	0.0	0.0	99.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	99.6	97.9	0.0	0.0	98.5	97.9
Exiting Leg Total						2						579						335						2						799	1717
Heavy Vehicles	0	0	0	0	0	0	0	24	0	0	0	24	0	0	2	0	0	2	0	0	0	0	0	0	0	1	10	0	0	11	37
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.3	0.0	0.0	0.0	3.0	0.0	0.0	2.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	2.1	0.0	0.0	1.5	2.1
Exiting Leg Total						0						10						1						0						26	37

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:45 PM	George Redman Linear Park						Warren Avenue						1st Street						Driveway						Warren Avenue						
	North						East						South						Southwest						West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
4:45 PM	0	0	0	0	0	0	0	105	0	14	1	120	12	0	13	0	0	25	0	1	0	0	0	1	0	34	67	0	0	101	247
5:00 PM	0	0	0	0	0	0	0	100	1	7	0	108	18	0	16	0	0	34	0	2	0	0	0	2	0	37	61	0	0	98	242
5:15 PM	0	0	0	0	0	0	0	104	0	10	0	114	13	0	10	0	0	23	0	0	0	0	0	0	0	36	64	0	0	100	237
5:30 PM	0	0	0	0	0	0	0	107	1	17	0	125	22	0	19	0	0	41	0	0	0	0	0	0	0	34	65	0	0	99	265
Total Volume	0	0	0	0	0	0	0	416	2	48	1	467	65	0	58	0	0	123	0	3	0	0	0	3	0	141	257	0	0	398	991
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	89.1	0.4	10.3	0.2		52.8	0.0	47.2	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	35.4	64.6	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.972	0.500	0.706	0.250	0.934	0.739	0.000	0.763	0.000	0.000	0.750	0.000	0.375	0.000	0.000	0.000	0.375	0.000	0.953	0.959	0.000	0.000	0.985	0.935
Cars	0	0	0	0	0	0	0	401	2	48	1	452	65	0	58	0	0	123	0	3	0	0	0	3	0	141	253	0	0	394	972
Cars %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	96.4	100.0	100.0	100.0	96.8	100.0	0.0	100.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	100.0	98.4	0.0	0.0	99.0	98.1
Heavy Vehicles	0	0	0	0	0	0	0	15	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	19
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.6	0.0	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0	1.0	1.9
Cars Enter Leg	0	0	0	0	0	0	0	401	2	48	1	452	65	0	58	0	0	123	0	3	0	0	0	3	0	141	253	0	0	394	972
Heavy Enter Leg	0	0	0	0	0	0	0	15	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	19
Total Entering Leg	0	0	0	0	0	0	0	416	2	48	1	467	65	0	58	0	0	123	0	3	0	0	0	3	0	141	257	0	0	398	991
Cars Exiting Leg						0						322						189						2						459	972
Heavy Exiting Leg						0						4						0						0						15	19
Total Exiting Leg						0						326						189						2						474	991

PDI File #: **175824 (7) Tues-PM**
Location: **N: George Redman Linear Park S: 1st Street NE: Northeast Approach**
Location: **E: Warren Avenue W: Warren Avenue SW: Driveway**
City, State: **East Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	George Redman Linear Park						Warren Avenue						1st Street						Driveway						Warren Avenue						
	North						East						South						Southwest						West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	0	0	0	0	0	80	0	7	0	87	7	2	10	0	0	19	0	0	0	0	0	0	0	37	58	0	0	95	201
4:45 PM	0	0	0	0	0	0	0	100	0	14	1	115	12	0	13	0	0	25	0	1	0	0	0	1	0	34	65	0	0	99	240
Total	0	0	0	0	0	0	0	180	0	21	1	202	19	2	23	0	0	44	0	1	0	0	0	1	0	71	123	0	0	194	441
5:00 PM	0	0	0	0	0	0	0	97	1	7	0	105	18	0	16	0	0	34	0	2	0	0	0	2	0	37	60	0	0	97	238
5:15 PM	0	0	0	0	0	0	0	102	0	10	0	112	13	0	10	0	0	23	0	0	0	0	0	0	0	36	63	0	0	99	234
5:30 PM	0	0	0	0	0	0	0	102	1	17	0	120	22	0	19	0	0	41	0	0	0	0	0	0	0	34	65	0	0	99	260
5:45 PM	0	0	0	0	0	0	0	96	0	10	0	106	17	0	13	0	0	30	0	0	0	0	0	0	0	25	52	0	0	77	213
Total	0	0	0	0	0	0	0	397	2	44	0	443	70	0	58	0	0	128	0	2	0	0	0	2	0	132	240	0	0	372	945
6:00 PM	0	0	0	0	0	0	0	76	0	8	0	84	11	0	10	0	0	21	0	1	0	0	0	1	0	32	47	0	0	79	185
6:15 PM	0	0	0	0	0	0	0	49	0	7	0	56	3	0	6	0	0	9	0	0	0	0	0	0	0	20	61	0	0	81	146
Total	0	0	0	0	0	0	0	125	0	15	0	140	14	0	16	0	0	30	0	1	0	0	0	1	0	52	108	0	0	160	331
Grand Total	0	0	0	0	0	0	0	702	2	80	1	785	103	2	97	0	0	202	0	4	0	0	0	4	0	255	471	0	0	726	1717
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	89.4	0.3	10.2	0.1		51.0	1.0	48.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	35.1	64.9	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.9	0.1	4.7	0.1	45.7	6.0	0.1	5.6	0.0	0.0	11.8	0.0	0.2	0.0	0.0	0.0	0.2	0.0	14.9	27.4	0.0	0.0	42.3	
Exiting Leg Total						2						579						335						2						799	1717

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:45 PM	George Redman Linear Park						Warren Avenue						1st Street						Driveway						Warren Avenue						
	North						East						South						Southwest						West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
4:45 PM	0	0	0	0	0	0	0	100	0	14	1	115	12	0	13	0	0	25	0	1	0	0	0	1	0	34	65	0	0	99	240
5:00 PM	0	0	0	0	0	0	0	97	1	7	0	105	18	0	16	0	0	34	0	2	0	0	0	2	0	37	60	0	0	97	238
5:15 PM	0	0	0	0	0	0	0	102	0	10	0	112	13	0	10	0	0	23	0	0	0	0	0	0	0	36	63	0	0	99	234
5:30 PM	0	0	0	0	0	0	0	102	1	17	0	120	22	0	19	0	0	41	0	0	0	0	0	0	0	34	65	0	0	99	260
Total Volume	0	0	0	0	0	0	0	401	2	48	1	452	65	0	58	0	0	123	0	3	0	0	0	3	0	141	253	0	0	394	972
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	88.7	0.4	10.6	0.2		52.8	0.0	47.2	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	35.8	64.2	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.983	0.500	0.706	0.250	0.942	0.739	0.000	0.763	0.000	0.000	0.750	0.000	0.375	0.000	0.000	0.000	0.375	0.000	0.953	0.973	0.000	0.000	0.995	0.935
Entering Leg	0	0	0	0	0	0	0	401	2	48	1	452	65	0	58	0	0	123	0	3	0	0	0	3	0	141	253	0	0	394	972
Exiting Leg						0						322						189						2						459	972
Total						0						774						312						5						853	1944

PDI File #: **175824 (7) Tues-PM**
Location: **N: George Redman Linear Park S: 1st Street NE: Northeast Approach**
Location: **E: Warren Avenue W: Warren Avenue SW: Driveway**
City, State: **East Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Heavy Vehicles (Combined-Large Trucks and Buses)

	George Redman Linear Park						Warren Avenue						1st Street						Driveway						Warren Avenue						
	North						East						South						Southwest						West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	2	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	5
4:45 PM	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	7
Total	0	0	0	0	0	0	0	7	0	0	0	7	0	0	2	0	0	2	0	0	0	0	0	0	0	1	2	0	0	3	12
5:00 PM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4
5:15 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
5:30 PM	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:45 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	5
Total	0	0	0	0	0	0	0	12	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	17
6:00 PM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4
6:15 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4
Total	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	8
Grand Total	0	0	0	0	0	0	0	24	0	0	0	24	0	0	2	0	0	2	0	0	0	0	0	0	0	1	10	0	0	11	37
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	9.1	90.9	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	64.9	0.0	0.0	0.0	64.9	0.0	0.0	5.4	0.0	0.0	5.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7	27.0	0.0	0.0	29.7	
Exiting Leg Total						0						10						1						0						26	37
Large Trucks	0	0	0	0	0	0	0	17	0	0	0	17	0	0	2	0	0	2	0	0	0	0	0	0	0	1	4	0	0	5	24
% Large Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	70.8	0.0	0.0	0.0	70.8	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	40.0	0.0	0.0	45.5	64.9
Exiting Leg Total						0						4						1						0						19	24
Buses	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	13
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29.2	0.0	0.0	0.0	29.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	60.0	0.0	0.0	54.5	35.1
Exiting Leg Total						0						6						0						0						7	13

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:30 PM	George Redman Linear Park						Warren Avenue						1st Street						Driveway						Warren Avenue						
	North						East						South						Southwest						West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	2	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	5
4:45 PM	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	7
5:00 PM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4
5:15 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
Total Volume	0	0	0	0	0	0	0	12	0	0	0	12	0	0	2	0	0	2	0	0	0	0	0	0	0	1	4	0	0	5	19
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	20.0	80.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.600	0.000	0.000	0.000	0.600	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.000	0.625	0.679
Large Trucks	0	0	0	0	0	0	0	9	0	0	0	9	0	0	2	0	0	2	0	0	0	0	0	0	0	1	2	0	0	3	14
Large Trucks %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	75.0	0.0	0.0	0.0	75.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	50.0	0.0	0.0	60.0	73.7
Buses	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	5
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	40.0	26.3
Trucks Enter Leg	0	0	0	0	0	0	0	9	0	0	0	9	0	0	2	0	0	2	0	0	0	0	0	0	0	1	2	0	0	3	14
Bus Enter Leg	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	5
Total Entering Leg	0	0	0	0	0	0	0	12	0	0	0	12	0	0	2	0	0	2	0	0	0	0	0	0	0	1	4	0	0	5	19
Trucks Exiting Leg						0						2						1						0						11	14
Buses Exiting Leg						0						2						0						0						3	5
Total Exiting Leg						0						4						1						0						14	19

PDI File #: **175824 (7) Tues-PM**
Location: **N: George Redman Linear Park S: 1st Street NE: Northeast Approach**
Location: **E: Warren Avenue W: Warren Avenue SW: Driveway**
City, State: **East Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Large Trucks

	George Redman Linear Park						Warren Avenue						1st Street						Driveway						Warren Avenue						
	North						East						South						Southwest						West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	4
4:45 PM	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	5
Total	0	0	0	0	0	0	0	5	0	0	0	5	0	0	2	0	0	2	0	0	0	0	0	0	0	1	1	0	0	2	9
5:00 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
5:15 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	9
6:00 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
6:15 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
Total	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	6
Grand Total	0	0	0	0	0	0	0	17	0	0	0	17	0	0	2	0	0	2	0	0	0	0	0	0	0	1	4	0	0	5	24
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	20.0	80.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	70.8	0.0	0.0	0.0	70.8	0.0	0.0	8.3	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.2	16.7	0.0	0.0	20.8	
Exiting Leg Total						0						4						1						0						19	24

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:30 PM	George Redman Linear Park						Warren Avenue						1st Street						Driveway						Warren Avenue						
	North						East						South						Southwest						West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	4
4:45 PM	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	5
5:00 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
5:15 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	0	9	0	0	0	9	0	0	2	0	0	2	0	0	0	0	0	0	0	1	2	0	0	3	14
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	33.3	66.7	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.563	0.000	0.000	0.000	0.563	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.000	0.750	0.700
Entering Leg	0	0	0	0	0	0	0	9	0	0	0	9	0	0	2	0	0	2	0	0	0	0	0	0	0	1	2	0	0	3	14
Exiting Leg						0						2						1						0						11	14
Total						0						11						3						0						14	28

PDI File #: **175824 (7) Tues-PM**
Location: **N: George Redman Linear Park S: 1st Street NE: Northeast Approach**
Location: **E: Warren Avenue W: Warren Avenue SW: Driveway**
City, State: **East Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	George Redman Linear Park						Warren Avenue						1st Street						Driveway						Warren Avenue						
	North						East						South						Southwest						West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Total	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	8
6:00 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Grand Total	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	13
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	53.8	0.0	0.0	0.0	53.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	46.2	0.0	0.0	46.2	
Exiting Leg Total						0						6						0						0						7	13

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

5:00 PM	George Redman Linear Park						Warren Avenue						1st Street						Driveway						Warren Avenue						
	North						East						South						Southwest						West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Total Volume	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	8
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.333	0.000	0.000	0.000	0.333	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.333	0.000	0.000	0.333	0.667
Entering Leg	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	8
Exiting Leg						0						4						0						0						4	8
Total						0						8						0						0						8	16

PDI File #: **175824 (7) Tues-PM**
Location: **N: George Redman Linear Park S: 1st Street NE: Northeast Approach**
Location: **E: Warren Avenue W: Warren Avenue SW: Driveway**
City, State: **East Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	George Redman Linear Park								Warren Avenue								1st Street								Driveway								Warren Avenue								
	North								East								South								Southwest								West								
	Right	Bear Righ	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-NWB	CW-SEB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:30 PM	1	0	4	0	0	0	0	5	1	0	0	0	0	0	0	1	2	1	0	0	0	0	0	3	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	14
4:45 PM	0	0	5	0	0	0	0	5	1	0	0	0	0	0	0	1	0	3	0	0	0	0	0	3	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	1	11
Total	1	0	9	0	0	0	0	10	2	0	0	0	0	0	0	2	2	4	0	0	0	0	0	6	0	0	0	0	0	0	2	2	0	0	0	1	0	0	0	1	25
5:00 PM	7	0	6	2	0	0	0	15	0	0	0	0	0	0	0	0	0	8	1	0	0	1	0	10	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	32
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
5:30 PM	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
5:45 PM	0	0	10	0	0	0	0	10	1	0	0	0	0	0	0	1	1	4	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
Total	7	0	20	2	0	0	0	29	1	0	0	0	0	0	0	1	1	16	1	0	0	1	0	19	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	62
6:00 PM	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	11
6:15 PM	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Total	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	18
Grand Total	8	0	37	2	0	0	0	47	3	0	0	0	0	0	0	3	3	25	1	0	0	1	0	30	0	0	0	0	0	0	2	2	0	1	0	4	0	0	0	5	105
Approach %	17.0	0.0	78.7	4.3	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0	0.0		10.0	83.3	3.3	0.0	0.0	3.3	0.0		0.0	0.0	0.0	0.0	0.0	0.0	100.0		0.0	20.0	0.0	80.0	0.0	0.0	0.0		
Total %	7.6	0.0	35.2	1.9	0.0	0.0	0.0	44.8	2.9	0.0	0.0	0.0	0.0	0.0	0.0	2.9	2.9	23.8	1.0	0.0	0.0	1.0	0.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	1.9	1.9	0.0	1.0	0.0	3.8	0.0	0.0	0.0	4.8	
Exiting Leg Total								32								5								39								2								9	105

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:30 PM	George Redman Linear Park								Warren Avenue								1st Street								Driveway								Warren Avenue								
	North								East								South								Southwest								West								
	Right	Bear Righ	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-NWB	CW-SEB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:30 PM	1	0	4	0	0	0	0	5	1	0	0	0	0	0	0	1	2	1	0	0	0	0	0	3	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	14
4:45 PM	0	0	5	0	0	0	0	5	1	0	0	0	0	0	0	1	0	3	0	0	0	0	0	3	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	1	11
5:00 PM	7	0	6	2	0	0	0	15	0	0	0	0	0	0	0	0	0	8	1	0	0	1	0	10	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	32
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Total Volume	8	0	15	2	0	0	0	25	2	0	0	0	0	0	0	2	2	14	1	0	0	1	0	18	0	0	0	0	0	0	2	2	0	1	0	1	0	0	0	2	64
% Approach Total	32.0	0.0	60.0	8.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0	0.0		11.1	77.8	5.6	0.0	0.0	5.6	0.0		0.0	0.0	0.0	0.0	0.0	0.0	100.0		0.0	50.0	0.0	50.0	0.0	0.0	0.0		
PHF	0.286	0.000	0.625	0.250	0.000	0.000	0.000	0.417	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.250	0.438	0.250	0.000	0.000	0.250	0.000	0.450	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.500	0.500
Entering Leg	8	0	15	2	0	0	0	25	2	0	0	0	0	0	0	2	2	14	1	0	0	1	0	18	0	0	0	0	0	0	2	2	0	1	0	1	0	0	0	2	64
Exiting Leg								17								4								17								2								9	64
Total								42								6								35								4								11	128

PDI File #: **175824 (7) Tues-PM**
Location: **N: George Redman Linear Park S: 1st Street NE: Northeast Approach**
Location: **E: Warren Avenue W: Warren Avenue SW: Driveway**
City, State: **East Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	George Redman Linear Park								Warren Avenue								1st Street								Driveway								Warren Avenue								
	North								East								South								Southwest								West								
	Right	Bear Righ	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	CW-NWB	CW-SEB	Total	Hard Righ	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
4:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	10
Total	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	14
5:00 PM	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	10
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	18
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Grand Total	0	0	0	0	0	1	3	4	0	0	0	0	0	2	0	2	0	0	0	0	0	2	3	5	0	0	0	0	0	1	3	4	0	0	0	0	0	0	0	0	41
Approach %	0.0	0.0	0.0	0.0	0.0	25.0	75.0		0.0	0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	40.0	60.0		0.0	0.0	0.0	0.0	0.0	25.0	75.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	2.4	7.3	9.8	0.0	0.0	0.0	0.0	0.0	4.9	0.0	4.9	0.0	0.0	0.0	0.0	0.0	4.9	7.3	12.2	0.0	0.0	0.0	0.0	0.0	2.4	7.3	9.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total								4								2								5								4								0	41

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:30 PM	George Redman Linear Park								Warren Avenue								1st Street								Driveway								Warren Avenue								
	North								East								South								Southwest								West								
	Right	Bear Righ	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	CW-NWB	CW-SEB	Total	Hard Righ	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
4:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	10
5:00 PM	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	10
Total Volume	0	0	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	2	3	5	0	0	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	28
% Approach Total	0.0	0.0	0.0	0.0	0.0	25.0	75.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	40.0	60.0		0.0	0.0	0.0	0.0	0.0	25.0	75.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.375	0.333	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.375	0.625	0.000	0.000	0.000	0.000	0.000	0.250	0.375	0.333	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.700	
Entering Leg	0	0	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	2	3	5	0	0	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	28
Exiting Leg								4								0								5								4								0	28
Total								8								0								10								8								0	56

PDI File #: **175824 (9) Sat**
Location: **N: Victory Highway S: Victory Highway**
Location: **E: Wickford Junction Rail Station**
City, State: **North Kingstown, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Victory Highway				Wickford Junction Rail Station				Victory Highway				
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
12:00 PM	159	4	2	165	2	1	0	3	2	148	0	150	318
12:15 PM	159	0	1	160	1	1	0	2	1	139	0	140	302
12:30 PM	150	1	0	151	1	1	0	2	3	126	0	129	282
12:45 PM	135	0	0	135	1	1	0	2	4	139	0	143	280
Total	603	5	3	611	5	4	0	9	10	552	0	562	1182
1:00 PM	144	2	0	146	2	0	0	2	3	125	0	128	276
1:15 PM	153	0	1	154	0	1	0	1	3	128	0	131	286
1:30 PM	142	3	0	145	1	0	0	1	1	137	0	138	284
1:45 PM	147	3	0	150	1	1	0	2	3	136	0	139	291
Total	586	8	1	595	4	2	0	6	10	526	0	536	1137
Grand Total	1189	13	4	1206	9	6	0	15	20	1078	0	1098	2319
Approach %	98.6	1.1	0.3		60.0	40.0	0.0		1.8	98.2	0.0		
Total %	51.3	0.6	0.2	52.0	0.4	0.3	0.0	0.6	0.9	46.5	0.0	47.3	
Exiting Leg Total				1091				33				1195	2319
Cars	1178	9	4	1191	5	6	0	11	20	1069	0	1089	2291
% Cars	99.1	69.2	100.0	98.8	55.6	100.0	0.0	73.3	100.0	99.2	0.0	99.2	98.8
Exiting Leg Total				1078				29				1184	2291
Heavy Vehicles	11	4	0	15	4	0	0	4	0	9	0	9	28
% Heavy Vehicles	0.9	30.8	0.0	1.2	44.4	0.0	0.0	26.7	0.0	0.8	0.0	0.8	1.2
Exiting Leg Total				13				4				11	28

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:00 PM	Victory Highway				Wickford Junction Rail Station				Victory Highway				
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
12:00 PM	159	4	2	165	2	1	0	3	2	148	0	150	318
12:15 PM	159	0	1	160	1	1	0	2	1	139	0	140	302
12:30 PM	150	1	0	151	1	1	0	2	3	126	0	129	282
12:45 PM	135	0	0	135	1	1	0	2	4	139	0	143	280
Total Volume	603	5	3	611	5	4	0	9	10	552	0	562	1182
% Approach Total	98.7	0.8	0.5		55.6	44.4	0.0		1.8	98.2	0.0		
PHF	0.948	0.313	0.375	0.926	0.625	1.000	0.000	0.750	0.625	0.932	0.000	0.937	0.929
Cars	597	3	3	603	3	4	0	7	10	550	0	560	1170
Cars %	99.0	60.0	100.0	98.7	60.0	100.0	0.0	77.8	100.0	99.6	0.0	99.6	99.0
Heavy Vehicles	6	2	0	8	2	0	0	2	0	2	0	2	12
Heavy Vehicles %	1.0	40.0	0.0	1.3	40.0	0.0	0.0	22.2	0.0	0.4	0.0	0.4	1.0
Cars Enter Leg	597	3	3	603	3	4	0	7	10	550	0	560	1170
Heavy Enter Leg	6	2	0	8	2	0	0	2	0	2	0	2	12
Total Entering Leg	603	5	3	611	5	4	0	9	10	552	0	562	1182
Cars Exiting Leg				556				13				601	1170
Heavy Exiting Leg				4				2				6	12
Total Exiting Leg				560				15				607	1182

PDI File #: **175824 (9) Sat**
Location: **N: Victory Highway S: Victory Highway**
Location: **E: Wickford Junction Rail Station**
City, State: **North Kingstown, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Victory Highway				Wickford Junction Rail Station				Victory Highway				
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
12:00 PM	158	2	2	162	0	1	0	1	2	148	0	150	313
12:15 PM	157	0	1	158	1	1	0	2	1	137	0	138	298
12:30 PM	149	1	0	150	1	1	0	2	3	126	0	129	281
12:45 PM	133	0	0	133	1	1	0	2	4	139	0	143	278
Total	597	3	3	603	3	4	0	7	10	550	0	560	1170
1:00 PM	143	0	0	143	0	0	0	0	3	124	0	127	270
1:15 PM	150	0	1	151	0	1	0	1	3	124	0	127	279
1:30 PM	141	3	0	144	1	0	0	1	1	136	0	137	282
1:45 PM	147	3	0	150	1	1	0	2	3	135	0	138	290
Total	581	6	1	588	2	2	0	4	10	519	0	529	1121
Grand Total	1178	9	4	1191	5	6	0	11	20	1069	0	1089	2291
Approach %	98.9	0.8	0.3		45.5	54.5	0.0		1.8	98.2	0.0		
Total %	51.4	0.4	0.2	52.0	0.2	0.3	0.0	0.5	0.9	46.7	0.0	47.5	
Exiting Leg Total				1078				29				1184	2291

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:00 PM	Victory Highway				Wickford Junction Rail Station				Victory Highway				
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
12:00 PM	158	2	2	162	0	1	0	1	2	148	0	150	313
12:15 PM	157	0	1	158	1	1	0	2	1	137	0	138	298
12:30 PM	149	1	0	150	1	1	0	2	3	126	0	129	281
12:45 PM	133	0	0	133	1	1	0	2	4	139	0	143	278
Total Volume	597	3	3	603	3	4	0	7	10	550	0	560	1170
% Approach Total	99.0	0.5	0.5		42.9	57.1	0.0		1.8	98.2	0.0		
PHF	0.945	0.375	0.375	0.931	0.750	1.000	0.000	0.875	0.625	0.929	0.000	0.933	0.935
Entering Leg	597	3	3	603	3	4	0	7	10	550	0	560	1170
Exiting Leg				556				13				601	1170
Total				1159				20				1161	2340

PDI File #: **175824 (9) Sat**
Location: **N: Victory Highway S: Victory Highway**
Location: **E: Wickford Junction Rail Station**
City, State: **North Kingstown, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Heavy Vehicles (Combined-Large Trucks and Buses)

	Victory Highway				Wickford Junction Rail Station				Victory Highway				
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
12:00 PM	1	2	0	3	2	0	0	2	0	0	0	0	5
12:15 PM	2	0	0	2	0	0	0	0	0	2	0	2	4
12:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
12:45 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
Total	6	2	0	8	2	0	0	2	0	2	0	2	12
1:00 PM	1	2	0	3	2	0	0	2	0	1	0	1	6
1:15 PM	3	0	0	3	0	0	0	0	0	4	0	4	7
1:30 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
1:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	5	2	0	7	2	0	0	2	0	7	0	7	16
Grand Total	11	4	0	15	4	0	0	4	0	9	0	9	28
Approach %	73.3	26.7	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
Total %	39.3	14.3	0.0	53.6	14.3	0.0	0.0	14.3	0.0	32.1	0.0	32.1	
Exiting Leg Total				13				4				11	28
Large Trucks	11	0	0	11	0	0	0	0	0	9	0	9	20
% Large Trucks	100.0	0.0	0.0	73.3	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	71.4
Exiting Leg Total				9				0				11	20
Buses	0	4	0	4	4	0	0	4	0	0	0	0	8
% Buses	0.0	100.0	0.0	26.7	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	28.6
Exiting Leg Total				4				4				0	8

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:45 PM	Victory Highway				Wickford Junction Rail Station				Victory Highway				
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
12:45 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
1:00 PM	1	2	0	3	2	0	0	2	0	1	0	1	6
1:15 PM	3	0	0	3	0	0	0	0	0	4	0	4	7
1:30 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
Total Volume	7	2	0	9	2	0	0	2	0	6	0	6	17
% Approach Total	77.8	22.2	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.583	0.250	0.000	0.750	0.250	0.000	0.000	0.250	0.000	0.375	0.000	0.375	0.607
Large Trucks	7	0	0	7	0	0	0	0	0	6	0	6	13
Large Trucks %	100.0	0.0	0.0	77.8	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	76.5
Buses	0	2	0	2	2	0	0	2	0	0	0	0	4
Buses %	0.0	100.0	0.0	22.2	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	23.5
Trucks Enter Leg	7	0	0	7	0	0	0	0	0	6	0	6	13
Bus Enter Leg	0	2	0	2	2	0	0	2	0	0	0	0	4
Total Entering Leg	7	2	0	9	2	0	0	2	0	6	0	6	17
Trucks Exiting Leg				6				0				7	13
Buses Exiting Leg				2				2				0	4
Total Exiting Leg				8				2				7	17

PDI File #: **175824 (9) Sat**
Location: **N: Victory Highway S: Victory Highway**
Location: **E: Wickford Junction Rail Station**
City, State: **North Kingstown, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Large Trucks

	Victory Highway				Wickford Junction Rail Station				Victory Highway				
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
12:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
12:15 PM	2	0	0	2	0	0	0	0	0	2	0	2	4
12:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
12:45 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
Total	6	0	0	6	0	0	0	0	0	2	0	2	8
1:00 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
1:15 PM	3	0	0	3	0	0	0	0	0	4	0	4	7
1:30 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
1:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	5	0	0	5	0	0	0	0	0	7	0	7	12
Grand Total	11	0	0	11	0	0	0	0	0	9	0	9	20
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	55.0	0.0	0.0	55.0	0.0	0.0	0.0	0.0	0.0	45.0	0.0	45.0	
Exiting Leg Total				9				0				11	20

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:45 PM	Victory Highway				Wickford Junction Rail Station				Victory Highway				
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
12:45 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
1:00 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
1:15 PM	3	0	0	3	0	0	0	0	0	4	0	4	7
1:30 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
Total Volume	7	0	0	7	0	0	0	0	0	6	0	6	13
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.583	0.000	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.375	0.464
Entering Leg	7	0	0	7	0	0	0	0	0	6	0	6	13
Exiting Leg				6				0				7	13
Total				13				0				13	26

PDI File #: **175824 (9) Sat**
Location: **N: Victory Highway S: Victory Highway**
Location: **E: Wickford Junction Rail Station**
City, State: **North Kingstown, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Victory Highway				Wickford Junction Rail Station				Victory Highway				
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
12:00 PM	0	2	0	2	2	0	0	2	0	0	0	0	4
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	2	2	0	0	2	0	0	0	0	4
1:00 PM	0	2	0	2	2	0	0	2	0	0	0	0	4
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	2	2	0	0	2	0	0	0	0	4
Grand Total	0	4	0	4	4	0	0	4	0	0	0	0	8
Approach %	0.0	100.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
Total %	0.0	50.0	0.0	50.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	
Exiting Leg Total				4				4				0	8

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:00 PM	Victory Highway				Wickford Junction Rail Station				Victory Highway				
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
12:00 PM	0	2	0	2	2	0	0	2	0	0	0	0	4
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	2	0	0	2	0	0	0	0	4
% Approach Total	0.0	100.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.250	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	2	0	2	2	0	0	2	0	0	0	0	4
Exiting Leg				2				2				0	4
Total				4				4				0	8

PDI File #: **175824 (9) Sat**
Location: **N: Victory Highway S: Victory Highway**
Location: **E: Wickford Junction Rail Station**
City, State: **North Kingstown, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Victory Highway						Wickford Junction Rail Station						Victory Highway						
	North						East						South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
12:45 PM	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	2	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	3
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
1:15 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	3	4
Grand Total	3	0	0	0	0	3	0	0	0	0	0	0	0	4	0	0	0	4	7
Approach %	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		
Total %	42.9	0.0	0.0	0.0	0.0	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	57.1	0.0	0.0	0.0	57.1	
Exiting Leg Total						4						0						3	7

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:30 PM	Victory Highway						Wickford Junction Rail Station						Victory Highway						
	North						East						South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	Total
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
12:45 PM	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
1:15 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	3	0	0	0	0	3	0	0	0	0	0	0	0	4	0	0	0	4	7
% Approach Total	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		
PHF	0.375	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.333	0.000	0.000	0.000	0.333	0.583
Entering Leg	3	0	0	0	0	3	0	0	0	0	0	0	0	4	0	0	0	4	7
Exiting Leg						4						0						3	7
Total						7						0						7	14

PDI File #: **175824 (9) Sat**
Location: **N: Victory Highway S: Victory Highway**
Location: **E: Wickford Junction Rail Station**
City, State: **North Kingstown, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Victory Highway						Wickford Junction Rail Station						Victory Highway						
	North						East						South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						0						2						0	2

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:30 PM	Victory Highway						Wickford Junction Rail Station						Victory Highway						
	North						East						South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	Total
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
Exiting Leg						0						2						0	2
Total						0						4						0	4

PDI File #: **175824 (9) Tues-AM**
Location: **N: Victory Highway S: Victory Highway**
Location: **E: Wickford Junction Rail Station**
City, State: **North Kingstown, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Victory Highway				Wickford Junction Rail Station				Victory Highway				
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:00 AM	58	6	0	64	8	2	0	10	3	125	0	128	202
7:15 AM	71	14	0	85	4	0	0	4	7	101	0	108	197
7:30 AM	88	36	0	124	8	4	0	12	13	98	0	111	247
7:45 AM	101	5	0	106	2	0	0	2	0	117	0	117	225
Total	318	61	0	379	22	6	0	28	23	441	0	464	871
8:00 AM	73	5	0	78	5	0	0	5	1	101	0	102	185
8:15 AM	98	3	0	101	2	2	0	4	3	109	0	112	217
8:30 AM	110	7	0	117	3	0	0	3	2	102	0	104	224
8:45 AM	114	6	0	120	2	2	0	4	3	108	0	111	235
Total	395	21	0	416	12	4	0	16	9	420	0	429	861
Grand Total	713	82	0	795	34	10	0	44	32	861	0	893	1732
Approach %	89.7	10.3	0.0		77.3	22.7	0.0		3.6	96.4	0.0		
Total %	41.2	4.7	0.0	45.9	2.0	0.6	0.0	2.5	1.8	49.7	0.0	51.6	
Exiting Leg Total				895				114				723	1732
Cars	676	64	0	740	16	10	0	26	32	833	0	865	1631
% Cars	94.8	78.0	0.0	93.1	47.1	100.0	0.0	59.1	100.0	96.7	0.0	96.9	94.2
Exiting Leg Total				849				96				686	1631
Heavy Vehicles	37	18	0	55	18	0	0	18	0	28	0	28	101
% Heavy Vehicles	5.2	22.0	0.0	6.9	52.9	0.0	0.0	40.9	0.0	3.3	0.0	3.1	5.8
Exiting Leg Total				46				18				37	101

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Victory Highway				Wickford Junction Rail Station				Victory Highway				
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:30 AM	88	36	0	124	8	4	0	12	13	98	0	111	247
7:45 AM	101	5	0	106	2	0	0	2	0	117	0	117	225
8:00 AM	73	5	0	78	5	0	0	5	1	101	0	102	185
8:15 AM	98	3	0	101	2	2	0	4	3	109	0	112	217
Total Volume	360	49	0	409	17	6	0	23	17	425	0	442	874
% Approach Total	88.0	12.0	0.0		73.9	26.1	0.0		3.8	96.2	0.0		
PHF	0.891	0.340	0.000	0.825	0.531	0.375	0.000	0.479	0.327	0.908	0.000	0.944	0.885
Cars	344	39	0	383	7	6	0	13	17	410	0	427	823
Cars %	95.6	79.6	0.0	93.6	41.2	100.0	0.0	56.5	100.0	96.5	0.0	96.6	94.2
Heavy Vehicles	16	10	0	26	10	0	0	10	0	15	0	15	51
Heavy Vehicles %	4.4	20.4	0.0	6.4	58.8	0.0	0.0	43.5	0.0	3.5	0.0	3.4	5.8
Cars Enter Leg	344	39	0	383	7	6	0	13	17	410	0	427	823
Heavy Enter Leg	16	10	0	26	10	0	0	10	0	15	0	15	51
Total Entering Leg	360	49	0	409	17	6	0	23	17	425	0	442	874
Cars Exiting Leg				417				56				350	823
Heavy Exiting Leg				25				10				16	51
Total Exiting Leg				442				66				366	874

PDI File #: **175824 (9) Tues-AM**
Location: **N: Victory Highway S: Victory Highway**
Location: **E: Wickford Junction Rail Station**
City, State: **North Kingstown, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Victory Highway				Wickford Junction Rail Station				Victory Highway				
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:00 AM	54	2	0	56	4	2	0	6	3	124	0	127	189
7:15 AM	68	12	0	80	2	0	0	2	7	98	0	105	187
7:30 AM	83	34	0	117	7	4	0	11	13	93	0	106	234
7:45 AM	98	3	0	101	0	0	0	0	0	112	0	112	213
Total	303	51	0	354	13	6	0	19	23	427	0	450	823
8:00 AM	70	0	0	70	0	0	0	0	1	99	0	100	170
8:15 AM	93	2	0	95	0	2	0	2	3	106	0	109	206
8:30 AM	99	6	0	105	2	0	0	2	2	97	0	99	206
8:45 AM	111	5	0	116	1	2	0	3	3	104	0	107	226
Total	373	13	0	386	3	4	0	7	9	406	0	415	808
Grand Total	676	64	0	740	16	10	0	26	32	833	0	865	1631
Approach %	91.4	8.6	0.0		61.5	38.5	0.0		3.7	96.3	0.0		
Total %	41.4	3.9	0.0	45.4	1.0	0.6	0.0	1.6	2.0	51.1	0.0	53.0	
Exiting Leg Total				849				96				686	1631

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Victory Highway				Wickford Junction Rail Station				Victory Highway				
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:00 AM	54	2	0	56	4	2	0	6	3	124	0	127	189
7:15 AM	68	12	0	80	2	0	0	2	7	98	0	105	187
7:30 AM	83	34	0	117	7	4	0	11	13	93	0	106	234
7:45 AM	98	3	0	101	0	0	0	0	0	112	0	112	213
Total Volume	303	51	0	354	13	6	0	19	23	427	0	450	823
% Approach Total	85.6	14.4	0.0		68.4	31.6	0.0		5.1	94.9	0.0		
PHF	0.773	0.375	0.000	0.756	0.464	0.375	0.000	0.432	0.442	0.861	0.000	0.886	0.879
Entering Leg	303	51	0	354	13	6	0	19	23	427	0	450	823
Exiting Leg				440				74				309	823
Total				794				93				759	1646

PDI File #: **175824 (9) Tues-AM**
Location: **N: Victory Highway S: Victory Highway**
Location: **E: Wickford Junction Rail Station**
City, State: **North Kingstown, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class:

Heavy Vehicles (Combined-Large Trucks and Buses)

	Victory Highway				Wickford Junction Rail Station				Victory Highway				
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:00 AM	4	4	0	8	4	0	0	4	0	1	0	1	13
7:15 AM	3	2	0	5	2	0	0	2	0	3	0	3	10
7:30 AM	5	2	0	7	1	0	0	1	0	5	0	5	13
7:45 AM	3	2	0	5	2	0	0	2	0	5	0	5	12
Total	15	10	0	25	9	0	0	9	0	14	0	14	48
8:00 AM	3	5	0	8	5	0	0	5	0	2	0	2	15
8:15 AM	5	1	0	6	2	0	0	2	0	3	0	3	11
8:30 AM	11	1	0	12	1	0	0	1	0	5	0	5	18
8:45 AM	3	1	0	4	1	0	0	1	0	4	0	4	9
Total	22	8	0	30	9	0	0	9	0	14	0	14	53
Grand Total	37	18	0	55	18	0	0	18	0	28	0	28	101
Approach %	67.3	32.7	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
Total %	36.6	17.8	0.0	54.5	17.8	0.0	0.0	17.8	0.0	27.7	0.0	27.7	
Exiting Leg Total				46				18				37	101
Large Trucks	33	0	0	33	1	0	0	1	0	18	0	18	52
% Large Trucks	89.2	0.0	0.0	60.0	5.6	0.0	0.0	5.6	0.0	64.3	0.0	64.3	51.5
Exiting Leg Total				19				0				33	52
Buses	4	18	0	22	17	0	0	17	0	10	0	10	49
% Buses	10.8	100.0	0.0	40.0	94.4	0.0	0.0	94.4	0.0	35.7	0.0	35.7	48.5
Exiting Leg Total				27				18				4	49

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:45 AM	Victory Highway				Wickford Junction Rail Station				Victory Highway				
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:45 AM	3	2	0	5	2	0	0	2	0	5	0	5	12
8:00 AM	3	5	0	8	5	0	0	5	0	2	0	2	15
8:15 AM	5	1	0	6	2	0	0	2	0	3	0	3	11
8:30 AM	11	1	0	12	1	0	0	1	0	5	0	5	18
Total Volume	22	9	0	31	10	0	0	10	0	15	0	15	56
% Approach Total	71.0	29.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.500	0.450	0.000	0.646	0.500	0.000	0.000	0.500	0.000	0.750	0.000	0.750	0.778
Large Trucks	20	0	0	20	1	0	0	1	0	12	0	12	33
Large Trucks %	90.9	0.0	0.0	64.5	10.0	0.0	0.0	10.0	0.0	80.0	0.0	80.0	58.9
Buses	2	9	0	11	9	0	0	9	0	3	0	3	23
Buses %	9.1	100.0	0.0	35.5	90.0	0.0	0.0	90.0	0.0	20.0	0.0	20.0	41.1
Trucks Enter Leg	20	0	0	20	1	0	0	1	0	12	0	12	33
Bus Enter Leg	2	9	0	11	9	0	0	9	0	3	0	3	23
Total Entering Leg	22	9	0	31	10	0	0	10	0	15	0	15	56
Trucks Exiting Leg				13				0				20	33
Buses Exiting Leg				12				9				2	23
Total Exiting Leg				25				9				22	56

PDI File #: **175824 (9) Tues-AM**
Location: **N: Victory Highway S: Victory Highway**
Location: **E: Wickford Junction Rail Station**
City, State: **North Kingstown, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Large Trucks

	Victory Highway				Wickford Junction Rail Station				Victory Highway				
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:00 AM	3	0	0	3	0	0	0	0	0	0	0	0	3
7:15 AM	3	0	0	3	0	0	0	0	0	1	0	1	4
7:30 AM	4	0	0	4	0	0	0	0	0	1	0	1	5
7:45 AM	3	0	0	3	0	0	0	0	0	5	0	5	8
Total	13	0	0	13	0	0	0	0	0	7	0	7	20
8:00 AM	3	0	0	3	1	0	0	1	0	1	0	1	5
8:15 AM	4	0	0	4	0	0	0	0	0	3	0	3	7
8:30 AM	10	0	0	10	0	0	0	0	0	3	0	3	13
8:45 AM	3	0	0	3	0	0	0	0	0	4	0	4	7
Total	20	0	0	20	1	0	0	1	0	11	0	11	32
Grand Total	33	0	0	33	1	0	0	1	0	18	0	18	52
Approach %	100.0	0.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
Total %	63.5	0.0	0.0	63.5	1.9	0.0	0.0	1.9	0.0	34.6	0.0	34.6	
Exiting Leg Total				19				0				33	52

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:45 AM	Victory Highway				Wickford Junction Rail Station				Victory Highway				
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:45 AM	3	0	0	3	0	0	0	0	0	5	0	5	8
8:00 AM	3	0	0	3	1	0	0	1	0	1	0	1	5
8:15 AM	4	0	0	4	0	0	0	0	0	3	0	3	7
8:30 AM	10	0	0	10	0	0	0	0	0	3	0	3	13
Total Volume	20	0	0	20	1	0	0	1	0	12	0	12	33
% Approach Total	100.0	0.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.500	0.000	0.000	0.500	0.250	0.000	0.000	0.250	0.000	0.600	0.000	0.600	0.635
Entering Leg	20	0	0	20	1	0	0	1	0	12	0	12	33
Exiting Leg				13				0				20	33
Total				33				1				32	66

PDI File #: **175824 (9) Tues-AM**
Location: **N: Victory Highway S: Victory Highway**
Location: **E: Wickford Junction Rail Station**
City, State: **North Kingstown, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Victory Highway				Wickford Junction Rail Station				Victory Highway				
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:00 AM	1	4	0	5	4	0	0	4	0	1	0	1	10
7:15 AM	0	2	0	2	2	0	0	2	0	2	0	2	6
7:30 AM	1	2	0	3	1	0	0	1	0	4	0	4	8
7:45 AM	0	2	0	2	2	0	0	2	0	0	0	0	4
Total	2	10	0	12	9	0	0	9	0	7	0	7	28
8:00 AM	0	5	0	5	4	0	0	4	0	1	0	1	10
8:15 AM	1	1	0	2	2	0	0	2	0	0	0	0	4
8:30 AM	1	1	0	2	1	0	0	1	0	2	0	2	5
8:45 AM	0	1	0	1	1	0	0	1	0	0	0	0	2
Total	2	8	0	10	8	0	0	8	0	3	0	3	21
Grand Total	4	18	0	22	17	0	0	17	0	10	0	10	49
Approach %	18.2	81.8	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
Total %	8.2	36.7	0.0	44.9	34.7	0.0	0.0	34.7	0.0	20.4	0.0	20.4	
Exiting Leg Total				27				18				4	49

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Victory Highway				Wickford Junction Rail Station				Victory Highway				
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:00 AM	1	4	0	5	4	0	0	4	0	1	0	1	10
7:15 AM	0	2	0	2	2	0	0	2	0	2	0	2	6
7:30 AM	1	2	0	3	1	0	0	1	0	4	0	4	8
7:45 AM	0	2	0	2	2	0	0	2	0	0	0	0	4
Total Volume	2	10	0	12	9	0	0	9	0	7	0	7	28
% Approach Total	16.7	83.3	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.500	0.625	0.000	0.600	0.563	0.000	0.000	0.563	0.000	0.438	0.000	0.438	0.700
Entering Leg	2	10	0	12	9	0	0	9	0	7	0	7	28
Exiting Leg				16				10				2	28
Total				28				19				9	56

PDI File #: **175824 (9) Tues-AM**
Location: **N: Victory Highway S: Victory Highway**
Location: **E: Wickford Junction Rail Station**
City, State: **North Kingstown, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class:

Bicycles (on Roadway and Crosswalks)

	Victory Highway						Wickford Junction Rail Station						Victory Highway						
	North						East						South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						0						0						0	0

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Victory Highway						Wickford Junction Rail Station						Victory Highway						
	North						East						South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg						0						0						0	0
Total						0						0						0	0

PDI File #: **175824 (9) Tues-AM**
Location: **N: Victory Highway S: Victory Highway**
Location: **E: Wickford Junction Rail Station**
City, State: **North Kingstown, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Victory Highway						Wickford Junction Rail Station						Victory Highway						
	North						East						South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						0						0						0	0

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Victory Highway						Wickford Junction Rail Station						Victory Highway						
	North						East						South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg						0						0						0	0
Total						0						0						0	0

PDI File #: **175824 (9) Tues-PM**
Location: **N: Victory Highway S: Victory Highway**
Location: **E: Wickford Junction Rail Station**
City, State: **North Kingstown, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Victory Highway				Wickford Junction Rail Station				Victory Highway				
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:30 PM	153	4	0	157	3	0	0	3	6	142	0	148	308
4:45 PM	159	3	0	162	10	2	0	12	2	159	0	161	335
Total	312	7	0	319	13	2	0	15	8	301	0	309	643
5:00 PM	165	7	0	172	27	16	0	43	4	171	0	175	390
5:15 PM	181	4	0	185	7	2	0	9	3	133	0	136	330
5:30 PM	171	2	0	173	8	3	0	11	0	115	0	115	299
5:45 PM	141	3	0	144	4	1	0	5	2	112	0	114	263
Total	658	16	0	674	46	22	0	68	9	531	0	540	1282
6:00 PM	105	9	0	114	31	24	0	55	6	96	0	102	271
6:15 PM	122	3	0	125	6	2	0	8	1	105	0	106	239
Total	227	12	0	239	37	26	0	63	7	201	0	208	510
Grand Total	1197	35	0	1232	96	50	0	146	24	1033	0	1057	2435
Approach %	97.2	2.8	0.0		65.8	34.2	0.0		2.3	97.7	0.0		
Total %	49.2	1.4	0.0	50.6	3.9	2.1	0.0	6.0	1.0	42.4	0.0	43.4	
Exiting Leg Total				1129				59				1247	2435
Cars	1188	21	0	1209	82	50	0	132	24	1019	0	1043	2384
% Cars	99.2	60.0	0.0	98.1	85.4	100.0	0.0	90.4	100.0	98.6	0.0	98.7	97.9
Exiting Leg Total				1101				45				1238	2384
Heavy Vehicles	9	14	0	23	14	0	0	14	0	14	0	14	51
% Heavy Vehicles	0.8	40.0	0.0	1.9	14.6	0.0	0.0	9.6	0.0	1.4	0.0	1.3	2.1
Exiting Leg Total				28				14				9	51

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:30 PM	Victory Highway				Wickford Junction Rail Station				Victory Highway				
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:30 PM	153	4	0	157	3	0	0	3	6	142	0	148	308
4:45 PM	159	3	0	162	10	2	0	12	2	159	0	161	335
5:00 PM	165	7	0	172	27	16	0	43	4	171	0	175	390
5:15 PM	181	4	0	185	7	2	0	9	3	133	0	136	330
Total Volume	658	18	0	676	47	20	0	67	15	605	0	620	1363
% Approach Total	97.3	2.7	0.0		70.1	29.9	0.0		2.4	97.6	0.0		
PHF	0.909	0.643	0.000	0.914	0.435	0.313	0.000	0.390	0.625	0.885	0.000	0.886	0.874
Cars	652	11	0	663	41	20	0	61	15	595	0	610	1334
Cars %	99.1	61.1	0.0	98.1	87.2	100.0	0.0	91.0	100.0	98.3	0.0	98.4	97.9
Heavy Vehicles	6	7	0	13	6	0	0	6	0	10	0	10	29
Heavy Vehicles %	0.9	38.9	0.0	1.9	12.8	0.0	0.0	9.0	0.0	1.7	0.0	1.6	2.1
Cars Enter Leg	652	11	0	663	41	20	0	61	15	595	0	610	1334
Heavy Enter Leg	6	7	0	13	6	0	0	6	0	10	0	10	29
Total Entering Leg	658	18	0	676	47	20	0	67	15	605	0	620	1363
Cars Exiting Leg				636				26				672	1334
Heavy Exiting Leg				16				7				6	29
Total Exiting Leg				652				33				678	1363

PDI File #: **175824 (9) Tues-PM**
Location: **N: Victory Highway S: Victory Highway**
Location: **E: Wickford Junction Rail Station**
City, State: **North Kingstown, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Victory Highway				Wickford Junction Rail Station				Victory Highway				
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:30 PM	153	2	0	155	2	0	0	2	6	138	0	144	301
4:45 PM	157	2	0	159	8	2	0	10	2	158	0	160	329
Total	310	4	0	314	10	2	0	12	8	296	0	304	630
5:00 PM	162	5	0	167	25	16	0	41	4	169	0	173	381
5:15 PM	180	2	0	182	6	2	0	8	3	130	0	133	323
5:30 PM	171	0	0	171	5	3	0	8	0	114	0	114	293
5:45 PM	139	2	0	141	3	1	0	4	2	111	0	113	258
Total	652	9	0	661	39	22	0	61	9	524	0	533	1255
6:00 PM	105	6	0	111	28	24	0	52	6	94	0	100	263
6:15 PM	121	2	0	123	5	2	0	7	1	105	0	106	236
Total	226	8	0	234	33	26	0	59	7	199	0	206	499
Grand Total	1188	21	0	1209	82	50	0	132	24	1019	0	1043	2384
Approach %	98.3	1.7	0.0		62.1	37.9	0.0		2.3	97.7	0.0		
Total %	49.8	0.9	0.0	50.7	3.4	2.1	0.0	5.5	1.0	42.7	0.0	43.8	
Exiting Leg Total				1101				45				1238	2384

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:30 PM	Victory Highway				Wickford Junction Rail Station				Victory Highway				
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:30 PM	153	2	0	155	2	0	0	2	6	138	0	144	301
4:45 PM	157	2	0	159	8	2	0	10	2	158	0	160	329
5:00 PM	162	5	0	167	25	16	0	41	4	169	0	173	381
5:15 PM	180	2	0	182	6	2	0	8	3	130	0	133	323
Total Volume	652	11	0	663	41	20	0	61	15	595	0	610	1334
% Approach Total	98.3	1.7	0.0		67.2	32.8	0.0		2.5	97.5	0.0		
PHF	0.906	0.550	0.000	0.911	0.410	0.313	0.000	0.372	0.625	0.880	0.000	0.882	0.875
Entering Leg	652	11	0	663	41	20	0	61	15	595	0	610	1334
Exiting Leg				636				26				672	1334
Total				1299				87				1282	2668

PDI File #: **175824 (9) Tues-PM**
Location: **N: Victory Highway S: Victory Highway**
Location: **E: Wickford Junction Rail Station**
City, State: **North Kingstown, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Heavy Vehicles (Combined-Large Trucks and Buses)

	Victory Highway				Wickford Junction Rail Station				Victory Highway				
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:30 PM	0	2	0	2	1	0	0	1	0	4	0	4	7
4:45 PM	2	1	0	3	2	0	0	2	0	1	0	1	6
Total	2	3	0	5	3	0	0	3	0	5	0	5	13
5:00 PM	3	2	0	5	2	0	0	2	0	2	0	2	9
5:15 PM	1	2	0	3	1	0	0	1	0	3	0	3	7
5:30 PM	0	2	0	2	3	0	0	3	0	1	0	1	6
5:45 PM	2	1	0	3	1	0	0	1	0	1	0	1	5
Total	6	7	0	13	7	0	0	7	0	7	0	7	27
6:00 PM	0	3	0	3	3	0	0	3	0	2	0	2	8
6:15 PM	1	1	0	2	1	0	0	1	0	0	0	0	3
Total	1	4	0	5	4	0	0	4	0	2	0	2	11
Grand Total	9	14	0	23	14	0	0	14	0	14	0	14	51
Approach %	39.1	60.9	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
Total %	17.6	27.5	0.0	45.1	27.5	0.0	0.0	27.5	0.0	27.5	0.0	27.5	
Exiting Leg Total				28				14				9	51
Large Trucks	6	0	0	6	0	0	0	0	0	12	0	12	18
% Large Trucks	66.7	0.0	0.0	26.1	0.0	0.0	0.0	0.0	0.0	85.7	0.0	85.7	35.3
Exiting Leg Total				12				0				6	18
Buses	3	14	0	17	14	0	0	14	0	2	0	2	33
% Buses	33.3	100.0	0.0	73.9	100.0	0.0	0.0	100.0	0.0	14.3	0.0	14.3	64.7
Exiting Leg Total				16				14				3	33

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:30 PM	Victory Highway				Wickford Junction Rail Station				Victory Highway				
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:30 PM	0	2	0	2	1	0	0	1	0	4	0	4	7
4:45 PM	2	1	0	3	2	0	0	2	0	1	0	1	6
5:00 PM	3	2	0	5	2	0	0	2	0	2	0	2	9
5:15 PM	1	2	0	3	1	0	0	1	0	3	0	3	7
Total Volume	6	7	0	13	6	0	0	6	0	10	0	10	29
% Approach Total	46.2	53.8	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.500	0.875	0.000	0.650	0.750	0.000	0.000	0.750	0.000	0.625	0.000	0.625	0.806
Large Trucks	5	0	0	5	0	0	0	0	0	8	0	8	13
Large Trucks %	83.3	0.0	0.0	38.5	0.0	0.0	0.0	0.0	0.0	80.0	0.0	80.0	44.8
Buses	1	7	0	8	6	0	0	6	0	2	0	2	16
Buses %	16.7	100.0	0.0	61.5	100.0	0.0	0.0	100.0	0.0	20.0	0.0	20.0	55.2
Trucks Enter Leg	5	0	0	5	0	0	0	0	0	8	0	8	13
Bus Enter Leg	1	7	0	8	6	0	0	6	0	2	0	2	16
Total Entering Leg	6	7	0	13	6	0	0	6	0	10	0	10	29
Trucks Exiting Leg				8				0				5	13
Buses Exiting Leg				8				7				1	16
Total Exiting Leg				16				7				6	29

PDI File #: **175824 (9) Tues-PM**
Location: **N: Victory Highway S: Victory Highway**
Location: **E: Wickford Junction Rail Station**
City, State: **North Kingstown, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Large Trucks

	Victory Highway				Wickford Junction Rail Station				Victory Highway				
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:30 PM	0	0	0	0	0	0	0	0	0	4	0	4	4
4:45 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
Total	2	0	0	2	0	0	0	0	0	4	0	4	6
5:00 PM	2	0	0	2	0	0	0	0	0	2	0	2	4
5:15 PM	1	0	0	1	0	0	0	0	0	2	0	2	3
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	3	0	0	3	0	0	0	0	0	6	0	6	9
6:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
6:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	0	0	0	0	2	0	2	3
Grand Total	6	0	0	6	0	0	0	0	0	12	0	12	18
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	66.7	0.0	66.7	
Exiting Leg Total				12				0				6	18

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:30 PM	Victory Highway				Wickford Junction Rail Station				Victory Highway				
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:30 PM	0	0	0	0	0	0	0	0	0	4	0	4	4
4:45 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
5:00 PM	2	0	0	2	0	0	0	0	0	2	0	2	4
5:15 PM	1	0	0	1	0	0	0	0	0	2	0	2	3
Total Volume	5	0	0	5	0	0	0	0	0	8	0	8	13
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.625	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.813
Entering Leg	5	0	0	5	0	0	0	0	0	8	0	8	13
Exiting Leg				8				0				5	13
Total				13				0				13	26

PDI File #: **175824 (9) Tues-PM**
Location: **N: Victory Highway S: Victory Highway**
Location: **E: Wickford Junction Rail Station**
City, State: **North Kingstown, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Victory Highway				Wickford Junction Rail Station				Victory Highway				
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:30 PM	0	2	0	2	1	0	0	1	0	0	0	0	3
4:45 PM	0	1	0	1	2	0	0	2	0	1	0	1	4
Total	0	3	0	3	3	0	0	3	0	1	0	1	7
5:00 PM	1	2	0	3	2	0	0	2	0	0	0	0	5
5:15 PM	0	2	0	2	1	0	0	1	0	1	0	1	4
5:30 PM	0	2	0	2	3	0	0	3	0	0	0	0	5
5:45 PM	2	1	0	3	1	0	0	1	0	0	0	0	4
Total	3	7	0	10	7	0	0	7	0	1	0	1	18
6:00 PM	0	3	0	3	3	0	0	3	0	0	0	0	6
6:15 PM	0	1	0	1	1	0	0	1	0	0	0	0	2
Total	0	4	0	4	4	0	0	4	0	0	0	0	8
Grand Total	3	14	0	17	14	0	0	14	0	2	0	2	33
Approach %	17.6	82.4	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
Total %	9.1	42.4	0.0	51.5	42.4	0.0	0.0	42.4	0.0	6.1	0.0	6.1	
Exiting Leg Total				16				14				3	33

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

5:15 PM	Victory Highway				Wickford Junction Rail Station				Victory Highway				
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
5:15 PM	0	2	0	2	1	0	0	1	0	1	0	1	4
5:30 PM	0	2	0	2	3	0	0	3	0	0	0	0	5
5:45 PM	2	1	0	3	1	0	0	1	0	0	0	0	4
6:00 PM	0	3	0	3	3	0	0	3	0	0	0	0	6
Total Volume	2	8	0	10	8	0	0	8	0	1	0	1	19
% Approach Total	20.0	80.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.250	0.667	0.000	0.833	0.667	0.000	0.000	0.667	0.000	0.250	0.000	0.250	0.792
Entering Leg	2	8	0	10	8	0	0	8	0	1	0	1	19
Exiting Leg				9				8				2	19
Total				19				16				3	38

PDI File #: **175824 (9) Tues-PM**
Location: **N: Victory Highway S: Victory Highway**
Location: **E: Wickford Junction Rail Station**
City, State: **North Kingstown, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class:

Bicycles (on Roadway and Crosswalks)

	Victory Highway						Wickford Junction Rail Station						Victory Highway						
	North						East						South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	Total
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						0						0						1	1

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

5:15 PM	Victory Highway						Wickford Junction Rail Station						Victory Highway						
	North						East						South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	Total
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
Exiting Leg						0						0						1	1
Total						0						1						1	2

PDI File #: **175824 (9) Tues-PM**
Location: **N: Victory Highway S: Victory Highway**
Location: **E: Wickford Junction Rail Station**
City, State: **North Kingstown, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Victory Highway						Wickford Junction Rail Station						Victory Highway						
	North						East						South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	Total
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						0						1						0	1

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

5:15 PM	Victory Highway						Wickford Junction Rail Station						Victory Highway						
	North						East						South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	Total
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
Exiting Leg						0						1						0	1
Total						0						2						0	2

PDI File #: **175824 (10) Sat**
Location: **N: Smithfield Road S: Smithfield Road**
Location: **E: Mineral Spring Avenue (Route 15) W: Mineral Spring Avenue (Route 15)**
City, State: **North Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Smithfield Road					Mineral Spring Avenue (Route 15)					Smithfield Road					Mineral Spring Avenue (Route 15)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	18	25	10	0	53	19	132	54	0	205	42	33	70	0	145	36	142	15	0	193	596
12:15 PM	16	28	8	0	52	20	152	49	0	221	35	27	60	0	122	57	156	10	0	223	618
12:30 PM	21	18	14	0	53	12	167	37	0	216	43	31	71	0	145	45	143	16	0	204	618
12:45 PM	18	22	14	0	54	14	162	44	0	220	38	29	70	0	137	67	141	8	0	216	627
Total	73	93	46	0	212	65	613	184	0	862	158	120	271	0	549	205	582	49	0	836	2459
1:00 PM	20	29	7	0	56	12	164	58	0	234	51	19	54	0	124	61	123	10	0	194	608
1:15 PM	16	19	14	0	49	14	176	51	0	241	56	26	66	0	148	56	154	19	0	229	667
1:30 PM	20	16	11	0	47	8	144	58	0	210	42	28	70	0	140	48	113	15	0	176	573
1:45 PM	9	19	7	0	35	14	138	46	0	198	43	16	59	0	118	61	139	12	0	212	563
Total	65	83	39	0	187	48	622	213	0	883	192	89	249	0	530	226	529	56	0	811	2411
Grand Total	138	176	85	0	399	113	1235	397	0	1745	350	209	520	0	1079	431	1111	105	0	1647	4870
Approach %	34.6	44.1	21.3	0.0		6.5	70.8	22.8	0.0		32.4	19.4	48.2	0.0		26.2	67.5	6.4	0.0		
Total %	2.8	3.6	1.7	0.0	8.2	2.3	25.4	8.2	0.0	35.8	7.2	4.3	10.7	0.0	22.2	8.9	22.8	2.2	0.0	33.8	
Exiting Leg Total					427					1546					1004					1893	4870
Cars	136	176	84	0	396	112	1216	397	0	1725	349	206	513	0	1068	422	1094	103	0	1619	4808
% Cars	98.6	100.0	98.8	0.0	99.2	99.1	98.5	100.0	0.0	98.9	99.7	98.6	98.7	0.0	99.0	97.9	98.5	98.1	0.0	98.3	98.7
Exiting Leg Total					421					1527					995					1865	4808
Heavy Vehicles	2	0	1	0	3	1	19	0	0	20	1	3	7	0	11	9	17	2	0	28	62
% Heavy Vehicles	1.4	0.0	1.2	0.0	0.8	0.9	1.5	0.0	0.0	1.1	0.3	1.4	1.3	0.0	1.0	2.1	1.5	1.9	0.0	1.7	1.3
Exiting Leg Total					6					19					9					28	62

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:30 PM	Smithfield Road					Mineral Spring Avenue (Route 15)					Smithfield Road					Mineral Spring Avenue (Route 15)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:30 PM	21	18	14	0	53	12	167	37	0	216	43	31	71	0	145	45	143	16	0	204	618
12:45 PM	18	22	14	0	54	14	162	44	0	220	38	29	70	0	137	67	141	8	0	216	627
1:00 PM	20	29	7	0	56	12	164	58	0	234	51	19	54	0	124	61	123	10	0	194	608
1:15 PM	16	19	14	0	49	14	176	51	0	241	56	26	66	0	148	56	154	19	0	229	667
Total Volume	75	88	49	0	212	52	669	190	0	911	188	105	261	0	554	229	561	53	0	843	2520
% Approach Total	35.4	41.5	23.1	0.0		5.7	73.4	20.9	0.0		33.9	19.0	47.1	0.0		27.2	66.5	6.3	0.0		
PHF	0.893	0.759	0.875	0.000	0.946	0.929	0.950	0.819	0.000	0.945	0.839	0.847	0.919	0.000	0.936	0.854	0.911	0.697	0.000	0.920	0.945
Cars	73	88	48	0	209	52	660	190	0	902	188	104	256	0	548	223	554	53	0	830	2489
Cars %	97.3	100.0	98.0	0.0	98.6	100.0	98.7	100.0	0.0	99.0	100.0	99.0	98.1	0.0	98.9	97.4	98.8	100.0	0.0	98.5	98.8
Heavy Vehicles	2	0	1	0	3	0	9	0	0	9	0	1	5	0	6	6	7	0	0	13	31
Heavy Vehicles %	2.7	0.0	2.0	0.0	1.4	0.0	1.3	0.0	0.0	1.0	0.0	1.0	1.9	0.0	1.1	2.6	1.2	0.0	0.0	1.5	1.2
Cars Enter Leg	73	88	48	0	209	52	660	190	0	902	188	104	256	0	548	223	554	53	0	830	2489
Heavy Enter Leg	2	0	1	0	3	0	9	0	0	9	0	1	5	0	6	6	7	0	0	13	31
Total Entering Leg	75	88	49	0	212	52	669	190	0	911	188	105	261	0	554	229	561	53	0	843	2520
Cars Exiting Leg					209					790					501					989	2489
Heavy Exiting Leg					1					8					6					16	31
Total Exiting Leg					210					798					507					1005	2520

PDI File #: **175824 (10) Sat**
Location: **N: Smithfield Road S: Smithfield Road**
Location: **E: Mineral Spring Avenue (Route 15) W: Mineral Spring Avenue (Route 15)**
City, State: **North Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Smithfield Road					Mineral Spring Avenue (Route 15)					Smithfield Road					Mineral Spring Avenue (Route 15)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	18	25	10	0	53	19	132	54	0	205	42	32	70	0	144	35	138	15	0	188	590
12:15 PM	16	28	8	0	52	19	150	49	0	218	35	26	59	0	120	57	153	9	0	219	609
12:30 PM	20	18	14	0	52	12	165	37	0	214	43	30	70	0	143	44	142	16	0	202	611
12:45 PM	18	22	14	0	54	14	159	44	0	217	38	29	68	0	135	66	139	8	0	213	619
Total	72	93	46	0	211	64	606	184	0	854	158	117	267	0	542	202	572	48	0	822	2429
1:00 PM	19	29	7	0	55	12	162	58	0	232	51	19	52	0	122	58	120	10	0	188	597
1:15 PM	16	19	13	0	48	14	174	51	0	239	56	26	66	0	148	55	153	19	0	227	662
1:30 PM	20	16	11	0	47	8	141	58	0	207	41	28	69	0	138	46	111	14	0	171	563
1:45 PM	9	19	7	0	35	14	133	46	0	193	43	16	59	0	118	61	138	12	0	211	557
Total	64	83	38	0	185	48	610	213	0	871	191	89	246	0	526	220	522	55	0	797	2379
Grand Total	136	176	84	0	396	112	1216	397	0	1725	349	206	513	0	1068	422	1094	103	0	1619	4808
Approach %	34.3	44.4	21.2	0.0		6.5	70.5	23.0	0.0		32.7	19.3	48.0	0.0		26.1	67.6	6.4	0.0		
Total %	2.8	3.7	1.7	0.0	8.2	2.3	25.3	8.3	0.0	35.9	7.3	4.3	10.7	0.0	22.2	8.8	22.8	2.1	0.0	33.7	
Exiting Leg Total					421					1527					995					1865	4808

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:30 PM	Smithfield Road					Mineral Spring Avenue (Route 15)					Smithfield Road					Mineral Spring Avenue (Route 15)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:30 PM	20	18	14	0	52	12	165	37	0	214	43	30	70	0	143	44	142	16	0	202	611
12:45 PM	18	22	14	0	54	14	159	44	0	217	38	29	68	0	135	66	139	8	0	213	619
1:00 PM	19	29	7	0	55	12	162	58	0	232	51	19	52	0	122	58	120	10	0	188	597
1:15 PM	16	19	13	0	48	14	174	51	0	239	56	26	66	0	148	55	153	19	0	227	662
Total Volume	73	88	48	0	209	52	660	190	0	902	188	104	256	0	548	223	554	53	0	830	2489
% Approach Total	34.9	42.1	23.0	0.0		5.8	73.2	21.1	0.0		34.3	19.0	46.7	0.0		26.9	66.7	6.4	0.0		
PHF	0.913	0.759	0.857	0.000	0.950	0.929	0.948	0.819	0.000	0.944	0.839	0.867	0.914	0.000	0.926	0.845	0.905	0.697	0.000	0.914	0.940
Entering Leg	73	88	48	0	209	52	660	190	0	902	188	104	256	0	548	223	554	53	0	830	2489
Exiting Leg					209					790					501					989	2489
Total					418					1692					1049					1819	4978

PDI File #: **175824 (10) Sat**
Location: **N: Smithfield Road S: Smithfield Road**
Location: **E: Mineral Spring Avenue (Route 15) W: Mineral Spring Avenue (Route 15)**
City, State: **North Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Heavy Vehicles (Combined-Large Trucks and Buses)

	Smithfield Road					Mineral Spring Avenue (Route 15)					Smithfield Road					Mineral Spring Avenue (Route 15)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	4	0	0	5	6
12:15 PM	0	0	0	0	0	1	2	0	0	3	0	1	1	0	2	0	3	1	0	4	9
12:30 PM	1	0	0	0	1	0	2	0	0	2	0	1	1	0	2	1	1	0	0	2	7
12:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	1	2	0	0	3	8
Total	1	0	0	0	1	1	7	0	0	8	0	3	4	0	7	3	10	1	0	14	30
1:00 PM	1	0	0	0	1	0	2	0	0	2	0	0	2	0	2	3	3	0	0	6	11
1:15 PM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	5
1:30 PM	0	0	0	0	0	0	3	0	0	3	1	0	1	0	2	2	2	1	0	5	10
1:45 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	6
Total	1	0	1	0	2	0	12	0	0	12	1	0	3	0	4	6	7	1	0	14	32
Grand Total	2	0	1	0	3	1	19	0	0	20	1	3	7	0	11	9	17	2	0	28	62
Approach %	66.7	0.0	33.3	0.0		5.0	95.0	0.0	0.0		9.1	27.3	63.6	0.0		32.1	60.7	7.1	0.0		
Total %	3.2	0.0	1.6	0.0	4.8	1.6	30.6	0.0	0.0	32.3	1.6	4.8	11.3	0.0	17.7	14.5	27.4	3.2	0.0	45.2	
Exiting Leg Total					6					19					9					28	62
Large Trucks	2	0	1	0	3	1	17	0	0	18	1	3	7	0	11	9	14	2	0	25	57
% Large Trucks	100.0	0.0	100.0	0.0	100.0	100.0	89.5	0.0	0.0	90.0	100.0	100.0	100.0	0.0	100.0	100.0	82.4	100.0	0.0	89.3	91.9
Exiting Leg Total					6					16					9					26	57
Buses	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	10.5	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	17.6	0.0	0.0	10.7	8.1
Exiting Leg Total					0					3					0					2	5

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:15 PM	Smithfield Road					Mineral Spring Avenue (Route 15)					Smithfield Road					Mineral Spring Avenue (Route 15)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:15 PM	0	0	0	0	0	1	2	0	0	3	0	1	1	0	2	0	3	1	0	4	9
12:30 PM	1	0	0	0	1	0	2	0	0	2	0	1	1	0	2	1	1	0	0	2	7
12:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	1	2	0	0	3	8
1:00 PM	1	0	0	0	1	0	2	0	0	2	0	0	2	0	2	3	3	0	0	6	11
Total Volume	2	0	0	0	2	1	9	0	0	10	0	2	6	0	8	5	9	1	0	15	35
% Approach Total	100.0	0.0	0.0	0.0		10.0	90.0	0.0	0.0		0.0	25.0	75.0	0.0		33.3	60.0	6.7	0.0		
PHF	0.500	0.000	0.000	0.000	0.500	0.250	0.750	0.000	0.000	0.833	0.000	0.500	0.750	0.000	1.000	0.417	0.750	0.250	0.000	0.625	0.795
Large Trucks	2	0	0	0	2	1	8	0	0	9	0	2	6	0	8	5	7	1	0	13	32
Large Trucks %	100.0	0.0	0.0	0.0	100.0	100.0	88.9	0.0	0.0	90.0	0.0	100.0	100.0	0.0	100.0	100.0	77.8	100.0	0.0	86.7	91.4
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	11.1	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	22.2	0.0	0.0	13.3	8.6
Trucks Enter Leg	2	0	0	0	2	1	8	0	0	9	0	2	6	0	8	5	7	1	0	13	32
Bus Enter Leg	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
Total Entering Leg	2	0	0	0	2	1	9	0	0	10	0	2	6	0	8	5	9	1	0	15	35
Trucks Exiting Leg					4					7					5					16	32
Buses Exiting Leg					0					2					0					1	3
Total Exiting Leg					4					9					5					17	35

PDI File #: **175824 (10) Sat**
Location: **N: Smithfield Road S: Smithfield Road**
Location: **E: Mineral Spring Avenue (Route 15) W: Mineral Spring Avenue (Route 15)**
City, State: **North Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Large Trucks

	Smithfield Road					Mineral Spring Avenue (Route 15)					Smithfield Road					Mineral Spring Avenue (Route 15)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	3	0	0	4	5
12:15 PM	0	0	0	0	0	1	2	0	0	3	0	1	1	0	2	0	2	1	0	3	8
12:30 PM	1	0	0	0	1	0	2	0	0	2	0	1	1	0	2	1	1	0	0	2	7
12:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	1	2	0	0	3	7
Total	1	0	0	0	1	1	6	0	0	7	0	3	4	0	7	3	8	1	0	12	27
1:00 PM	1	0	0	0	1	0	2	0	0	2	0	0	2	0	2	3	2	0	0	5	10
1:15 PM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	5
1:30 PM	0	0	0	0	0	0	3	0	0	3	1	0	1	0	2	2	2	1	0	5	10
1:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	5
Total	1	0	1	0	2	0	11	0	0	11	1	0	3	0	4	6	6	1	0	13	30
Grand Total	2	0	1	0	3	1	17	0	0	18	1	3	7	0	11	9	14	2	0	25	57
Approach %	66.7	0.0	33.3	0.0		5.6	94.4	0.0	0.0		9.1	27.3	63.6	0.0		36.0	56.0	8.0	0.0		
Total %	3.5	0.0	1.8	0.0	5.3	1.8	29.8	0.0	0.0	31.6	1.8	5.3	12.3	0.0	19.3	15.8	24.6	3.5	0.0	43.9	
Exiting Leg Total					6					16					9					26	57

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:15 PM	Smithfield Road					Mineral Spring Avenue (Route 15)					Smithfield Road					Mineral Spring Avenue (Route 15)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:15 PM	0	0	0	0	0	1	2	0	0	3	0	1	1	0	2	0	2	1	0	3	8
12:30 PM	1	0	0	0	1	0	2	0	0	2	0	1	1	0	2	1	1	0	0	2	7
12:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	1	2	0	0	3	7
1:00 PM	1	0	0	0	1	0	2	0	0	2	0	0	2	0	2	3	2	0	0	5	10
Total Volume	2	0	0	0	2	1	8	0	0	9	0	2	6	0	8	5	7	1	0	13	32
% Approach Total	100.0	0.0	0.0	0.0		11.1	88.9	0.0	0.0		0.0	25.0	75.0	0.0		38.5	53.8	7.7	0.0		
PHF	0.500	0.000	0.000	0.000	0.500	0.250	1.000	0.000	0.000	0.750	0.000	0.500	0.750	0.000	1.000	0.417	0.875	0.250	0.000	0.650	0.800
Entering Leg	2	0	0	0	2	1	8	0	0	9	0	2	6	0	8	5	7	1	0	13	32
Exiting Leg					4					7					5					16	32
Total					6					16					13					29	64

PDI File #: **175824 (10) Sat**
Location: **N: Smithfield Road S: Smithfield Road**
Location: **E: Mineral Spring Avenue (Route 15) W: Mineral Spring Avenue (Route 15)**
City, State: **North Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Smithfield Road					Mineral Spring Avenue (Route 15)					Smithfield Road					Mineral Spring Avenue (Route 15)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Grand Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
Approach %	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	60.0	0.0	0.0	60.0	
Exiting Leg Total					0					3					0					2	5

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:00 PM	Smithfield Road					Mineral Spring Avenue (Route 15)					Smithfield Road					Mineral Spring Avenue (Route 15)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
% Approach Total	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.750
Entering Leg	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
Exiting Leg					0					2					0					1	3
Total					0					3					0					3	6

PDI File #: **175824 (10) Sat**
Location: **N: Smithfield Road S: Smithfield Road**
Location: **E: Mineral Spring Avenue (Route 15) W: Mineral Spring Avenue (Route 1**
City, State: **North Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Smithfield Road							Mineral Spring Avenue (Route 15)							Smithfield Road							Mineral Spring Avenue (Route 15)							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
12:00 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	1	0	0	1	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Approach %	0.0	50.0	0.0	0.0	50.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	33.3	0.0	0.0	33.3	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							2							0							1							0	3

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

1:00 PM	Smithfield Road							Mineral Spring Avenue (Route 15)							Smithfield Road							Mineral Spring Avenue (Route 15)							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
1:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	1	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Exiting Leg							1							0							1							0	2
Total							2							1							1							0	4

PDI File #: **175824 (10) Sat**
Location: **N: Smithfield Road S: Smithfield Road**
Location: **E: Mineral Spring Avenue (Route 15) W: Mineral Spring Avenue (Route 1**
City, State: **North Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Smithfield Road							Mineral Spring Avenue (Route 15)							Smithfield Road							Mineral Spring Avenue (Route 15)							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
12:00 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	3
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	3
Total	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	1	0	1	6
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	3
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	1	0	0	0	0	0	1	1	0	0	0	0	2	0	2	0	0	0	0	1	0	1	5
Grand Total	0	0	0	0	2	2	4	0	0	0	0	0	1	1	0	0	0	0	3	1	4	0	0	0	0	2	0	2	11
Approach %	0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	75.0	25.0		0.0	0.0	0.0	0.0	100.0	0.0		
Total %	0.0	0.0	0.0	0.0	18.2	18.2	36.4	0.0	0.0	0.0	0.0	0.0	9.1	9.1	0.0	0.0	0.0	0.0	27.3	9.1	36.4	0.0	0.0	0.0	0.0	18.2	0.0	18.2	
Exiting Leg Total							4							1							4							2	11

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:45 PM	Smithfield Road							Mineral Spring Avenue (Route 15)							Smithfield Road							Mineral Spring Avenue (Route 15)							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
12:45 PM	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	3
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	3
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	1	2	3	0	0	0	0	0	1	1	0	0	0	0	1	1	2	0	0	0	0	1	0	1	7
% Approach Total	0.0	0.0	0.0	0.0	33.3	66.7		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	100.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.250	0.250	0.375	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.250	0.250	0.500	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.583
Entering Leg	0	0	0	0	1	2	3	0	0	0	0	0	1	1	0	0	0	0	1	1	2	0	0	0	0	1	0	1	7
Exiting Leg							3							1							2							1	7
Total							6							2							4							2	14

PDI File #: **175824 (10) Tues-AM**
Location: **N: Smithfield Road S: Smithfield Road**
Location: **E: Mineral Spring Avenue (Route 15) W: Mineral Spring Avenue (Route 15)**
City, State: **North Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Smithfield Road					Mineral Spring Avenue (Route 15)					Smithfield Road					Mineral Spring Avenue (Route 15)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	10	36	20	0	66	6	82	53	0	141	38	6	28	0	72	56	122	6	0	184	463
7:15 AM	12	47	29	0	88	13	107	68	0	188	42	21	40	0	103	78	151	9	0	238	617
7:30 AM	17	42	13	0	72	8	116	97	0	221	48	25	58	0	131	96	83	12	0	191	615
7:45 AM	15	43	9	0	67	6	113	102	0	221	46	13	36	0	95	66	101	10	0	177	560
Total	54	168	71	0	293	33	418	320	0	771	174	65	162	0	401	296	457	37	0	790	2255
8:00 AM	21	45	12	0	78	9	74	63	0	146	53	19	53	0	125	69	118	9	0	196	545
8:15 AM	16	21	12	0	49	10	131	67	0	208	39	16	36	0	91	65	141	7	0	213	561
8:30 AM	13	30	10	0	53	8	118	47	0	173	38	14	51	0	103	74	126	12	0	212	541
8:45 AM	10	27	11	0	48	12	131	70	0	213	43	15	46	0	104	71	120	9	0	200	565
Total	60	123	45	0	228	39	454	247	0	740	173	64	186	0	423	279	505	37	0	821	2212
Grand Total	114	291	116	0	521	72	872	567	0	1511	347	129	348	0	824	575	962	74	0	1611	4467
Approach %	21.9	55.9	22.3	0.0		4.8	57.7	37.5	0.0		42.1	15.7	42.2	0.0		35.7	59.7	4.6	0.0		
Total %	2.6	6.5	2.6	0.0	11.7	1.6	19.5	12.7	0.0	33.8	7.8	2.9	7.8	0.0	18.4	12.9	21.5	1.7	0.0	36.1	
Exiting Leg Total					275					1425					1433					1334	4467
Cars	104	286	110	0	500	59	823	545	0	1427	331	121	343	0	795	557	925	72	0	1554	4276
% Cars	91.2	98.3	94.8	0.0	96.0	81.9	94.4	96.1	0.0	94.4	95.4	93.8	98.6	0.0	96.5	96.9	96.2	97.3	0.0	96.5	95.7
Exiting Leg Total					252					1366					1388					1270	4276
Heavy Vehicles	10	5	6	0	21	13	49	22	0	84	16	8	5	0	29	18	37	2	0	57	191
% Heavy Vehicles	8.8	1.7	5.2	0.0	4.0	18.1	5.6	3.9	0.0	5.6	4.6	6.2	1.4	0.0	3.5	3.1	3.8	2.7	0.0	3.5	4.3
Exiting Leg Total					23					59					45					64	191

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Smithfield Road					Mineral Spring Avenue (Route 15)					Smithfield Road					Mineral Spring Avenue (Route 15)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	12	47	29	0	88	13	107	68	0	188	42	21	40	0	103	78	151	9	0	238	617
7:30 AM	17	42	13	0	72	8	116	97	0	221	48	25	58	0	131	96	83	12	0	191	615
7:45 AM	15	43	9	0	67	6	113	102	0	221	46	13	36	0	95	66	101	10	0	177	560
8:00 AM	21	45	12	0	78	9	74	63	0	146	53	19	53	0	125	69	118	9	0	196	545
Total Volume	65	177	63	0	305	36	410	330	0	776	189	78	187	0	454	309	453	40	0	802	2337
% Approach Total	21.3	58.0	20.7	0.0		4.6	52.8	42.5	0.0		41.6	17.2	41.2	0.0		38.5	56.5	5.0	0.0		
PHF	0.774	0.941	0.543	0.000	0.866	0.692	0.884	0.809	0.000	0.878	0.892	0.780	0.806	0.000	0.866	0.805	0.750	0.833	0.000	0.842	0.947
Cars	62	174	59	0	295	29	384	320	0	733	180	75	186	0	441	297	431	39	0	767	2236
Cars %	95.4	98.3	93.7	0.0	96.7	80.6	93.7	97.0	0.0	94.5	95.2	96.2	99.5	0.0	97.1	96.1	95.1	97.5	0.0	95.6	95.7
Heavy Vehicles	3	3	4	0	10	7	26	10	0	43	9	3	1	0	13	12	22	1	0	35	101
Heavy Vehicles %	4.6	1.7	6.3	0.0	3.3	19.4	6.3	3.0	0.0	5.5	4.8	3.8	0.5	0.0	2.9	3.9	4.9	2.5	0.0	4.4	4.3
Cars Enter Leg	62	174	59	0	295	29	384	320	0	733	180	75	186	0	441	297	431	39	0	767	2236
Heavy Enter Leg	3	3	4	0	10	7	26	10	0	43	9	3	1	0	13	12	22	1	0	35	101
Total Entering Leg	65	177	63	0	305	36	410	330	0	776	189	78	187	0	454	309	453	40	0	802	2337
Cars Exiting Leg					143					670					791					632	2236
Heavy Exiting Leg					11					35					25					30	101
Total Exiting Leg					154					705					816					662	2337

PDI File #: **175824 (10) Tues-AM**
Location: **N: Smithfield Road S: Smithfield Road**
Location: **E: Mineral Spring Avenue (Route 15) W: Mineral Spring Avenue (Route 15)**
City, State: **North Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Smithfield Road					Mineral Spring Avenue (Route 15)					Smithfield Road					Mineral Spring Avenue (Route 15)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	10	35	20	0	65	5	76	51	0	132	37	6	27	0	70	54	122	6	0	182	449
7:15 AM	12	46	29	0	87	11	96	66	0	173	41	20	40	0	101	76	144	9	0	229	590
7:30 AM	16	41	12	0	69	4	112	95	0	211	45	24	57	0	126	94	81	12	0	187	593
7:45 AM	13	42	8	0	63	6	109	99	0	214	43	12	36	0	91	64	96	9	0	169	537
Total	51	164	69	0	284	26	393	311	0	730	166	62	160	0	388	288	443	36	0	767	2169
8:00 AM	21	45	10	0	76	8	67	60	0	135	51	19	53	0	123	63	110	9	0	182	516
8:15 AM	15	20	11	0	46	8	126	65	0	199	35	15	35	0	85	64	136	7	0	207	537
8:30 AM	9	30	9	0	48	6	112	44	0	162	37	10	51	0	98	72	118	11	0	201	509
8:45 AM	8	27	11	0	46	11	125	65	0	201	42	15	44	0	101	70	118	9	0	197	545
Total	53	122	41	0	216	33	430	234	0	697	165	59	183	0	407	269	482	36	0	787	2107
Grand Total	104	286	110	0	500	59	823	545	0	1427	331	121	343	0	795	557	925	72	0	1554	4276
Approach %	20.8	57.2	22.0	0.0		4.1	57.7	38.2	0.0		41.6	15.2	43.1	0.0		35.8	59.5	4.6	0.0		
Total %	2.4	6.7	2.6	0.0	11.7	1.4	19.2	12.7	0.0	33.4	7.7	2.8	8.0	0.0	18.6	13.0	21.6	1.7	0.0	36.3	
Exiting Leg Total					252					1366					1388					1270	4276

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Smithfield Road					Mineral Spring Avenue (Route 15)					Smithfield Road					Mineral Spring Avenue (Route 15)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	12	46	29	0	87	11	96	66	0	173	41	20	40	0	101	76	144	9	0	229	590
7:30 AM	16	41	12	0	69	4	112	95	0	211	45	24	57	0	126	94	81	12	0	187	593
7:45 AM	13	42	8	0	63	6	109	99	0	214	43	12	36	0	91	64	96	9	0	169	537
8:00 AM	21	45	10	0	76	8	67	60	0	135	51	19	53	0	123	63	110	9	0	182	516
Total Volume	62	174	59	0	295	29	384	320	0	733	180	75	186	0	441	297	431	39	0	767	2236
% Approach Total	21.0	59.0	20.0	0.0		4.0	52.4	43.7	0.0		40.8	17.0	42.2	0.0		38.7	56.2	5.1	0.0		
PHF	0.738	0.946	0.509	0.000	0.848	0.659	0.857	0.808	0.000	0.856	0.882	0.781	0.816	0.000	0.875	0.790	0.748	0.813	0.000	0.837	0.943
Entering Leg	62	174	59	0	295	29	384	320	0	733	180	75	186	0	441	297	431	39	0	767	2236
Exiting Leg					143					670					791					632	2236
Total					438					1403					1232					1399	4472

PDI File #: **175824 (10) Tues-AM**
Location: **N: Smithfield Road S: Smithfield Road**
Location: **E: Mineral Spring Avenue (Route 15) W: Mineral Spring Avenue (Route 15)**
City, State: **North Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Heavy Vehicles (Combined-Large Trucks and Buses)

	Smithfield Road					Mineral Spring Avenue (Route 15)					Smithfield Road					Mineral Spring Avenue (Route 15)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	1	0	0	1	1	6	2	0	9	1	0	1	0	2	2	0	0	0	2	14
7:15 AM	0	1	0	0	1	2	11	2	0	15	1	1	0	0	2	2	7	0	0	9	27
7:30 AM	1	1	1	0	3	4	4	2	0	10	3	1	1	0	5	2	2	0	0	4	22
7:45 AM	2	1	1	0	4	0	4	3	0	7	3	1	0	0	4	2	5	1	0	8	23
Total	3	4	2	0	9	7	25	9	0	41	8	3	2	0	13	8	14	1	0	23	86
8:00 AM	0	0	2	0	2	1	7	3	0	11	2	0	0	0	2	6	8	0	0	14	29
8:15 AM	1	1	1	0	3	2	5	2	0	9	4	1	1	0	6	1	5	0	0	6	24
8:30 AM	4	0	1	0	5	2	6	3	0	11	1	4	0	0	5	2	8	1	0	11	32
8:45 AM	2	0	0	0	2	1	6	5	0	12	1	0	2	0	3	1	2	0	0	3	20
Total	7	1	4	0	12	6	24	13	0	43	8	5	3	0	16	10	23	1	0	34	105
Grand Total	10	5	6	0	21	13	49	22	0	84	16	8	5	0	29	18	37	2	0	57	191
Approach %	47.6	23.8	28.6	0.0		15.5	58.3	26.2	0.0		55.2	27.6	17.2	0.0		31.6	64.9	3.5	0.0		
Total %	5.2	2.6	3.1	0.0	11.0	6.8	25.7	11.5	0.0	44.0	8.4	4.2	2.6	0.0	15.2	9.4	19.4	1.0	0.0	29.8	
Exiting Leg Total					23					59					45					64	191
Large Trucks	5	1	2	0	8	8	24	9	0	41	9	3	4	0	16	8	25	1	0	34	99
% Large Trucks	50.0	20.0	33.3	0.0	38.1	61.5	49.0	40.9	0.0	48.8	56.3	37.5	80.0	0.0	55.2	44.4	67.6	50.0	0.0	59.6	51.8
Exiting Leg Total					12					36					18					33	99
Buses	5	4	4	0	13	5	25	13	0	43	7	5	1	0	13	10	12	1	0	23	92
% Buses	50.0	80.0	66.7	0.0	61.9	38.5	51.0	59.1	0.0	51.2	43.8	62.5	20.0	0.0	44.8	55.6	32.4	50.0	0.0	40.4	48.2
Exiting Leg Total					11					23					27					31	92

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:45 AM	Smithfield Road					Mineral Spring Avenue (Route 15)					Smithfield Road					Mineral Spring Avenue (Route 15)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:45 AM	2	1	1	0	4	0	4	3	0	7	3	1	0	0	4	2	5	1	0	8	23
8:00 AM	0	0	2	0	2	1	7	3	0	11	2	0	0	0	2	6	8	0	0	14	29
8:15 AM	1	1	1	0	3	2	5	2	0	9	4	1	1	0	6	1	5	0	0	6	24
8:30 AM	4	0	1	0	5	2	6	3	0	11	1	4	0	0	5	2	8	1	0	11	32
Total Volume	7	2	5	0	14	5	22	11	0	38	10	6	1	0	17	11	26	2	0	39	108
% Approach Total	50.0	14.3	35.7	0.0		13.2	57.9	28.9	0.0		58.8	35.3	5.9	0.0		28.2	66.7	5.1	0.0		
PHF	0.438	0.500	0.625	0.000	0.700	0.625	0.786	0.917	0.000	0.864	0.625	0.375	0.250	0.000	0.708	0.458	0.813	0.500	0.000	0.696	0.844
Large Trucks	3	0	2	0	5	2	13	3	0	18	6	3	1	0	10	6	18	1	0	25	58
Large Trucks %	42.9	0.0	40.0	0.0	35.7	40.0	59.1	27.3	0.0	47.4	60.0	50.0	100.0	0.0	58.8	54.5	69.2	50.0	0.0	64.1	53.7
Buses	4	2	3	0	9	3	9	8	0	20	4	3	0	0	7	5	8	1	0	14	50
Buses %	57.1	100.0	60.0	0.0	64.3	60.0	40.9	72.7	0.0	52.6	40.0	50.0	0.0	0.0	41.2	45.5	30.8	50.0	0.0	35.9	46.3
Trucks Enter Leg	3	0	2	0	5	2	13	3	0	18	6	3	1	0	10	6	18	1	0	25	58
Bus Enter Leg	4	2	3	0	9	3	9	8	0	20	4	3	0	0	7	5	8	1	0	14	50
Total Entering Leg	7	2	5	0	14	5	22	11	0	38	10	6	1	0	17	11	26	2	0	39	108
Trucks Exiting Leg					6					26					9					17	58
Buses Exiting Leg					7					15					15					13	50
Total Exiting Leg					13					41					24					30	108

PDI File #: **175824 (10) Tues-AM**
Location: **N: Smithfield Road S: Smithfield Road**
Location: **E: Mineral Spring Avenue (Route 15) W: Mineral Spring Avenue (Route 15)**
City, State: **North Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Large Trucks

	Smithfield Road					Mineral Spring Avenue (Route 15)					Smithfield Road					Mineral Spring Avenue (Route 15)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	1	2	1	0	4	1	0	0	0	1	1	0	0	0	1	6
7:15 AM	0	0	0	0	0	2	5	0	0	7	1	0	0	0	1	0	5	0	0	5	13
7:30 AM	0	1	0	0	1	2	2	1	0	5	1	0	1	0	2	0	2	0	0	2	10
7:45 AM	1	0	0	0	1	0	2	1	0	3	1	0	0	0	1	1	4	0	0	5	10
Total	1	1	0	0	2	5	11	3	0	19	4	0	1	0	5	2	11	0	0	13	39
8:00 AM	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	3	5	0	0	8	15
8:15 AM	1	0	1	0	2	1	2	0	0	3	3	1	1	0	5	1	3	0	0	4	14
8:30 AM	1	0	1	0	2	1	3	2	0	6	1	2	0	0	3	1	6	1	0	8	19
8:45 AM	2	0	0	0	2	1	2	4	0	7	0	0	2	0	2	1	0	0	0	1	12
Total	4	0	2	0	6	3	13	6	0	22	5	3	3	0	11	6	14	1	0	21	60
Grand Total	5	1	2	0	8	8	24	9	0	41	9	3	4	0	16	8	25	1	0	34	99
Approach %	62.5	12.5	25.0	0.0		19.5	58.5	22.0	0.0		56.3	18.8	25.0	0.0		23.5	73.5	2.9	0.0		
Total %	5.1	1.0	2.0	0.0	8.1	8.1	24.2	9.1	0.0	41.4	9.1	3.0	4.0	0.0	16.2	8.1	25.3	1.0	0.0	34.3	
Exiting Leg Total					12					36					18					33	99

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Smithfield Road					Mineral Spring Avenue (Route 15)					Smithfield Road					Mineral Spring Avenue (Route 15)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	3	5	0	0	8	15
8:15 AM	1	0	1	0	2	1	2	0	0	3	3	1	1	0	5	1	3	0	0	4	14
8:30 AM	1	0	1	0	2	1	3	2	0	6	1	2	0	0	3	1	6	1	0	8	19
8:45 AM	2	0	0	0	2	1	2	4	0	7	0	0	2	0	2	1	0	0	0	1	12
Total Volume	4	0	2	0	6	3	13	6	0	22	5	3	3	0	11	6	14	1	0	21	60
% Approach Total	66.7	0.0	33.3	0.0		13.6	59.1	27.3	0.0		45.5	27.3	27.3	0.0		28.6	66.7	4.8	0.0		
PHF	0.500	0.000	0.500	0.000	0.750	0.750	0.542	0.375	0.000	0.786	0.417	0.375	0.375	0.000	0.550	0.500	0.583	0.250	0.000	0.656	0.789
Entering Leg	4	0	2	0	6	3	13	6	0	22	5	3	3	0	11	6	14	1	0	21	60
Exiting Leg					7					21					12					20	60
Total					13					43					23					41	120

PDI File #: **175824 (10) Tues-AM**
Location: **N: Smithfield Road S: Smithfield Road**
Location: **E: Mineral Spring Avenue (Route 15) W: Mineral Spring Avenue (Route 15)**
City, State: **North Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Smithfield Road					Mineral Spring Avenue (Route 15)					Smithfield Road					Mineral Spring Avenue (Route 15)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	1	0	0	1	0	4	1	0	5	0	0	1	0	1	1	0	0	0	1	8
7:15 AM	0	1	0	0	1	0	6	2	0	8	0	1	0	0	1	2	2	0	0	4	14
7:30 AM	1	0	1	0	2	2	2	1	0	5	2	1	0	0	3	2	0	0	0	2	12
7:45 AM	1	1	1	0	3	0	2	2	0	4	2	1	0	0	3	1	1	1	0	3	13
Total	2	3	2	0	7	2	14	6	0	22	4	3	1	0	8	6	3	1	0	10	47
8:00 AM	0	0	2	0	2	1	1	3	0	5	1	0	0	0	1	3	3	0	0	6	14
8:15 AM	0	1	0	0	1	1	3	2	0	6	1	0	0	0	1	0	2	0	0	2	10
8:30 AM	3	0	0	0	3	1	3	1	0	5	0	2	0	0	2	1	2	0	0	3	13
8:45 AM	0	0	0	0	0	0	4	1	0	5	1	0	0	0	1	0	2	0	0	2	8
Total	3	1	2	0	6	3	11	7	0	21	3	2	0	0	5	4	9	0	0	13	45
Grand Total	5	4	4	0	13	5	25	13	0	43	7	5	1	0	13	10	12	1	0	23	92
Approach %	38.5	30.8	30.8	0.0		11.6	58.1	30.2	0.0		53.8	38.5	7.7	0.0		43.5	52.2	4.3	0.0		
Total %	5.4	4.3	4.3	0.0	14.1	5.4	27.2	14.1	0.0	46.7	7.6	5.4	1.1	0.0	14.1	10.9	13.0	1.1	0.0	25.0	
Exiting Leg Total					11					23					27					31	92

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Smithfield Road					Mineral Spring Avenue (Route 15)					Smithfield Road					Mineral Spring Avenue (Route 15)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	0	1	0	0	1	0	6	2	0	8	0	1	0	0	1	2	2	0	0	4	14
7:30 AM	1	0	1	0	2	2	2	1	0	5	2	1	0	0	3	2	0	0	0	2	12
7:45 AM	1	1	1	0	3	0	2	2	0	4	2	1	0	0	3	1	1	1	0	3	13
8:00 AM	0	0	2	0	2	1	1	3	0	5	1	0	0	0	1	3	3	0	0	6	14
Total Volume	2	2	4	0	8	3	11	8	0	22	5	3	0	0	8	8	6	1	0	15	53
% Approach Total	25.0	25.0	50.0	0.0		13.6	50.0	36.4	0.0		62.5	37.5	0.0	0.0		53.3	40.0	6.7	0.0		
PHF	0.500	0.500	0.500	0.000	0.667	0.375	0.458	0.667	0.000	0.688	0.625	0.750	0.000	0.000	0.667	0.667	0.500	0.250	0.000	0.625	0.946
Entering Leg	2	2	4	0	8	3	11	8	0	22	5	3	0	0	8	8	6	1	0	15	53
Exiting Leg					7					15					18					13	53
Total					15					37					26					28	106

PDI File #: **175824 (10) Tues-AM**
Location: **N: Smithfield Road S: Smithfield Road**
Location: **E: Mineral Spring Avenue (Route 15) W: Mineral Spring Avenue (Route 1**
City, State: **North Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Smithfield Road							Mineral Spring Avenue (Route 15)							Smithfield Road							Mineral Spring Avenue (Route 15)							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	3
8:00 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	2	0	0	0	0	2	0	1	0	0	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	4
Approach %	0.0	100.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							1							0							2							1	4

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Smithfield Road							Mineral Spring Avenue (Route 15)							Smithfield Road							Mineral Spring Avenue (Route 15)							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	3
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375
Entering Leg	0	1	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	3
Exiting Leg							1							0							1							1	3
Total							2							1							2							1	6

PDI File #: **175824 (10) Tues-AM**
Location: **N: Smithfield Road S: Smithfield Road**
Location: **E: Mineral Spring Avenue (Route 15) W: Mineral Spring Avenue (Route 1**
City, State: **North Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Smithfield Road							Mineral Spring Avenue (Route 15)							Smithfield Road							Mineral Spring Avenue (Route 15)							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	2	1	3	0	0	0	0	3	0	3	0	0	0	0	0	2	2	0	0	0	0	0	0	0	8
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	2	0	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	4	1	5	0	0	0	0	4	1	5	0	0	0	0	0	2	2	0	0	0	0	0	0	0	12
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	2	0	0	0	0	0	1	1	4
Grand Total	0	0	0	0	4	1	5	0	0	0	0	5	1	6	0	0	0	0	0	4	4	0	0	0	0	0	1	1	16
Approach %	0.0	0.0	0.0	0.0	80.0	20.0		0.0	0.0	0.0	0.0	83.3	16.7		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	100.0		
Total %	0.0	0.0	0.0	0.0	25.0	6.3	31.3	0.0	0.0	0.0	0.0	31.3	6.3	37.5	0.0	0.0	0.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	6.3	6.3	
Exiting Leg Total							5							6							4							1	16

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Smithfield Road							Mineral Spring Avenue (Route 15)							Smithfield Road							Mineral Spring Avenue (Route 15)							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:15 AM	0	0	0	0	2	1	3	0	0	0	0	3	0	3	0	0	0	0	0	2	2	0	0	0	0	0	0	0	8
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	2	0	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
Total Volume	0	0	0	0	4	1	5	0	0	0	0	4	1	5	0	0	0	0	0	2	2	0	0	0	0	0	1	1	13
% Approach Total	0.0	0.0	0.0	0.0	80.0	20.0		0.0	0.0	0.0	0.0	80.0	20.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	100.0		
PHF	0.000	0.000	0.000	0.000	0.500	0.250	0.417	0.000	0.000	0.000	0.000	0.333	0.250	0.417	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.406
Entering Leg	0	0	0	0	4	1	5	0	0	0	0	4	1	5	0	0	0	0	0	2	2	0	0	0	0	0	1	1	13
Exiting Leg							5							5							2							1	13
Total							10							10							4							2	26

PDI File #: **175824 (10) Tues-PM**
Location: **N: Smithfield Road S: Smithfield Road**
Location: **E: Mineral Spring Avenue (Route 15) W: Mineral Spring Avenue (Route 15)**
City, State: **North Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Smithfield Road					Mineral Spring Avenue (Route 15)					Smithfield Road					Mineral Spring Avenue (Route 15)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	16	23	10	0	49	12	142	73	0	227	49	33	72	0	154	48	130	10	0	188	618
4:45 PM	14	31	9	0	54	19	128	67	0	214	67	46	80	0	193	49	105	12	0	166	627
Total	30	54	19	0	103	31	270	140	0	441	116	79	152	0	347	97	235	22	0	354	1245
5:00 PM	15	32	8	0	55	14	145	69	0	228	44	46	73	0	163	67	130	11	0	208	654
5:15 PM	20	25	9	0	54	16	136	74	0	226	37	38	79	0	154	62	109	10	0	181	615
5:30 PM	22	20	19	0	61	17	145	62	0	224	52	28	52	0	132	48	117	14	0	179	596
5:45 PM	21	17	17	0	55	11	139	70	0	220	47	30	58	1	136	48	139	15	0	202	613
Total	78	94	53	0	225	58	565	275	0	898	180	142	262	1	585	225	495	50	0	770	2478
6:00 PM	11	22	12	0	45	24	121	50	0	195	60	31	63	0	154	49	119	12	0	180	574
6:15 PM	9	22	23	0	54	18	144	65	0	227	50	28	55	0	133	61	141	12	0	214	628
Total	20	44	35	0	99	42	265	115	0	422	110	59	118	0	287	110	260	24	0	394	1202
Grand Total	128	192	107	0	427	131	1100	530	0	1761	406	280	532	1	1219	432	990	96	0	1518	4925
Approach %	30.0	45.0	25.1	0.0		7.4	62.5	30.1	0.0		33.3	23.0	43.6	0.1		28.5	65.2	6.3	0.0		
Total %	2.6	3.9	2.2	0.0	8.7	2.7	22.3	10.8	0.0	35.8	8.2	5.7	10.8	0.0	24.8	8.8	20.1	1.9	0.0	30.8	
Exiting Leg Total					507					1503					1155					1760	4925
Cars	128	192	107	0	427	129	1090	528	0	1747	402	279	522	1	1204	425	974	96	0	1495	4873
% Cars	100.0	100.0	100.0	0.0	100.0	98.5	99.1	99.6	0.0	99.2	99.0	99.6	98.1	100.0	98.8	98.4	98.4	100.0	0.0	98.5	98.9
Exiting Leg Total					504					1483					1146					1740	4873
Heavy Vehicles	0	0	0	0	0	2	10	2	0	14	4	1	10	0	15	7	16	0	0	23	52
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	1.5	0.9	0.4	0.0	0.8	1.0	0.4	1.9	0.0	1.2	1.6	1.6	0.0	0.0	1.5	1.1
Exiting Leg Total					3					20					9					20	52

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:30 PM	Smithfield Road					Mineral Spring Avenue (Route 15)					Smithfield Road					Mineral Spring Avenue (Route 15)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	16	23	10	0	49	12	142	73	0	227	49	33	72	0	154	48	130	10	0	188	618
4:45 PM	14	31	9	0	54	19	128	67	0	214	67	46	80	0	193	49	105	12	0	166	627
5:00 PM	15	32	8	0	55	14	145	69	0	228	44	46	73	0	163	67	130	11	0	208	654
5:15 PM	20	25	9	0	54	16	136	74	0	226	37	38	79	0	154	62	109	10	0	181	615
Total Volume	65	111	36	0	212	61	551	283	0	895	197	163	304	0	664	226	474	43	0	743	2514
% Approach Total	30.7	52.4	17.0	0.0		6.8	61.6	31.6	0.0		29.7	24.5	45.8	0.0		30.4	63.8	5.8	0.0		
PHF	0.813	0.867	0.900	0.000	0.964	0.803	0.950	0.956	0.000	0.981	0.735	0.886	0.950	0.000	0.860	0.843	0.912	0.896	0.000	0.893	0.961
Cars	65	111	36	0	212	61	546	282	0	889	196	163	299	0	658	219	462	43	0	724	2483
Cars %	100.0	100.0	100.0	0.0	100.0	100.0	99.1	99.6	0.0	99.3	99.5	100.0	98.4	0.0	99.1	96.9	97.5	100.0	0.0	97.4	98.8
Heavy Vehicles	0	0	0	0	0	0	5	1	0	6	1	0	5	0	6	7	12	0	0	19	31
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.4	0.0	0.7	0.5	0.0	1.6	0.0	0.9	3.1	2.5	0.0	0.0	2.6	1.2
Cars Enter Leg	65	111	36	0	212	61	546	282	0	889	196	163	299	0	658	219	462	43	0	724	2483
Heavy Enter Leg	0	0	0	0	0	0	5	1	0	6	1	0	5	0	6	7	12	0	0	19	31
Total Entering Leg	65	111	36	0	212	61	551	283	0	895	197	163	304	0	664	226	474	43	0	743	2514
Cars Exiting Leg					267					694					612					910	2483
Heavy Exiting Leg					0					13					8					10	31
Total Exiting Leg					267					707					620					920	2514

PDI File #: **175824 (10) Tues-PM**
Location: **N: Smithfield Road S: Smithfield Road**
Location: **E: Mineral Spring Avenue (Route 15) W: Mineral Spring Avenue (Route 15)**
City, State: **North Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Smithfield Road					Mineral Spring Avenue (Route 15)					Smithfield Road					Mineral Spring Avenue (Route 15)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	16	23	10	0	49	12	141	72	0	225	49	33	70	0	152	45	125	10	0	180	606
4:45 PM	14	31	9	0	54	19	125	67	0	211	67	46	77	0	190	46	103	12	0	161	616
Total	30	54	19	0	103	31	266	139	0	436	116	79	147	0	342	91	228	22	0	341	1222
5:00 PM	15	32	8	0	55	14	144	69	0	227	43	46	73	0	162	66	126	11	0	203	647
5:15 PM	20	25	9	0	54	16	136	74	0	226	37	38	79	0	154	62	108	10	0	180	614
5:30 PM	22	20	19	0	61	16	144	62	0	222	52	27	51	0	130	48	116	14	0	178	591
5:45 PM	21	17	17	0	55	11	138	70	0	219	45	30	57	1	133	48	139	15	0	202	609
Total	78	94	53	0	225	57	562	275	0	894	177	141	260	1	579	224	489	50	0	763	2461
6:00 PM	11	22	12	0	45	23	121	50	0	194	60	31	61	0	152	49	117	12	0	178	569
6:15 PM	9	22	23	0	54	18	141	64	0	223	49	28	54	0	131	61	140	12	0	213	621
Total	20	44	35	0	99	41	262	114	0	417	109	59	115	0	283	110	257	24	0	391	1190
Grand Total	128	192	107	0	427	129	1090	528	0	1747	402	279	522	1	1204	425	974	96	0	1495	4873
Approach %	30.0	45.0	25.1	0.0		7.4	62.4	30.2	0.0		33.4	23.2	43.4	0.1		28.4	65.2	6.4	0.0		
Total %	2.6	3.9	2.2	0.0	8.8	2.6	22.4	10.8	0.0	35.9	8.2	5.7	10.7	0.0	24.7	8.7	20.0	2.0	0.0	30.7	
Exiting Leg Total					504					1483					1146					1740	4873

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:30 PM	Smithfield Road					Mineral Spring Avenue (Route 15)					Smithfield Road					Mineral Spring Avenue (Route 15)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	16	23	10	0	49	12	141	72	0	225	49	33	70	0	152	45	125	10	0	180	606
4:45 PM	14	31	9	0	54	19	125	67	0	211	67	46	77	0	190	46	103	12	0	161	616
5:00 PM	15	32	8	0	55	14	144	69	0	227	43	46	73	0	162	66	126	11	0	203	647
5:15 PM	20	25	9	0	54	16	136	74	0	226	37	38	79	0	154	62	108	10	0	180	614
Total Volume	65	111	36	0	212	61	546	282	0	889	196	163	299	0	658	219	462	43	0	724	2483
% Approach Total	30.7	52.4	17.0	0.0		6.9	61.4	31.7	0.0		29.8	24.8	45.4	0.0		30.2	63.8	5.9	0.0		
PHF	0.813	0.867	0.900	0.000	0.964	0.803	0.948	0.953	0.000	0.979	0.731	0.886	0.946	0.000	0.866	0.830	0.917	0.896	0.000	0.892	0.959
Entering Leg	65	111	36	0	212	61	546	282	0	889	196	163	299	0	658	219	462	43	0	724	2483
Exiting Leg					267					694					612					910	2483
Total					479					1583					1270					1634	4966

PDI File #: **175824 (10) Tues-PM**
Location: **N: Smithfield Road S: Smithfield Road**
Location: **E: Mineral Spring Avenue (Route 15) W: Mineral Spring Avenue (Route 15)**
City, State: **North Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Heavy Vehicles (Combined-Large Trucks and Buses)

	Smithfield Road					Mineral Spring Avenue (Route 15)					Smithfield Road					Mineral Spring Avenue (Route 15)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	0	0	0	0	1	1	0	2	0	0	2	0	2	3	5	0	0	8	12
4:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	3	0	3	3	2	0	0	5	11
Total	0	0	0	0	0	0	4	1	0	5	0	0	5	0	5	6	7	0	0	13	23
5:00 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	1	4	0	0	5	7
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:30 PM	0	0	0	0	0	1	1	0	0	2	0	1	1	0	2	0	1	0	0	1	5
5:45 PM	0	0	0	0	0	0	1	0	0	1	2	0	1	0	3	0	0	0	0	0	4
Total	0	0	0	0	0	1	3	0	0	4	3	1	2	0	6	1	6	0	0	7	17
6:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	2	0	2	0	2	0	0	2	5
6:15 PM	0	0	0	0	0	0	3	1	0	4	1	0	1	0	2	0	1	0	0	1	7
Total	0	0	0	0	0	1	3	1	0	5	1	0	3	0	4	0	3	0	0	3	12
Grand Total	0	0	0	0	0	2	10	2	0	14	4	1	10	0	15	7	16	0	0	23	52
Approach %	0.0	0.0	0.0	0.0		14.3	71.4	14.3	0.0		26.7	6.7	66.7	0.0		30.4	69.6	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	3.8	19.2	3.8	0.0	26.9	7.7	1.9	19.2	0.0	28.8	13.5	30.8	0.0	0.0	44.2	
Exiting Leg Total					3					20					9					20	52
Large Trucks	0	0	0	0	0	2	8	2	0	12	2	1	8	0	11	5	11	0	0	16	39
% Large Trucks	0.0	0.0	0.0	0.0	0.0	100.0	80.0	100.0	0.0	85.7	50.0	100.0	80.0	0.0	73.3	71.4	68.8	0.0	0.0	69.6	75.0
Exiting Leg Total					3					13					7					16	39
Buses	0	0	0	0	0	0	2	0	0	2	2	0	2	0	4	2	5	0	0	7	13
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	14.3	50.0	0.0	20.0	0.0	26.7	28.6	31.3	0.0	0.0	30.4	25.0
Exiting Leg Total					0					7					2					4	13

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:30 PM	Smithfield Road					Mineral Spring Avenue (Route 15)					Smithfield Road					Mineral Spring Avenue (Route 15)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	0	0	0	0	1	1	0	2	0	0	2	0	2	3	5	0	0	8	12
4:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	3	0	3	3	2	0	0	5	11
5:00 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	1	4	0	0	5	7
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	0	0	0	0	5	1	0	6	1	0	5	0	6	7	12	0	0	19	31
% Approach Total	0.0	0.0	0.0	0.0		0.0	83.3	16.7	0.0		16.7	0.0	83.3	0.0		36.8	63.2	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.417	0.250	0.000	0.500	0.250	0.000	0.417	0.000	0.500	0.583	0.600	0.000	0.000	0.594	0.646
Large Trucks	0	0	0	0	0	0	4	1	0	5	1	0	4	0	5	5	9	0	0	14	24
Large Trucks %	0.0	0.0	0.0	0.0	0.0	0.0	80.0	100.0	0.0	83.3	100.0	0.0	80.0	0.0	83.3	71.4	75.0	0.0	0.0	73.7	77.4
Buses	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2	3	0	0	5	7
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	16.7	0.0	0.0	20.0	0.0	16.7	28.6	25.0	0.0	0.0	26.3	22.6
Trucks Enter Leg	0	0	0	0	0	0	4	1	0	5	1	0	4	0	5	5	9	0	0	14	24
Bus Enter Leg	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2	3	0	0	5	7
Total Entering Leg	0	0	0	0	0	0	5	1	0	6	1	0	5	0	6	7	12	0	0	19	31
Trucks Exiting Leg					0					10					6					8	24
Buses Exiting Leg					0					3					2					2	7
Total Exiting Leg					0					13					8					10	31

PDI File #: **175824 (10) Tues-PM**
Location: **N: Smithfield Road S: Smithfield Road**
Location: **E: Mineral Spring Avenue (Route 15) W: Mineral Spring Avenue (Route 15)**
City, State: **North Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Large Trucks

	Smithfield Road					Mineral Spring Avenue (Route 15)					Smithfield Road					Mineral Spring Avenue (Route 15)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	2	0	2	2	4	0	0	6	9
4:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	3	0	0	0	3	8
Total	0	0	0	0	0	0	3	1	0	4	0	0	4	0	4	5	4	0	0	9	17
5:00 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	4	0	0	4	6
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:30 PM	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	1	2	0	0	3	1	1	1	0	3	0	5	0	0	5	11
6:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	2	0	2	0	2	0	0	2	5
6:15 PM	0	0	0	0	0	0	3	1	0	4	1	0	1	0	2	0	0	0	0	0	6
Total	0	0	0	0	0	1	3	1	0	5	1	0	3	0	4	0	2	0	0	2	11
Grand Total	0	0	0	0	0	2	8	2	0	12	2	1	8	0	11	5	11	0	0	16	39
Approach %	0.0	0.0	0.0	0.0		16.7	66.7	16.7	0.0		18.2	9.1	72.7	0.0		31.3	68.8	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	5.1	20.5	5.1	0.0	30.8	5.1	2.6	20.5	0.0	28.2	12.8	28.2	0.0	0.0	41.0	
Exiting Leg Total					3					13					7					16	39

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:30 PM	Smithfield Road					Mineral Spring Avenue (Route 15)					Smithfield Road					Mineral Spring Avenue (Route 15)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	2	0	2	2	4	0	0	6	9
4:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	3	0	0	0	3	8
5:00 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	4	0	0	4	6
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	0	0	0	0	4	1	0	5	1	0	4	0	5	5	9	0	0	14	24
% Approach Total	0.0	0.0	0.0	0.0		0.0	80.0	20.0	0.0		20.0	0.0	80.0	0.0		35.7	64.3	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.333	0.250	0.000	0.417	0.250	0.000	0.500	0.000	0.625	0.417	0.563	0.000	0.000	0.583	0.667
Entering Leg	0	0	0	0	0	0	4	1	0	5	1	0	4	0	5	5	9	0	0	14	24
Exiting Leg					0					10					6					8	24
Total					0					15					11					22	48

PDI File #: **175824 (10) Tues-PM**
Location: **N: Smithfield Road S: Smithfield Road**
Location: **E: Mineral Spring Avenue (Route 15) W: Mineral Spring Avenue (Route 15)**
City, State: **North Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Smithfield Road (North)					Mineral Spring Avenue (Route 15) (East)					Smithfield Road (South)					Mineral Spring Avenue (Route 15) (West)					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	3
Total	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	1	3	0	0	4	6
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	2
5:45 PM	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	0	0	0	0	0	3
Total	0	0	0	0	0	0	1	0	0	1	2	0	1	0	3	1	1	0	0	2	6
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Grand Total	0	0	0	0	0	0	2	0	0	2	2	0	2	0	4	2	5	0	0	7	13
Approach %	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		50.0	0.0	50.0	0.0		28.6	71.4	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	15.4	0.0	0.0	15.4	15.4	0.0	15.4	0.0	30.8	15.4	38.5	0.0	0.0	53.8	
Exiting Leg Total					0					7					2					4	13

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:30 PM	Smithfield Road (North)					Mineral Spring Avenue (Route 15) (East)					Smithfield Road (South)					Mineral Spring Avenue (Route 15) (West)					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2	3	0	0	5	7
% Approach Total	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		40.0	60.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.250	0.500	0.375	0.000	0.000	0.625	0.583
Entering Leg	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2	3	0	0	5	7
Exiting Leg					0					3					2					2	7
Total					0					4					3					7	14

PDI File #: **175824 (10) Tues-PM**
Location: **N: Smithfield Road S: Smithfield Road**
Location: **E: Mineral Spring Avenue (Route 15) W: Mineral Spring Avenue (Route 1**
City, State: **North Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Smithfield Road							Mineral Spring Avenue (Route 15)							Smithfield Road							Mineral Spring Avenue (Route 15)							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
5:30 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	0	0	0	0	3
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	0	0	0	0	4
Approach %	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	50.0	0.0	0.0	0.0	50.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							1							0							3							0	4

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:30 PM	Smithfield Road							Mineral Spring Avenue (Route 15)							Smithfield Road							Mineral Spring Avenue (Route 15)							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
Exiting Leg							0							0							1							0	1
Total							0							0							2							0	2

PDI File #: **175824 (10) Tues-PM**
Location: **N: Smithfield Road S: Smithfield Road**
Location: **E: Mineral Spring Avenue (Route 15) W: Mineral Spring Avenue (Route 1**
City, State: **North Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Pedestrians**

	Smithfield Road							Mineral Spring Avenue (Route 15)							Smithfield Road							Mineral Spring Avenue (Route 15)							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	3
5:45 PM	0	0	0	0	0	1	1	0	0	0	0	0	2	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	4
Total	0	0	0	0	0	1	1	0	0	0	0	2	2	4	0	0	0	0	2	0	2	0	0	0	0	0	0	0	7
6:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:15 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
Total	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3
Grand Total	0	0	0	0	1	2	3	0	0	0	0	3	2	5	0	0	0	0	2	0	2	0	0	0	0	0	1	1	11
Approach %	0.0	0.0	0.0	0.0	33.3	66.7		0.0	0.0	0.0	0.0	60.0	40.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		
Total %	0.0	0.0	0.0	0.0	9.1	18.2	27.3	0.0	0.0	0.0	0.0	27.3	18.2	45.5	0.0	0.0	0.0	0.0	18.2	0.0	18.2	0.0	0.0	0.0	0.0	0.0	9.1	9.1	
Exiting Leg Total							3							5							2							1	11

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

5:30 PM	Smithfield Road							Mineral Spring Avenue (Route 15)							Smithfield Road							Mineral Spring Avenue (Route 15)							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	3
5:45 PM	0	0	0	0	0	1	1	0	0	0	0	0	2	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	4
6:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:15 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
Total Volume	0	0	0	0	1	2	3	0	0	0	0	2	2	4	0	0	0	0	2	0	2	0	0	0	0	0	1	1	10
% Approach Total	0.0	0.0	0.0	0.0	33.3	66.7		0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		
PHF	0.000	0.000	0.000	0.000	0.250	0.500	0.750	0.000	0.000	0.000	0.000	0.250	0.250	0.500	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.625
Entering Leg	0	0	0	0	1	2	3	0	0	0	0	2	2	4	0	0	0	0	2	0	2	0	0	0	0	0	1	1	10
Exiting Leg							3							4							2							1	10
Total							6							8							4							2	20

PDI File #: **175824 (11) Sat**
Location: **N: Mumford Road S: Mumford Road**
Location: **E: Riverside Drive W: South County Bikepath**
City, State: **Narragansett, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Mumford Road					Riverside Drive					Mumford Road					South County Bikepath					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	11	0	0	11	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	28
12:15 PM	0	19	0	0	19	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	30
12:30 PM	0	20	0	0	20	0	0	1	0	1	0	6	0	0	6	0	0	0	0	0	27
12:45 PM	0	20	1	0	21	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	31
Total	0	70	1	0	71	0	0	1	0	1	0	44	0	0	44	0	0	0	0	0	116
1:00 PM	0	25	0	0	25	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	40
1:15 PM	0	21	1	0	22	1	0	1	0	2	0	7	0	0	7	0	0	0	0	0	31
1:30 PM	0	21	0	0	21	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	26
1:45 PM	0	21	0	0	21	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	36
Total	0	88	1	0	89	1	0	1	0	2	0	42	0	0	42	0	0	0	0	0	133
Grand Total	0	158	2	0	160	1	0	2	0	3	0	86	0	0	86	0	0	0	0	0	249
Approach %	0.0	98.8	1.3	0.0		33.3	0.0	66.7	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	63.5	0.8	0.0	64.3	0.4	0.0	0.8	0.0	1.2	0.0	34.5	0.0	0.0	34.5	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					87					2					160					0	249
Cars	0	158	2	0	160	1	0	2	0	3	0	85	0	0	85	0	0	0	0	0	248
% Cars	0.0	100.0	100.0	0.0	100.0	100.0	0.0	100.0	0.0	100.0	0.0	98.8	0.0	0.0	98.8	0.0	0.0	0.0	0.0	0.0	99.6
Exiting Leg Total					86					2					160					0	248
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.4
Exiting Leg Total					1					0					0					0	1

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

1:00 PM	Mumford Road					Riverside Drive					Mumford Road					South County Bikepath					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
1:00 PM	0	25	0	0	25	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	40
1:15 PM	0	21	1	0	22	1	0	1	0	2	0	7	0	0	7	0	0	0	0	0	31
1:30 PM	0	21	0	0	21	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	26
1:45 PM	0	21	0	0	21	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	36
Total Volume	0	88	1	0	89	1	0	1	0	2	0	42	0	0	42	0	0	0	0	0	133
% Approach Total	0.0	98.9	1.1	0.0		50.0	0.0	50.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.880	0.250	0.000	0.890	0.250	0.000	0.250	0.000	0.250	0.000	0.700	0.000	0.000	0.700	0.000	0.000	0.000	0.000	0.000	0.831
Cars	0	88	1	0	89	1	0	1	0	2	0	42	0	0	42	0	0	0	0	0	133
Cars %	0.0	100.0	100.0	0.0	100.0	100.0	0.0	100.0	0.0	100.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0
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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cars Enter Leg	0	88	1	0	89	1	0	1	0	2	0	42	0	0	42	0	0	0	0	0	133
Heavy Enter Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	0	88	1	0	89	1	0	1	0	2	0	42	0	0	42	0	0	0	0	0	133
Cars Exiting Leg					43					1					89					0	133
Heavy Exiting Leg					0					0					0					0	0
Total Exiting Leg					43					1					89					0	133

PDI File #: **175824 (11) Sat**
Location: **N: Mumford Road S: Mumford Road**
Location: **E: Riverside Drive W: South County Bikepath**
City, State: **Narragansett, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Mumford Road					Riverside Drive					Mumford Road					South County Bikepath					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	11	0	0	11	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	28
12:15 PM	0	19	0	0	19	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	29
12:30 PM	0	20	0	0	20	0	0	1	0	1	0	6	0	0	6	0	0	0	0	0	27
12:45 PM	0	20	1	0	21	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	31
Total	0	70	1	0	71	0	0	1	0	1	0	43	0	0	43	0	0	0	0	0	115
1:00 PM	0	25	0	0	25	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	40
1:15 PM	0	21	1	0	22	1	0	1	0	2	0	7	0	0	7	0	0	0	0	0	31
1:30 PM	0	21	0	0	21	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	26
1:45 PM	0	21	0	0	21	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	36
Total	0	88	1	0	89	1	0	1	0	2	0	42	0	0	42	0	0	0	0	0	133
Grand Total	0	158	2	0	160	1	0	2	0	3	0	85	0	0	85	0	0	0	0	0	248
Approach %	0.0	98.8	1.3	0.0		33.3	0.0	66.7	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	63.7	0.8	0.0	64.5	0.4	0.0	0.8	0.0	1.2	0.0	34.3	0.0	0.0	34.3	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					86					2					160					0	248

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

1:00 PM	Mumford Road					Riverside Drive					Mumford Road					South County Bikepath					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
1:00 PM	0	25	0	0	25	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	40
1:15 PM	0	21	1	0	22	1	0	1	0	2	0	7	0	0	7	0	0	0	0	0	31
1:30 PM	0	21	0	0	21	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	26
1:45 PM	0	21	0	0	21	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	36
Total Volume	0	88	1	0	89	1	0	1	0	2	0	42	0	0	42	0	0	0	0	0	133
% Approach Total	0.0	98.9	1.1	0.0		50.0	0.0	50.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.880	0.250	0.000	0.890	0.250	0.000	0.250	0.000	0.250	0.000	0.700	0.000	0.000	0.700	0.000	0.000	0.000	0.000	0.000	0.831
Entering Leg	0	88	1	0	89	1	0	1	0	2	0	42	0	0	42	0	0	0	0	0	133
Exiting Leg					43					1					89					0	133
Total					132					3					131					0	266

PDI File #: **175824 (11) Sat**
Location: **N: Mumford Road S: Mumford Road**
Location: **E: Riverside Drive W: South County Bikepath**
City, State: **Narragansett, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Heavy Vehicles (Combined-Large Trucks and Buses)

	Mumford Road					Riverside Drive					Mumford Road					South County Bikepath					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					1					0					0					0	1
Large Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Large Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0
Exiting Leg Total					1					0					0					0	1
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total					0					0					0					0	0

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:00 PM	Mumford Road					Riverside Drive					Mumford Road					South County Bikepath					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250
Large Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Large Trucks %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Trucks Enter Leg	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Bus Enter Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Trucks Exiting Leg					1					0					0					0	1
Buses Exiting Leg					0					0					0					0	0
Total Exiting Leg					1					0					0					0	1

PDI File #: **175824 (11) Sat**
Location: **N: Mumford Road S: Mumford Road**
Location: **E: Riverside Drive W: South County Bikepath**
City, State: **Narragansett, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Large Trucks

	Mumford Road					Riverside Drive					Mumford Road					South County Bikepath					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					1					0					0					0	1

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:00 PM	Mumford Road					Riverside Drive					Mumford Road					South County Bikepath					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Exiting Leg					1					0					0					0	1
Total					1					0					1					0	2

PDI File #: **175824 (11) Sat**
Location: **N: Mumford Road S: Mumford Road**
Location: **E: Riverside Drive W: South County Bikepath**
City, State: **Narragansett, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Mumford Road					Riverside Drive					Mumford Road					South County Bikepath					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					0					0					0					0	0

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:00 PM	Mumford Road					Riverside Drive					Mumford Road					South County Bikepath					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg					0					0					0					0	0
Total					0					0					0					0	0

PDI File #: **175824 (11) Sat**
Location: **N: Mumford Road S: Mumford Road**
Location: **E: Riverside Drive W: South County Bikepath**
City, State: **Narragansett, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Mumford Road							Riverside Drive							Mumford Road							South County Bikepath							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
12:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2
12:15 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	4
12:30 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	3	2	0	0	0	0	0	2	6
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
Total	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	7	0	0	0	7	3	0	0	0	0	0	3	13
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	7	0	0	0	0	0	7	8
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	1	0	0	1	5
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6	0	0	0	8	2	0	0	0	0	0	2	10
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4	0	0	0	0	0	4	5
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	12	0	0	0	14	13	0	0	1	0	0	14	28
Grand Total	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	2	19	0	0	0	21	16	0	0	1	0	0	17	41
Approach %	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	9.5	90.5	0.0	0.0	0.0		94.1	0.0	0.0	5.9	0.0	0.0		
Total %	0.0	7.3	0.0	0.0	0.0	0.0	7.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.9	46.3	0.0	0.0	0.0	51.2	39.0	0.0	0.0	2.4	0.0	0.0	41.5	
Exiting Leg Total							2							0							19							20	41

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

1:00 PM	Mumford Road							Riverside Drive							Mumford Road							South County Bikepath							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	7	0	0	0	0	0	7	8
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	1	0	0	1	5
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6	0	0	0	8	2	0	0	0	0	0	2	10
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4	0	0	0	0	0	4	5
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	12	0	0	0	14	13	0	0	1	0	0	14	28
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	14.3	85.7	0.0	0.0	0.0		92.9	0.0	0.0	7.1	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.000	0.000	0.438	0.464	0.000	0.000	0.250	0.000	0.000	0.500	0.700
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	12	0	0	0	14	13	0	0	1	0	0	14	28
Exiting Leg							2							0							13							13	28
Total							2							0							27							27	56

PDI File #: **175824 (11) Sat**
Location: **N: Mumford Road S: Mumford Road**
Location: **E: Riverside Drive W: South County Bikepath**
City, State: **Narragansett, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Mumford Road							Riverside Drive							Mumford Road							South County Bikepath							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
12:45 PM	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	1	0	1	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	0	1	4
1:00 PM	0	0	0	0	2	1	3	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
1:15 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:30 PM	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	3	2	5	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Grand Total	0	0	0	0	4	2	6	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	1	0	1	12
Approach %	0.0	0.0	0.0	0.0	66.7	33.3		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		
Total %	0.0	0.0	0.0	0.0	33.3	16.7	50.0	0.0	0.0	0.0	0.0	41.7	0.0	41.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.3	0.0	8.3	
Exiting Leg Total							6							5							0							1	12

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:45 PM	Mumford Road							Riverside Drive							Mumford Road							South County Bikepath							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
12:45 PM	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:00 PM	0	0	0	0	2	1	3	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
1:15 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:30 PM	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	4	2	6	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
% Approach Total	0.0	0.0	0.0	0.0	66.7	33.3		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.500	0.500	0.500	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	0	0	0	4	2	6	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
Exiting Leg							6							4							0							0	10
Total							12							8							0							0	20

PDI File #: **175824 (11) Tues-AM**
Location: **N: Mumford Road S: Mumford Road**
Location: **E: Riverside Drive W: South County Bikepath**
City, State: **Narragansett, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Mumford Road					Riverside Drive					Mumford Road					South County Bikepath					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	10	0	0	10	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	22
7:15 AM	0	6	0	0	6	0	0	0	0	0	1	12	0	0	13	0	0	0	0	0	19
7:30 AM	0	12	0	0	12	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	20
7:45 AM	0	10	0	0	10	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	19
Total	0	38	0	0	38	0	0	0	0	0	1	41	0	0	42	0	0	0	0	0	80
8:00 AM	0	19	0	0	19	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	32
8:15 AM	0	26	1	0	27	0	0	0	0	0	1	21	0	0	22	0	0	0	0	0	49
8:30 AM	0	17	1	0	18	1	0	0	0	1	0	17	0	0	17	0	0	0	0	0	36
8:45 AM	0	19	0	0	19	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	44
Total	0	81	2	0	83	1	0	0	0	1	1	76	0	0	77	0	0	0	0	0	161
Grand Total	0	119	2	0	121	1	0	0	0	1	2	117	0	0	119	0	0	0	0	0	241
Approach %	0.0	98.3	1.7	0.0		100.0	0.0	0.0	0.0		1.7	98.3	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	49.4	0.8	0.0	50.2	0.4	0.0	0.0	0.0	0.4	0.8	48.5	0.0	0.0	49.4	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					118					4					119					0	241
Cars	0	118	2	0	120	1	0	0	0	1	2	112	0	0	114	0	0	0	0	0	235
% Cars	0.0	99.2	100.0	0.0	99.2	100.0	0.0	0.0	0.0	100.0	100.0	95.7	0.0	0.0	95.8	0.0	0.0	0.0	0.0	0.0	97.5
Exiting Leg Total					113					4					118					0	235
Heavy Vehicles	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
% Heavy Vehicles	0.0	0.8	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	4.3	0.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0	2.5
Exiting Leg Total					5					0					1					0	6

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Mumford Road					Riverside Drive					Mumford Road					South County Bikepath					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	0	19	0	0	19	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	32
8:15 AM	0	26	1	0	27	0	0	0	0	0	1	21	0	0	22	0	0	0	0	0	49
8:30 AM	0	17	1	0	18	1	0	0	0	1	0	17	0	0	17	0	0	0	0	0	36
8:45 AM	0	19	0	0	19	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	44
Total Volume	0	81	2	0	83	1	0	0	0	1	1	76	0	0	77	0	0	0	0	0	161
% Approach Total	0.0	97.6	2.4	0.0		100.0	0.0	0.0	0.0		1.3	98.7	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.779	0.500	0.000	0.769	0.250	0.000	0.000	0.000	0.250	0.250	0.760	0.000	0.000	0.770	0.000	0.000	0.000	0.000	0.000	0.821
Cars	0	80	2	0	82	1	0	0	0	1	1	74	0	0	75	0	0	0	0	0	158
Cars %	0.0	98.8	100.0	0.0	98.8	100.0	0.0	0.0	0.0	100.0	100.0	97.4	0.0	0.0	97.4	0.0	0.0	0.0	0.0	0.0	98.1
Heavy Vehicles	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Heavy Vehicles %	0.0	1.2	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	2.6	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	1.9
Cars Enter Leg	0	80	2	0	82	1	0	0	0	1	1	74	0	0	75	0	0	0	0	0	158
Heavy Enter Leg	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Total Entering Leg	0	81	2	0	83	1	0	0	0	1	1	76	0	0	77	0	0	0	0	0	161
Cars Exiting Leg					75					3					80					0	158
Heavy Exiting Leg					2					0					1					0	3
Total Exiting Leg					77					3					81					0	161

PDI File #: **175824 (11) Tues-AM**
Location: **N: Mumford Road S: Mumford Road**
Location: **E: Riverside Drive W: South County Bikepath**
City, State: **Narragansett, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Mumford Road					Riverside Drive					Mumford Road					South County Bikepath					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	10	0	0	10	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	22
7:15 AM	0	6	0	0	6	0	0	0	0	0	1	9	0	0	10	0	0	0	0	0	16
7:30 AM	0	12	0	0	12	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	20
7:45 AM	0	10	0	0	10	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	19
Total	0	38	0	0	38	0	0	0	0	0	1	38	0	0	39	0	0	0	0	0	77
8:00 AM	0	19	0	0	19	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	32
8:15 AM	0	26	1	0	27	0	0	0	0	0	1	20	0	0	21	0	0	0	0	0	48
8:30 AM	0	17	1	0	18	1	0	0	0	1	0	17	0	0	17	0	0	0	0	0	36
8:45 AM	0	18	0	0	18	0	0	0	0	0	0	24	0	0	24	0	0	0	0	0	42
Total	0	80	2	0	82	1	0	0	0	1	1	74	0	0	75	0	0	0	0	0	158
Grand Total	0	118	2	0	120	1	0	0	0	1	2	112	0	0	114	0	0	0	0	0	235
Approach %	0.0	98.3	1.7	0.0		100.0	0.0	0.0	0.0		1.8	98.2	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	50.2	0.9	0.0	51.1	0.4	0.0	0.0	0.0	0.4	0.9	47.7	0.0	0.0	48.5	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					113					4					118					0	235

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Mumford Road					Riverside Drive					Mumford Road					South County Bikepath					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	0	19	0	0	19	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	32
8:15 AM	0	26	1	0	27	0	0	0	0	0	1	20	0	0	21	0	0	0	0	0	48
8:30 AM	0	17	1	0	18	1	0	0	0	1	0	17	0	0	17	0	0	0	0	0	36
8:45 AM	0	18	0	0	18	0	0	0	0	0	0	24	0	0	24	0	0	0	0	0	42
Total Volume	0	80	2	0	82	1	0	0	0	1	1	74	0	0	75	0	0	0	0	0	158
% Approach Total	0.0	97.6	2.4	0.0		100.0	0.0	0.0	0.0		1.3	98.7	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.769	0.500	0.000	0.759	0.250	0.000	0.000	0.000	0.250	0.250	0.771	0.000	0.000	0.781	0.000	0.000	0.000	0.000	0.000	0.823
Entering Leg	0	80	2	0	82	1	0	0	0	1	1	74	0	0	75	0	0	0	0	0	158
Exiting Leg					75					3					80					0	158
Total					157					4					155					0	316

PDI File #: **175824 (11) Tues-AM**
Location: **N: Mumford Road S: Mumford Road**
Location: **E: Riverside Drive W: South County Bikepath**
City, State: **Narragansett, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class:

Heavy Vehicles (Combined-Large Trucks and Buses)

	Mumford Road					Riverside Drive					Mumford Road					South County Bikepath					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Grand Total	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	16.7	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	83.3	0.0	0.0	83.3	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					5					0					1					0	6
Large Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Large Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	16.7
Exiting Leg Total					1					0					0					0	1
Buses	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
% Buses	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	80.0	0.0	0.0	80.0	0.0	0.0	0.0	0.0	0.0	83.3
Exiting Leg Total					4					0					1					0	5

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Mumford Road					Riverside Drive					Mumford Road					South County Bikepath					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250
Large Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Large Trucks %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0
Trucks Enter Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus Enter Leg	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Total Entering Leg	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Trucks Exiting Leg					0					0					0					0	0
Buses Exiting Leg					3					0					0					0	3
Total Exiting Leg					3					0					0					0	3

PDI File #: **175824 (11) Tues-AM**
Location: **N: Mumford Road S: Mumford Road**
Location: **E: Riverside Drive W: South County Bikepath**
City, State: **Narragansett, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Large Trucks

	Mumford Road (North)					Riverside Drive (East)					Mumford Road (South)					South County Bikepath (West)					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					1					0					0					0	1

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Mumford Road (North)					Riverside Drive (East)					Mumford Road (South)					South County Bikepath (West)					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Exiting Leg					1					0					0					0	1
Total					1					0					1					0	2

PDI File #: **175824 (11) Tues-AM**
Location: **N: Mumford Road S: Mumford Road**
Location: **E: Riverside Drive W: South County Bikepath**
City, State: **Narragansett, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Mumford Road					Riverside Drive					Mumford Road					South County Bikepath					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Grand Total	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	80.0	0.0	0.0	80.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					4					0					1					0	5

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Mumford Road					Riverside Drive					Mumford Road					South County Bikepath					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Exiting Leg					3					0					0					0	3
Total					3					0					3					0	6

PDI File #: **175824 (11) Tues-AM**
Location: **N: Mumford Road S: Mumford Road**
Location: **E: Riverside Drive W: South County Bikepath**
City, State: **Narragansett, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Mumford Road							Riverside Drive							Mumford Road							South County Bikepath							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	1	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	1	0	0	0	0	0	1	6
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	1	0	0	0	0	0	1	8
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	87.5	0.0	0.0	0.0	87.5	12.5	0.0	0.0	0.0	0.0	0.0	12.5	
Exiting Leg Total							0							0							1							7	8

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Mumford Road							Riverside Drive							Mumford Road							South County Bikepath							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	1	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	3
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	1	0	0	0	0	0	1	6
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.417	0.000	0.000	0.000	0.417	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.500
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	1	0	0	0	0	0	1	6
Exiting Leg							0							0							1							5	6
Total							0							0							6							6	12

PDI File #: **175824 (11) Tues-AM**
Location: **N: Mumford Road S: Mumford Road**
Location: **E: Riverside Drive W: South County Bikepath**
City, State: **Narragansett, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Mumford Road							Riverside Drive							Mumford Road							South County Bikepath							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	1	1	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4
Total	0	0	0	0	1	1	2	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5
Grand Total	0	0	0	0	1	1	2	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5
Approach %	0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		
Total %	0.0	0.0	0.0	0.0	20.0	20.0	40.0	0.0	0.0	0.0	0.0	40.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	20.0	
Exiting Leg Total							2							2							0							1	5

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Mumford Road							Riverside Drive							Mumford Road							South County Bikepath							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	1	1	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4
Total Volume	0	0	0	0	1	1	2	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5
% Approach Total	0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.250	0.250	0.250	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.313
Entering Leg	0	0	0	0	1	1	2	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5
Exiting Leg							2							2							0							1	5
Total							4							4							0							2	10

PDI File #: **175824 (11) Tues-PM**
Location: **N: Mumford Road S: Mumford Road**
Location: **E: Riverside Drive W: South County Bikepath**
City, State: **Narragansett, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Mumford Road					Riverside Drive					Mumford Road					South County Bikepath					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	20	0	0	20	1	0	0	0	1	0	23	0	0	23	0	0	0	0	0	44
4:45 PM	0	30	0	0	30	1	0	0	0	1	0	21	0	0	21	0	0	0	0	0	52
Total	0	50	0	0	50	2	0	0	0	2	0	44	0	0	44	0	0	0	0	0	96
5:00 PM	0	27	0	0	27	1	0	1	0	2	1	18	0	0	19	0	0	0	0	0	48
5:15 PM	0	27	1	0	28	0	0	0	0	0	1	17	0	0	18	0	0	0	0	0	46
5:30 PM	0	36	1	0	37	2	0	1	0	3	0	18	0	0	18	0	0	0	0	0	58
5:45 PM	0	41	0	0	41	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	57
Total	0	131	2	0	133	3	0	2	0	5	2	69	0	0	71	0	0	0	0	0	209
6:00 PM	0	28	1	0	29	0	0	0	0	0	1	25	0	0	26	0	0	0	0	0	55
6:15 PM	0	16	1	0	17	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	34
Total	0	44	2	0	46	0	0	0	0	0	1	42	0	0	43	0	0	0	0	0	89
Grand Total	0	225	4	0	229	5	0	2	0	7	3	155	0	0	158	0	0	0	0	0	394
Approach %	0.0	98.3	1.7	0.0		71.4	0.0	28.6	0.0		1.9	98.1	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	57.1	1.0	0.0	58.1	1.3	0.0	0.5	0.0	1.8	0.8	39.3	0.0	0.0	40.1	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					160					7					227					0	394
Cars	0	224	4	0	228	5	0	2	0	7	3	154	0	0	157	0	0	0	0	0	392
% Cars	0.0	99.6	100.0	0.0	99.6	100.0	0.0	100.0	0.0	100.0	100.0	99.4	0.0	0.0	99.4	0.0	0.0	0.0	0.0	0.0	99.5
Exiting Leg Total					159					7					226					0	392
Heavy Vehicles	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
% Heavy Vehicles	0.0	0.4	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.5
Exiting Leg Total					1					0					1					0	2

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

5:15 PM	Mumford Road					Riverside Drive					Mumford Road					South County Bikepath					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
5:15 PM	0	27	1	0	28	0	0	0	0	0	1	17	0	0	18	0	0	0	0	0	46
5:30 PM	0	36	1	0	37	2	0	1	0	3	0	18	0	0	18	0	0	0	0	0	58
5:45 PM	0	41	0	0	41	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	57
6:00 PM	0	28	1	0	29	0	0	0	0	0	1	25	0	0	26	0	0	0	0	0	55
Total Volume	0	132	3	0	135	2	0	1	0	3	2	76	0	0	78	0	0	0	0	0	216
% Approach Total	0.0	97.8	2.2	0.0		66.7	0.0	33.3	0.0		2.6	97.4	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.805	0.750	0.000	0.823	0.250	0.000	0.250	0.000	0.250	0.500	0.760	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.931
Cars	0	131	3	0	134	2	0	1	0	3	2	76	0	0	78	0	0	0	0	0	215
Cars %	0.0	99.2	100.0	0.0	99.3	100.0	0.0	100.0	0.0	100.0	100.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	99.5
Heavy Vehicles	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Heavy Vehicles %	0.0	0.8	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5
Cars Enter Leg	0	131	3	0	134	2	0	1	0	3	2	76	0	0	78	0	0	0	0	0	215
Heavy Enter Leg	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Entering Leg	0	132	3	0	135	2	0	1	0	3	2	76	0	0	78	0	0	0	0	0	216
Cars Exiting Leg					78					5					132					0	215
Heavy Exiting Leg					0					0					1					0	1
Total Exiting Leg					78					5					133					0	216

PDI File #: **175824 (11) Tues-PM**
Location: **N: Mumford Road S: Mumford Road**
Location: **E: Riverside Drive W: South County Bikepath**
City, State: **Narragansett, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Mumford Road					Riverside Drive					Mumford Road					South County Bikepath					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	20	0	0	20	1	0	0	0	1	0	23	0	0	23	0	0	0	0	0	44
4:45 PM	0	30	0	0	30	1	0	0	0	1	0	21	0	0	21	0	0	0	0	0	52
Total	0	50	0	0	50	2	0	0	0	2	0	44	0	0	44	0	0	0	0	0	96
5:00 PM	0	27	0	0	27	1	0	1	0	2	1	17	0	0	18	0	0	0	0	0	47
5:15 PM	0	26	1	0	27	0	0	0	0	0	1	17	0	0	18	0	0	0	0	0	45
5:30 PM	0	36	1	0	37	2	0	1	0	3	0	18	0	0	18	0	0	0	0	0	58
5:45 PM	0	41	0	0	41	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	57
Total	0	130	2	0	132	3	0	2	0	5	2	68	0	0	70	0	0	0	0	0	207
6:00 PM	0	28	1	0	29	0	0	0	0	0	1	25	0	0	26	0	0	0	0	0	55
6:15 PM	0	16	1	0	17	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	34
Total	0	44	2	0	46	0	0	0	0	0	1	42	0	0	43	0	0	0	0	0	89
Grand Total	0	224	4	0	228	5	0	2	0	7	3	154	0	0	157	0	0	0	0	0	392
Approach %	0.0	98.2	1.8	0.0		71.4	0.0	28.6	0.0		1.9	98.1	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	57.1	1.0	0.0	58.2	1.3	0.0	0.5	0.0	1.8	0.8	39.3	0.0	0.0	40.1	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					159					7					226					0	392

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

5:15 PM	Mumford Road					Riverside Drive					Mumford Road					South County Bikepath					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
5:15 PM	0	26	1	0	27	0	0	0	0	0	1	17	0	0	18	0	0	0	0	0	45
5:30 PM	0	36	1	0	37	2	0	1	0	3	0	18	0	0	18	0	0	0	0	0	58
5:45 PM	0	41	0	0	41	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	57
6:00 PM	0	28	1	0	29	0	0	0	0	0	1	25	0	0	26	0	0	0	0	0	55
Total Volume	0	131	3	0	134	2	0	1	0	3	2	76	0	0	78	0	0	0	0	0	215
% Approach Total	0.0	97.8	2.2	0.0		66.7	0.0	33.3	0.0		2.6	97.4	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.799	0.750	0.000	0.817	0.250	0.000	0.250	0.000	0.250	0.500	0.760	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.927
Entering Leg	0	131	3	0	134	2	0	1	0	3	2	76	0	0	78	0	0	0	0	0	215
Exiting Leg					78					5					132					0	215
Total					212					8					210					0	430

PDI File #: **175824 (11) Tues-PM**
Location: **N: Mumford Road S: Mumford Road**
Location: **E: Riverside Drive W: South County Bikepath**
City, State: **Narragansett, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Heavy Vehicles (Combined-Large Trucks and Buses)

	Mumford Road					Riverside Drive					Mumford Road					South County Bikepath					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					1					0					1					0	2
Large Trucks	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
% Large Trucks	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0
Exiting Leg Total					1					0					1					0	2
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total					0					0					0					0	0

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:30 PM	Mumford Road					Riverside Drive					Mumford Road					South County Bikepath					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.500
Large Trucks	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Large Trucks %	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Trucks Enter Leg	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Bus Enter Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Trucks Exiting Leg					1					0					1					0	2
Buses Exiting Leg					0					0					0					0	0
Total Exiting Leg					1					0					1					0	2

PDI File #: **175824 (11) Tues-PM**
Location: **N: Mumford Road S: Mumford Road**
Location: **E: Riverside Drive W: South County Bikepath**
City, State: **Narragansett, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Large Trucks

	Mumford Road					Riverside Drive					Mumford Road					South County Bikepath					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					1					0					1					0	2

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:30 PM	Mumford Road					Riverside Drive					Mumford Road					South County Bikepath					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Exiting Leg					1					0					1					0	2
Total					2					0					2					0	4

PDI File #: **175824 (11) Tues-PM**
Location: **N: Mumford Road S: Mumford Road**
Location: **E: Riverside Drive W: South County Bikepath**
City, State: **Narragansett, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Mumford Road					Riverside Drive					Mumford Road					South County Bikepath					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					0					0					0					0	0

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:30 PM	Mumford Road					Riverside Drive					Mumford Road					South County Bikepath					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg					0					0					0					0	0
Total					0					0					0					0	0

PDI File #: **175824 (11) Tues-PM**
Location: **N: Mumford Road S: Mumford Road**
Location: **E: Riverside Drive W: South County Bikepath**
City, State: **Narragansett, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Mumford Road							Riverside Drive							Mumford Road							South County Bikepath							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:00 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	2	4	0	0	0	0	0	4	7
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	9	0	0	0	0	0	9	11
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	18	0	0	0	0	0	18	20
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	0	0	0	0	2	4
Total	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	8	0	0	0	8	33	0	0	0	0	0	33	42
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7	0	0	0	8	0	0	0	0	0	0	0	8
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8	0	0	0	9	0	0	0	0	0	0	0	9
Grand Total	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	16	0	0	0	17	33	0	0	1	0	0	34	52
Approach %	100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	5.9	94.1	0.0	0.0	0.0		97.1	0.0	0.0	2.9	0.0	0.0		
Total %	1.9	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9	30.8	0.0	0.0	0.0	32.7	63.5	0.0	0.0	1.9	0.0	0.0	65.4	
Exiting Leg Total							1							0							33							18	52

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

5:00 PM	Mumford Road							Riverside Drive							Mumford Road							South County Bikepath							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
5:00 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	2	4	0	0	0	0	0	4	7
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	9	0	0	0	0	0	9	11
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	18	0	0	0	0	0	18	20
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	0	0	0	0	2	4
Total Volume	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	8	0	0	0	8	33	0	0	0	0	0	33	42
% Approach Total	100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.000	0.000	0.000	0.000	1.000	0.458	0.000	0.000	0.000	0.000	0.000	0.458	0.525
Entering Leg	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	8	0	0	0	8	33	0	0	0	0	0	33	42
Exiting Leg							0							0							33							9	42
Total							1							0							41							42	84

PDI File #: **175824 (11) Tues-PM**
Location: **N: Mumford Road S: Mumford Road**
Location: **E: Riverside Drive W: South County Bikepath**
City, State: **Narragansett, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Mumford Road							Riverside Drive							Mumford Road							South County Bikepath							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	3
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
6:15 PM	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	3
Grand Total	0	0	0	0	2	1	3	0	0	0	0	2	1	3	0	0	0	0	0	1	1	0	0	0	0	1	0	1	8
Approach %	0.0	0.0	0.0	0.0	66.7	33.3		0.0	0.0	0.0	0.0	66.7	33.3		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	100.0	0.0		
Total %	0.0	0.0	0.0	0.0	25.0	12.5	37.5	0.0	0.0	0.0	0.0	25.0	12.5	37.5	0.0	0.0	0.0	0.0	0.0	12.5	12.5	0.0	0.0	0.0	0.0	12.5	0.0	12.5	
Exiting Leg Total							3							3							1							1	8

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:30 PM	Mumford Road							Riverside Drive							Mumford Road							South County Bikepath							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1
Total Volume	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	3
% Approach Total	0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.375
Entering Leg	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	3
Exiting Leg							1							1							0							1	3
Total							2							2							0							2	6

PDI File #: **175824 (16) Sat**
Location: **N: Dean Street S: Dean Street**
Location: **E: Broadway W: Broadway**
City, State: **Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Dean Street					Broadway					Dean Street					Broadway					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	7	52	4	0	63	16	120	15	0	151	10	35	8	0	53	10	101	8	0	119	386
12:15 PM	6	36	7	0	49	20	118	5	0	143	8	40	7	0	55	9	98	6	0	113	360
12:30 PM	10	43	3	0	56	13	123	9	0	145	12	36	18	0	66	13	115	5	0	133	400
12:45 PM	16	49	9	0	74	23	108	7	0	138	8	47	16	0	71	5	93	18	0	116	399
Total	39	180	23	0	242	72	469	36	0	577	38	158	49	0	245	37	407	37	0	481	1545
1:00 PM	10	45	9	0	64	13	122	7	0	142	9	44	12	0	65	13	111	5	0	129	400
1:15 PM	15	51	3	0	69	20	110	6	0	136	8	38	7	0	53	9	108	13	0	130	388
1:30 PM	11	37	5	0	53	12	118	3	0	133	9	47	4	0	60	11	119	13	0	143	389
1:45 PM	11	53	4	0	68	18	113	9	0	140	4	42	14	0	60	10	99	8	0	117	385
Total	47	186	21	0	254	63	463	25	0	551	30	171	37	0	238	43	437	39	0	519	1562
Grand Total	86	366	44	0	496	135	932	61	0	1128	68	329	86	0	483	80	844	76	0	1000	3107
Approach %	17.3	73.8	8.9	0.0		12.0	82.6	5.4	0.0		14.1	68.1	17.8	0.0		8.0	84.4	7.6	0.0		
Total %	2.8	11.8	1.4	0.0	16.0	4.3	30.0	2.0	0.0	36.3	2.2	10.6	2.8	0.0	15.5	2.6	27.2	2.4	0.0	32.2	
Exiting Leg Total					540					956					507					1104	3107
Cars	86	360	44	0	490	134	921	61	0	1116	68	327	83	0	478	80	830	74	0	984	3068
% Cars	100.0	98.4	100.0	0.0	98.8	99.3	98.8	100.0	0.0	98.9	100.0	99.4	96.5	0.0	99.0	100.0	98.3	97.4	0.0	98.4	98.7
Exiting Leg Total					535					942					501					1090	3068
Heavy Vehicles	0	6	0	0	6	1	11	0	0	12	0	2	3	0	5	0	14	2	0	16	39
% Heavy Vehicles	0.0	1.6	0.0	0.0	1.2	0.7	1.2	0.0	0.0	1.1	0.0	0.6	3.5	0.0	1.0	0.0	1.7	2.6	0.0	1.6	1.3
Exiting Leg Total					5					14					6					14	39

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:30 PM	Dean Street					Broadway					Dean Street					Broadway					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:30 PM	10	43	3	0	56	13	123	9	0	145	12	36	18	0	66	13	115	5	0	133	400
12:45 PM	16	49	9	0	74	23	108	7	0	138	8	47	16	0	71	5	93	18	0	116	399
1:00 PM	10	45	9	0	64	13	122	7	0	142	9	44	12	0	65	13	111	5	0	129	400
1:15 PM	15	51	3	0	69	20	110	6	0	136	8	38	7	0	53	9	108	13	0	130	388
Total Volume	51	188	24	0	263	69	463	29	0	561	37	165	53	0	255	40	427	41	0	508	1587
% Approach Total	19.4	71.5	9.1	0.0		12.3	82.5	5.2	0.0		14.5	64.7	20.8	0.0		7.9	84.1	8.1	0.0		
PHF	0.797	0.922	0.667	0.000	0.889	0.750	0.941	0.806	0.000	0.967	0.771	0.878	0.736	0.000	0.898	0.769	0.928	0.569	0.000	0.955	0.992
Cars	51	185	24	0	260	68	457	29	0	554	37	163	52	0	252	40	420	39	0	499	1565
Cars %	100.0	98.4	100.0	0.0	98.9	98.6	98.7	100.0	0.0	98.8	100.0	98.8	98.1	0.0	98.8	100.0	98.4	95.1	0.0	98.2	98.6
Heavy Vehicles	0	3	0	0	3	1	6	0	0	7	0	2	1	0	3	0	7	2	0	9	22
Heavy Vehicles %	0.0	1.6	0.0	0.0	1.1	1.4	1.3	0.0	0.0	1.2	0.0	1.2	1.9	0.0	1.2	0.0	1.6	4.9	0.0	1.8	1.4
Cars Enter Leg	51	185	24	0	260	68	457	29	0	554	37	163	52	0	252	40	420	39	0	499	1565
Heavy Enter Leg	0	3	0	0	3	1	6	0	0	7	0	2	1	0	3	0	7	2	0	9	22
Total Entering Leg	51	188	24	0	263	69	463	29	0	561	37	165	53	0	255	40	427	41	0	508	1587
Cars Exiting Leg					270					481					254					560	1565
Heavy Exiting Leg					5					7					3					7	22
Total Exiting Leg					275					488					257					567	1587

PDI File #: **175824 (16) Sat**
Location: **N: Dean Street S: Dean Street**
Location: **E: Broadway W: Broadway**
City, State: **Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Dean Street					Broadway					Dean Street					Broadway					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	7	52	4	0	63	16	119	15	0	150	10	35	8	0	53	10	100	8	0	118	384
12:15 PM	6	36	7	0	49	20	116	5	0	141	8	40	7	0	55	9	96	6	0	111	356
12:30 PM	10	43	3	0	56	13	123	9	0	145	12	36	18	0	66	13	112	5	0	130	397
12:45 PM	16	48	9	0	73	23	106	7	0	136	8	47	15	0	70	5	93	17	0	115	394
Total	39	179	23	0	241	72	464	36	0	572	38	158	48	0	244	37	401	36	0	474	1531
1:00 PM	10	43	9	0	62	12	120	7	0	139	9	44	12	0	65	13	109	4	0	126	392
1:15 PM	15	51	3	0	69	20	108	6	0	134	8	36	7	0	51	9	106	13	0	128	382
1:30 PM	11	34	5	0	50	12	116	3	0	131	9	47	4	0	60	11	118	13	0	142	383
1:45 PM	11	53	4	0	68	18	113	9	0	140	4	42	12	0	58	10	96	8	0	114	380
Total	47	181	21	0	249	62	457	25	0	544	30	169	35	0	234	43	429	38	0	510	1537
Grand Total	86	360	44	0	490	134	921	61	0	1116	68	327	83	0	478	80	830	74	0	984	3068
Approach %	17.6	73.5	9.0	0.0		12.0	82.5	5.5	0.0		14.2	68.4	17.4	0.0		8.1	84.3	7.5	0.0		
Total %	2.8	11.7	1.4	0.0	16.0	4.4	30.0	2.0	0.0	36.4	2.2	10.7	2.7	0.0	15.6	2.6	27.1	2.4	0.0	32.1	
Exiting Leg Total					535					942					501					1090	3068

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:30 PM	Dean Street					Broadway					Dean Street					Broadway					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:30 PM	10	43	3	0	56	13	123	9	0	145	12	36	18	0	66	13	112	5	0	130	397
12:45 PM	16	48	9	0	73	23	106	7	0	136	8	47	15	0	70	5	93	17	0	115	394
1:00 PM	10	43	9	0	62	12	120	7	0	139	9	44	12	0	65	13	109	4	0	126	392
1:15 PM	15	51	3	0	69	20	108	6	0	134	8	36	7	0	51	9	106	13	0	128	382
Total Volume	51	185	24	0	260	68	457	29	0	554	37	163	52	0	252	40	420	39	0	499	1565
% Approach Total	19.6	71.2	9.2	0.0		12.3	82.5	5.2	0.0		14.7	64.7	20.6	0.0		8.0	84.2	7.8	0.0		
PHF	0.797	0.907	0.667	0.000	0.890	0.739	0.929	0.806	0.000	0.955	0.771	0.867	0.722	0.000	0.900	0.769	0.938	0.574	0.000	0.960	0.986
Entering Leg	51	185	24	0	260	68	457	29	0	554	37	163	52	0	252	40	420	39	0	499	1565
Exiting Leg					270					481					254					560	1565
Total					530					1035					506					1059	3130

PDI File #: **175824 (16) Sat**
Location: **N: Dean Street S: Dean Street**
Location: **E: Broadway W: Broadway**
City, State: **Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Heavy Vehicles (Combined-Large Trucks and Buses)

	Dean Street					Broadway					Dean Street					Broadway					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
12:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
12:45 PM	0	1	0	0	1	0	2	0	0	2	0	0	1	0	1	0	0	1	0	1	5
Total	0	1	0	0	1	0	5	0	0	5	0	0	1	0	1	0	6	1	0	7	14
1:00 PM	0	2	0	0	2	1	2	0	0	3	0	0	0	0	0	0	2	1	0	3	8
1:15 PM	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	0	2	0	0	2	6
1:30 PM	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	6
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	3	0	0	3	5
Total	0	5	0	0	5	1	6	0	0	7	0	2	2	0	4	0	8	1	0	9	25
Grand Total	0	6	0	0	6	1	11	0	0	12	0	2	3	0	5	0	14	2	0	16	39
Approach %	0.0	100.0	0.0	0.0		8.3	91.7	0.0	0.0		0.0	40.0	60.0	0.0		0.0	87.5	12.5	0.0		
Total %	0.0	15.4	0.0	0.0	15.4	2.6	28.2	0.0	0.0	30.8	0.0	5.1	7.7	0.0	12.8	0.0	35.9	5.1	0.0	41.0	
Exiting Leg Total					5					14					6					14	39
Large Trucks	0	6	0	0	6	1	5	0	0	6	0	1	1	0	2	0	5	1	0	6	20
% Large Trucks	0.0	100.0	0.0	0.0	100.0	100.0	45.5	0.0	0.0	50.0	0.0	50.0	33.3	0.0	40.0	0.0	35.7	50.0	0.0	37.5	51.3
Exiting Leg Total					3					5					6					6	20
Buses	0	0	0	0	0	0	6	0	0	6	0	1	2	0	3	0	9	1	0	10	19
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	54.5	0.0	0.0	50.0	0.0	50.0	66.7	0.0	60.0	0.0	64.3	50.0	0.0	62.5	48.7
Exiting Leg Total					2					9					0					8	19

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:45 PM	Dean Street					Broadway					Dean Street					Broadway					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:45 PM	0	1	0	0	1	0	2	0	0	2	0	0	1	0	1	0	0	1	0	1	5
1:00 PM	0	2	0	0	2	1	2	0	0	3	0	0	0	0	0	0	2	1	0	3	8
1:15 PM	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	0	2	0	0	2	6
1:30 PM	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	6
Total Volume	0	6	0	0	6	1	8	0	0	9	0	2	1	0	3	0	5	2	0	7	25
% Approach Total	0.0	100.0	0.0	0.0		11.1	88.9	0.0	0.0		0.0	66.7	33.3	0.0		0.0	71.4	28.6	0.0		
PHF	0.000	0.500	0.000	0.000	0.500	0.250	1.000	0.000	0.000	0.750	0.000	0.250	0.250	0.000	0.375	0.000	0.625	0.500	0.000	0.583	0.781
Large Trucks	0	6	0	0	6	1	4	0	0	5	0	1	1	0	2	0	2	1	0	3	16
Large Trucks %	0.0	100.0	0.0	0.0	100.0	100.0	50.0	0.0	0.0	55.6	0.0	50.0	100.0	0.0	66.7	0.0	40.0	50.0	0.0	42.9	64.0
Buses	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	0	3	1	0	4	9
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	44.4	0.0	50.0	0.0	0.0	33.3	0.0	60.0	50.0	0.0	57.1	36.0
Trucks Enter Leg	0	6	0	0	6	1	4	0	0	5	0	1	1	0	2	0	2	1	0	3	16
Bus Enter Leg	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	0	3	1	0	4	9
Total Entering Leg	0	6	0	0	6	1	8	0	0	9	0	2	1	0	3	0	5	2	0	7	25
Trucks Exiting Leg					3					2					6					5	16
Buses Exiting Leg					2					3					0					4	9
Total Exiting Leg					5					5					6					9	25

PDI File #: **175824 (16) Sat**
Location: **N: Dean Street S: Dean Street**
Location: **E: Broadway W: Broadway**
City, State: **Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Large Trucks

	Dean Street					Broadway					Dean Street					Broadway					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:45 PM	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	0	0	1	0	1	4
Total	0	1	0	0	1	0	2	0	0	2	0	0	1	0	1	0	2	1	0	3	7
1:00 PM	0	2	0	0	2	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	5
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
1:30 PM	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	5
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	5	0	0	5	1	3	0	0	4	0	1	0	0	1	0	3	0	0	3	13
Grand Total	0	6	0	0	6	1	5	0	0	6	0	1	1	0	2	0	5	1	0	6	20
Approach %	0.0	100.0	0.0	0.0		16.7	83.3	0.0	0.0		0.0	50.0	50.0	0.0		0.0	83.3	16.7	0.0		
Total %	0.0	30.0	0.0	0.0	30.0	5.0	25.0	0.0	0.0	30.0	0.0	5.0	5.0	0.0	10.0	0.0	25.0	5.0	0.0	30.0	
Exiting Leg Total					3					5					6					6	20

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:45 PM	Dean Street					Broadway					Dean Street					Broadway					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:45 PM	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	0	0	1	0	1	4
1:00 PM	0	2	0	0	2	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	5
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
1:30 PM	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	5
Total Volume	0	6	0	0	6	1	4	0	0	5	0	1	1	0	2	0	2	1	0	3	16
% Approach Total	0.0	100.0	0.0	0.0		20.0	80.0	0.0	0.0		0.0	50.0	50.0	0.0		0.0	66.7	33.3	0.0		
PHF	0.000	0.500	0.000	0.000	0.500	0.250	0.500	0.000	0.000	0.417	0.000	0.250	0.250	0.000	0.500	0.000	0.500	0.250	0.000	0.750	0.800
Entering Leg	0	6	0	0	6	1	4	0	0	5	0	1	1	0	2	0	2	1	0	3	16
Exiting Leg					3					2					6					5	16
Total					9					7					8					8	32

PDI File #: **175824 (16) Sat**
Location: **N: Dean Street S: Dean Street**
Location: **E: Broadway W: Broadway**
City, State: **Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Dean Street					Broadway					Dean Street					Broadway					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
12:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	3
1:15 PM	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	4
1:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	2	0	0	2	4
Total	0	0	0	0	0	0	3	0	0	3	0	1	2	0	3	0	5	1	0	6	12
Grand Total	0	0	0	0	0	0	6	0	0	6	0	1	2	0	3	0	9	1	0	10	19
Approach %	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	33.3	66.7	0.0		0.0	90.0	10.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	31.6	0.0	0.0	31.6	0.0	5.3	10.5	0.0	15.8	0.0	47.4	5.3	0.0	52.6	
Exiting Leg Total					2					9					0					8	19

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

1:00 PM	Dean Street					Broadway					Dean Street					Broadway					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	3
1:15 PM	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	4
1:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	2	0	0	2	4
Total Volume	0	0	0	0	0	0	3	0	0	3	0	1	2	0	3	0	5	1	0	6	12
% Approach Total	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	33.3	66.7	0.0		0.0	83.3	16.7	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.375	0.000	0.250	0.250	0.000	0.375	0.000	0.625	0.250	0.000	0.500	0.750
Entering Leg	0	0	0	0	0	0	3	0	0	3	0	1	2	0	3	0	5	1	0	6	12
Exiting Leg					2					5					0					5	12
Total					2					8					3					11	24

PDI File #: **175824 (16) Sat**
Location: **N: Dean Street S: Dean Street**
Location: **E: Broadway W: Broadway**
City, State: **Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Dean Street							Broadway							Dean Street							Broadway							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
12:00 PM	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	3	0	0	0	0	5	8
12:15 PM	0	1	0	0	0	2	3	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	1	0	0	0	0	1	6
12:30 PM	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	1	0	0	0	1	0	5	0	0	0	0	5	8
12:45 PM	0	1	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2	5
Total	0	2	0	0	0	6	8	0	0	0	0	0	1	1	0	0	4	0	0	1	5	2	11	0	0	0	0	13	27
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	1	0	3	0	0	0	0	3	5
1:15 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	1	3
1:30 PM	0	0	0	0	1	0	1	0	2	0	0	0	0	2	0	0	0	0	0	0	0	3	5	0	0	0	0	8	11
1:45 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	5	0	0	0	0	5	7
Total	0	0	0	0	1	0	1	0	6	0	0	0	1	7	0	1	0	0	0	0	1	3	14	0	0	0	0	17	26
Grand Total	0	2	0	0	1	6	9	0	6	0	0	0	2	8	0	1	4	0	0	1	6	5	25	0	0	0	0	30	53
Approach %	0.0	22.2	0.0	0.0	11.1	66.7		0.0	75.0	0.0	0.0	0.0	25.0		0.0	16.7	66.7	0.0	0.0	16.7		16.7	83.3	0.0	0.0	0.0	0.0		
Total %	0.0	3.8	0.0	0.0	1.9	11.3	17.0	0.0	11.3	0.0	0.0	0.0	3.8	15.1	0.0	1.9	7.5	0.0	0.0	1.9	11.3	9.4	47.2	0.0	0.0	0.0	0.0	56.6	
Exiting Leg Total							8							27							8							10	53

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:00 PM	Dean Street							Broadway							Dean Street							Broadway							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
12:00 PM	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	3	0	0	0	0	5	8
12:15 PM	0	1	0	0	0	2	3	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	1	0	0	0	0	1	6
12:30 PM	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	1	0	0	0	1	0	5	0	0	0	0	5	8
12:45 PM	0	1	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2	5
Total Volume	0	2	0	0	0	6	8	0	0	0	0	0	1	1	0	0	4	0	0	1	5	2	11	0	0	0	0	13	27
% Approach Total	0.0	25.0	0.0	0.0	0.0	75.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	80.0	0.0	0.0	20.0		15.4	84.6	0.0	0.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.000	0.750	0.667	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.500	0.000	0.000	0.250	0.625	0.250	0.550	0.000	0.000	0.000	0.000	0.650	0.844
Entering Leg	0	2	0	0	0	6	8	0	0	0	0	0	1	1	0	0	4	0	0	1	5	2	11	0	0	0	0	13	27
Exiting Leg							6							12							5							4	27
Total							14							13							10							17	54

PDI File #: **175824 (16) Sat**
Location: **N: Dean Street S: Dean Street**
Location: **E: Broadway W: Broadway**
City, State: **Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Dean Street							Broadway							Dean Street							Broadway							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
12:00 PM	0	0	0	0	6	11	17	0	0	0	0	0	2	2	0	0	0	0	11	9	20	0	0	0	0	3	6	9	48
12:15 PM	0	0	0	0	10	4	14	0	0	0	0	2	3	5	0	0	0	0	13	12	25	0	0	0	0	9	1	10	54
12:30 PM	0	0	0	0	14	2	16	0	0	0	0	0	1	1	0	0	0	0	3	8	11	0	0	0	0	0	1	1	29
12:45 PM	0	0	0	0	5	1	6	0	0	0	0	2	6	8	0	0	0	0	12	11	23	0	0	0	0	2	7	9	46
Total	0	0	0	0	35	18	53	0	0	0	0	4	12	16	0	0	0	0	39	40	79	0	0	0	0	14	15	29	177
1:00 PM	0	0	0	0	6	4	10	0	0	0	0	3	1	4	0	0	0	0	7	22	29	0	0	0	0	0	4	4	47
1:15 PM	0	0	0	0	6	3	9	0	0	0	0	1	0	1	0	0	0	0	19	17	36	0	0	0	0	3	13	16	62
1:30 PM	0	0	0	0	18	10	28	0	0	0	0	7	3	10	0	0	0	0	12	15	27	0	0	0	0	2	2	4	69
1:45 PM	0	0	0	0	5	9	14	0	0	0	0	1	0	1	0	0	0	0	7	8	15	0	0	0	0	1	5	6	36
Total	0	0	0	0	35	26	61	0	0	0	0	12	4	16	0	0	0	0	45	62	107	0	0	0	0	6	24	30	214
Grand Total	0	0	0	0	70	44	114	0	0	0	0	16	16	32	0	0	0	0	84	102	186	0	0	0	0	20	39	59	391
Approach %	0.0	0.0	0.0	0.0	61.4	38.6		0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	45.2	54.8		0.0	0.0	0.0	0.0	33.9	66.1		
Total %	0.0	0.0	0.0	0.0	17.9	11.3	29.2	0.0	0.0	0.0	0.0	4.1	4.1	8.2	0.0	0.0	0.0	0.0	21.5	26.1	47.6	0.0	0.0	0.0	0.0	5.1	10.0	15.1	
Exiting Leg Total							114							32							186							59	391

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:45 PM	Dean Street							Broadway							Dean Street							Broadway							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
12:45 PM	0	0	0	0	5	1	6	0	0	0	0	2	6	8	0	0	0	0	12	11	23	0	0	0	0	2	7	9	46
1:00 PM	0	0	0	0	6	4	10	0	0	0	0	3	1	4	0	0	0	0	7	22	29	0	0	0	0	0	4	4	47
1:15 PM	0	0	0	0	6	3	9	0	0	0	0	1	0	1	0	0	0	0	19	17	36	0	0	0	0	3	13	16	62
1:30 PM	0	0	0	0	18	10	28	0	0	0	0	7	3	10	0	0	0	0	12	15	27	0	0	0	0	2	2	4	69
Total Volume	0	0	0	0	35	18	53	0	0	0	0	13	10	23	0	0	0	0	50	65	115	0	0	0	0	7	26	33	224
% Approach Total	0.0	0.0	0.0	0.0	66.0	34.0		0.0	0.0	0.0	0.0	56.5	43.5		0.0	0.0	0.0	0.0	43.5	56.5		0.0	0.0	0.0	0.0	21.2	78.8		
PHF	0.000	0.000	0.000	0.000	0.486	0.450	0.473	0.000	0.000	0.000	0.000	0.464	0.417	0.575	0.000	0.000	0.000	0.000	0.658	0.739	0.799	0.000	0.000	0.000	0.000	0.583	0.500	0.516	0.812
Entering Leg	0	0	0	0	35	18	53	0	0	0	0	13	10	23	0	0	0	0	50	65	115	0	0	0	0	7	26	33	224
Exiting Leg							53							23							115							33	224
Total							106							46							230							66	448

PDI File #: **175824 (16) Tues-AM**
Location: **N: Dean Street S: Dean Street**
Location: **E: Broadway W: Broadway**
City, State: **Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Dean Street					Broadway					Dean Street					Broadway					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	1	32	0	0	33	10	56	6	0	72	4	25	3	0	32	6	83	6	0	95	232
7:15 AM	2	63	3	0	68	15	60	0	0	75	6	32	9	0	47	9	118	8	0	135	325
7:30 AM	7	90	3	0	100	14	60	5	0	79	9	43	6	0	58	10	146	6	0	162	399
7:45 AM	3	105	6	0	114	15	60	6	0	81	11	81	6	0	98	12	149	6	0	167	460
Total	13	290	12	0	315	54	236	17	0	307	30	181	24	0	235	37	496	26	0	559	1416
8:00 AM	1	78	6	0	85	12	70	4	0	86	24	51	15	0	90	15	135	10	0	160	421
8:15 AM	6	113	2	0	121	12	86	1	0	99	11	41	13	0	65	20	123	12	0	155	440
8:30 AM	4	62	11	0	77	8	77	2	0	87	22	44	15	0	81	9	105	9	0	123	368
8:45 AM	7	60	10	0	77	15	90	5	0	110	12	41	23	0	76	19	112	5	0	136	399
Total	18	313	29	0	360	47	323	12	0	382	69	177	66	0	312	63	475	36	0	574	1628
Grand Total	31	603	41	0	675	101	559	29	0	689	99	358	90	0	547	100	971	62	0	1133	3044
Approach %	4.6	89.3	6.1	0.0		14.7	81.1	4.2	0.0		18.1	65.4	16.5	0.0		8.8	85.7	5.5	0.0		
Total %	1.0	19.8	1.3	0.0	22.2	3.3	18.4	1.0	0.0	22.6	3.3	11.8	3.0	0.0	18.0	3.3	31.9	2.0	0.0	37.2	
Exiting Leg Total					521					1111					732					680	3044
Cars	29	596	37	0	662	98	529	28	0	655	94	346	86	0	526	96	923	57	0	1076	2919
% Cars	93.5	98.8	90.2	0.0	98.1	97.0	94.6	96.6	0.0	95.1	94.9	96.6	95.6	0.0	96.2	96.0	95.1	91.9	0.0	95.0	95.9
Exiting Leg Total					501					1054					720					644	2919
Heavy Vehicles	2	7	4	0	13	3	30	1	0	34	5	12	4	0	21	4	48	5	0	57	125
% Heavy Vehicles	6.5	1.2	9.8	0.0	1.9	3.0	5.4	3.4	0.0	4.9	5.1	3.4	4.4	0.0	3.8	4.0	4.9	8.1	0.0	5.0	4.1
Exiting Leg Total					20					57					12					36	125

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Dean Street					Broadway					Dean Street					Broadway					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:30 AM	7	90	3	0	100	14	60	5	0	79	9	43	6	0	58	10	146	6	0	162	399
7:45 AM	3	105	6	0	114	15	60	6	0	81	11	81	6	0	98	12	149	6	0	167	460
8:00 AM	1	78	6	0	85	12	70	4	0	86	24	51	15	0	90	15	135	10	0	160	421
8:15 AM	6	113	2	0	121	12	86	1	0	99	11	41	13	0	65	20	123	12	0	155	440
Total Volume	17	386	17	0	420	53	276	16	0	345	55	216	40	0	311	57	553	34	0	644	1720
% Approach Total	4.0	91.9	4.0	0.0		15.4	80.0	4.6	0.0		17.7	69.5	12.9	0.0		8.9	85.9	5.3	0.0		
PHF	0.607	0.854	0.708	0.000	0.868	0.883	0.802	0.667	0.000	0.871	0.573	0.667	0.667	0.000	0.793	0.713	0.928	0.708	0.000	0.964	0.935
Cars	17	383	13	0	413	51	260	16	0	327	50	211	38	0	299	56	529	32	0	617	1656
Cars %	100.0	99.2	76.5	0.0	98.3	96.2	94.2	100.0	0.0	94.8	90.9	97.7	95.0	0.0	96.1	98.2	95.7	94.1	0.0	95.8	96.3
Heavy Vehicles	0	3	4	0	7	2	16	0	0	18	5	5	2	0	12	1	24	2	0	27	64
Heavy Vehicles %	0.0	0.8	23.5	0.0	1.7	3.8	5.8	0.0	0.0	5.2	9.1	2.3	5.0	0.0	3.9	1.8	4.3	5.9	0.0	4.2	3.7
Cars Enter Leg	17	383	13	0	413	51	260	16	0	327	50	211	38	0	299	56	529	32	0	617	1656
Heavy Enter Leg	0	3	4	0	7	2	16	0	0	18	5	5	2	0	12	1	24	2	0	27	64
Total Entering Leg	17	386	17	0	420	53	276	16	0	345	55	216	40	0	311	57	553	34	0	644	1720
Cars Exiting Leg					294					592					455					315	1656
Heavy Exiting Leg					9					33					4					18	64
Total Exiting Leg					303					625					459					333	1720

PDI File #: **175824 (16) Tues-AM**
Location: **N: Dean Street S: Dean Street**
Location: **E: Broadway W: Broadway**
City, State: **Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Dean Street					Broadway					Dean Street					Broadway					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	1	30	0	0	31	10	51	5	0	66	4	23	3	0	30	5	79	5	0	89	216
7:15 AM	2	63	3	0	68	14	58	0	0	72	6	29	8	0	43	8	111	6	0	125	308
7:30 AM	7	90	3	0	100	14	57	5	0	76	9	43	6	0	58	10	139	6	0	155	389
7:45 AM	3	104	6	0	113	14	56	6	0	76	8	79	5	0	92	12	141	6	0	159	440
Total	13	287	12	0	312	52	222	16	0	290	27	174	22	0	223	35	470	23	0	528	1353
8:00 AM	1	77	4	0	82	11	68	4	0	83	23	51	15	0	89	15	130	8	0	153	407
8:15 AM	6	112	0	0	118	12	79	1	0	92	10	38	12	0	60	19	119	12	0	150	420
8:30 AM	3	61	11	0	75	8	74	2	0	84	22	44	15	0	81	9	99	9	0	117	357
8:45 AM	6	59	10	0	75	15	86	5	0	106	12	39	22	0	73	18	105	5	0	128	382
Total	16	309	25	0	350	46	307	12	0	365	67	172	64	0	303	61	453	34	0	548	1566
Grand Total	29	596	37	0	662	98	529	28	0	655	94	346	86	0	526	96	923	57	0	1076	2919
Approach %	4.4	90.0	5.6	0.0		15.0	80.8	4.3	0.0		17.9	65.8	16.3	0.0		8.9	85.8	5.3	0.0		
Total %	1.0	20.4	1.3	0.0	22.7	3.4	18.1	1.0	0.0	22.4	3.2	11.9	2.9	0.0	18.0	3.3	31.6	2.0	0.0	36.9	
Exiting Leg Total					501					1054					720					644	2919

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Dean Street					Broadway					Dean Street					Broadway					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:30 AM	7	90	3	0	100	14	57	5	0	76	9	43	6	0	58	10	139	6	0	155	389
7:45 AM	3	104	6	0	113	14	56	6	0	76	8	79	5	0	92	12	141	6	0	159	440
8:00 AM	1	77	4	0	82	11	68	4	0	83	23	51	15	0	89	15	130	8	0	153	407
8:15 AM	6	112	0	0	118	12	79	1	0	92	10	38	12	0	60	19	119	12	0	150	420
Total Volume	17	383	13	0	413	51	260	16	0	327	50	211	38	0	299	56	529	32	0	617	1656
% Approach Total	4.1	92.7	3.1	0.0		15.6	79.5	4.9	0.0		16.7	70.6	12.7	0.0		9.1	85.7	5.2	0.0		
PHF	0.607	0.855	0.542	0.000	0.875	0.911	0.823	0.667	0.000	0.889	0.543	0.668	0.633	0.000	0.813	0.737	0.938	0.667	0.000	0.970	0.941
Entering Leg	17	383	13	0	413	51	260	16	0	327	50	211	38	0	299	56	529	32	0	617	1656
Exiting Leg					294					592					455					315	1656
Total					707					919					754					932	3312

PDI File #: **175824 (16) Tues-AM**
Location: **N: Dean Street S: Dean Street**
Location: **E: Broadway W: Broadway**
City, State: **Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Heavy Vehicles (Combined-Large Trucks and Buses)

	Dean Street					Broadway					Dean Street					Broadway					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	2	0	0	2	0	5	1	0	6	0	2	0	0	2	1	4	1	0	6	16
7:15 AM	0	0	0	0	0	1	2	0	0	3	0	3	1	0	4	1	7	2	0	10	17
7:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	10
7:45 AM	0	1	0	0	1	1	4	0	0	5	3	2	1	0	6	0	8	0	0	8	20
Total	0	3	0	0	3	2	14	1	0	17	3	7	2	0	12	2	26	3	0	31	63
8:00 AM	0	1	2	0	3	1	2	0	0	3	1	0	0	0	1	0	5	2	0	7	14
8:15 AM	0	1	2	0	3	0	7	0	0	7	1	3	1	0	5	1	4	0	0	5	20
8:30 AM	1	1	0	0	2	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	11
8:45 AM	1	1	0	0	2	0	4	0	0	4	0	2	1	0	3	1	7	0	0	8	17
Total	2	4	4	0	10	1	16	0	0	17	2	5	2	0	9	2	22	2	0	26	62
Grand Total	2	7	4	0	13	3	30	1	0	34	5	12	4	0	21	4	48	5	0	57	125
Approach %	15.4	53.8	30.8	0.0		8.8	88.2	2.9	0.0		23.8	57.1	19.0	0.0		7.0	84.2	8.8	0.0		
Total %	1.6	5.6	3.2	0.0	10.4	2.4	24.0	0.8	0.0	27.2	4.0	9.6	3.2	0.0	16.8	3.2	38.4	4.0	0.0	45.6	
Exiting Leg Total					20					57					12					36	125
Large Trucks	0	6	1	0	7	2	13	1	0	16	0	6	3	0	9	3	20	2	0	25	57
% Large Trucks	0.0	85.7	25.0	0.0	53.8	66.7	43.3	100.0	0.0	47.1	0.0	50.0	75.0	0.0	42.9	75.0	41.7	40.0	0.0	43.9	45.6
Exiting Leg Total					10					21					10					16	57
Buses	2	1	3	0	6	1	17	0	0	18	5	6	1	0	12	1	28	3	0	32	68
% Buses	100.0	14.3	75.0	0.0	46.2	33.3	56.7	0.0	0.0	52.9	100.0	50.0	25.0	0.0	57.1	25.0	58.3	60.0	0.0	56.1	54.4
Exiting Leg Total					10					36					2					20	68

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:45 AM	Dean Street					Broadway					Dean Street					Broadway					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:45 AM	0	1	0	0	1	1	4	0	0	5	3	2	1	0	6	0	8	0	0	8	20
8:00 AM	0	1	2	0	3	1	2	0	0	3	1	0	0	0	1	0	5	2	0	7	14
8:15 AM	0	1	2	0	3	0	7	0	0	7	1	3	1	0	5	1	4	0	0	5	20
8:30 AM	1	1	0	0	2	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	11
Total Volume	1	4	4	0	9	2	16	0	0	18	5	5	2	0	12	1	23	2	0	26	65
% Approach Total	11.1	44.4	44.4	0.0		11.1	88.9	0.0	0.0		41.7	41.7	16.7	0.0		3.8	88.5	7.7	0.0		
PHF	0.250	1.000	0.500	0.000	0.750	0.500	0.571	0.000	0.000	0.643	0.417	0.417	0.500	0.000	0.500	0.250	0.719	0.250	0.000	0.813	0.813
Large Trucks	0	4	1	0	5	2	8	0	0	10	0	4	1	0	5	1	8	1	0	10	30
Large Trucks %	0.0	100.0	25.0	0.0	55.6	100.0	50.0	0.0	0.0	55.6	0.0	80.0	50.0	0.0	41.7	100.0	34.8	50.0	0.0	38.5	46.2
Buses	1	0	3	0	4	0	8	0	0	8	5	1	1	0	7	0	15	1	0	16	35
Buses %	100.0	0.0	75.0	0.0	44.4	0.0	50.0	0.0	0.0	44.4	100.0	20.0	50.0	0.0	58.3	0.0	65.2	50.0	0.0	61.5	53.8
Trucks Enter Leg	0	4	1	0	5	2	8	0	0	10	0	4	1	0	5	1	8	1	0	10	30
Bus Enter Leg	1	0	3	0	4	0	8	0	0	8	5	1	1	0	7	0	15	1	0	16	35
Total Entering Leg	1	4	4	0	9	2	16	0	0	18	5	5	2	0	12	1	23	2	0	26	65
Trucks Exiting Leg					7					9					5					9	30
Buses Exiting Leg					2					23					0					10	35
Total Exiting Leg					9					32					5					19	65

PDI File #: **175824 (16) Tues-AM**
Location: **N: Dean Street S: Dean Street**
Location: **E: Broadway W: Broadway**
City, State: **Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Large Trucks

	Dean Street					Broadway					Dean Street					Broadway					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	1	0	0	1	0	3	1	0	4	0	0	0	0	0	1	1	1	0	3	8
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	3	0	0	3	4
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
7:45 AM	0	1	0	0	1	1	1	0	0	2	0	2	1	0	3	0	1	0	0	1	7
Total	0	2	0	0	2	1	4	1	0	6	0	2	2	0	4	1	7	1	0	9	21
8:00 AM	0	1	0	0	1	1	2	0	0	3	0	0	0	0	0	0	2	1	0	3	7
8:15 AM	0	1	1	0	2	0	3	0	0	3	0	2	0	0	2	1	2	0	0	3	10
8:30 AM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	6
8:45 AM	0	1	0	0	1	0	2	0	0	2	0	2	1	0	3	1	6	0	0	7	13
Total	0	4	1	0	5	1	9	0	0	10	0	4	1	0	5	2	13	1	0	16	36
Grand Total	0	6	1	0	7	2	13	1	0	16	0	6	3	0	9	3	20	2	0	25	57
Approach %	0.0	85.7	14.3	0.0		12.5	81.3	6.3	0.0		0.0	66.7	33.3	0.0		12.0	80.0	8.0	0.0		
Total %	0.0	10.5	1.8	0.0	12.3	3.5	22.8	1.8	0.0	28.1	0.0	10.5	5.3	0.0	15.8	5.3	35.1	3.5	0.0	43.9	
Exiting Leg Total					10					21					10					16	57

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Dean Street					Broadway					Dean Street					Broadway					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	0	1	0	0	1	1	2	0	0	3	0	0	0	0	0	0	2	1	0	3	7
8:15 AM	0	1	1	0	2	0	3	0	0	3	0	2	0	0	2	1	2	0	0	3	10
8:30 AM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	6
8:45 AM	0	1	0	0	1	0	2	0	0	2	0	2	1	0	3	1	6	0	0	7	13
Total Volume	0	4	1	0	5	1	9	0	0	10	0	4	1	0	5	2	13	1	0	16	36
% Approach Total	0.0	80.0	20.0	0.0		10.0	90.0	0.0	0.0		0.0	80.0	20.0	0.0		12.5	81.3	6.3	0.0		
PHF	0.000	1.000	0.250	0.000	0.625	0.250	0.750	0.000	0.000	0.833	0.000	0.500	0.250	0.000	0.417	0.500	0.542	0.250	0.000	0.571	0.692
Entering Leg	0	4	1	0	5	1	9	0	0	10	0	4	1	0	5	2	13	1	0	16	36
Exiting Leg					6					14					6					10	36
Total					11					24					11					26	72

PDI File #: **175824 (16) Tues-AM**
Location: **N: Dean Street S: Dean Street**
Location: **E: Broadway W: Broadway**
City, State: **Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Dean Street					Broadway					Dean Street					Broadway					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	1	0	0	1	0	2	0	0	2	0	2	0	0	2	0	3	0	0	3	8
7:15 AM	0	0	0	0	0	1	2	0	0	3	0	3	0	0	3	1	4	2	0	7	13
7:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	8
7:45 AM	0	0	0	0	0	0	3	0	0	3	3	0	0	0	3	0	7	0	0	7	13
Total	0	1	0	0	1	1	10	0	0	11	3	5	0	0	8	1	19	2	0	22	42
8:00 AM	0	0	2	0	2	0	0	0	0	0	1	0	0	0	1	0	3	1	0	4	7
8:15 AM	0	0	1	0	1	0	4	0	0	4	1	1	1	0	3	0	2	0	0	2	10
8:30 AM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	5
8:45 AM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	4
Total	2	0	3	0	5	0	7	0	0	7	2	1	1	0	4	0	9	1	0	10	26
Grand Total	2	1	3	0	6	1	17	0	0	18	5	6	1	0	12	1	28	3	0	32	68
Approach %	33.3	16.7	50.0	0.0		5.6	94.4	0.0	0.0		41.7	50.0	8.3	0.0		3.1	87.5	9.4	0.0		
Total %	2.9	1.5	4.4	0.0	8.8	1.5	25.0	0.0	0.0	26.5	7.4	8.8	1.5	0.0	17.6	1.5	41.2	4.4	0.0	47.1	
Exiting Leg Total					10					36					2					20	68

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Dean Street					Broadway					Dean Street					Broadway					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	1	0	0	1	0	2	0	0	2	0	2	0	0	2	0	3	0	0	3	8
7:15 AM	0	0	0	0	0	1	2	0	0	3	0	3	0	0	3	1	4	2	0	7	13
7:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	8
7:45 AM	0	0	0	0	0	0	3	0	0	3	3	0	0	0	3	0	7	0	0	7	13
Total Volume	0	1	0	0	1	1	10	0	0	11	3	5	0	0	8	1	19	2	0	22	42
% Approach Total	0.0	100.0	0.0	0.0		9.1	90.9	0.0	0.0		37.5	62.5	0.0	0.0		4.5	86.4	9.1	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.250	0.833	0.000	0.000	0.917	0.250	0.417	0.000	0.000	0.667	0.250	0.679	0.250	0.000	0.786	0.808
Entering Leg	0	1	0	0	1	1	10	0	0	11	3	5	0	0	8	1	19	2	0	22	42
Exiting Leg					8					22					2					10	42
Total					9					33					10					32	84

PDI File #: **175824 (16) Tues-AM**
Location: **N: Dean Street S: Dean Street**
Location: **E: Broadway W: Broadway**
City, State: **Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Dean Street							Broadway							Dean Street							Broadway							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	2	4
7:15 AM	1	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	3
7:30 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	5
7:45 AM	0	1	0	0	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	3	5
Total	1	1	0	0	1	0	3	0	2	1	0	0	1	4	0	0	0	0	0	0	0	0	10	0	0	0	0	10	17
8:00 AM	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	0	2	4
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
8:30 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	5	6
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	10
Total	0	0	0	0	1	1	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	1	16	0	0	1	0	18	22
Grand Total	1	1	0	0	2	1	5	0	2	1	0	0	3	6	0	0	0	0	0	0	0	1	26	0	0	1	0	28	39
Approach %	20.0	20.0	0.0	0.0	40.0	20.0		0.0	33.3	16.7	0.0	0.0	50.0		0.0	0.0	0.0	0.0	0.0	0.0		3.6	92.9	0.0	0.0	3.6	0.0		
Total %	2.6	2.6	0.0	0.0	5.1	2.6	12.8	0.0	5.1	2.6	0.0	0.0	7.7	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.6	66.7	0.0	0.0	2.6	0.0	71.8	
Exiting Leg Total							3							29							3							4	39

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Dean Street							Broadway							Dean Street							Broadway							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
8:00 AM	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	0	2	4
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
8:30 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	5	6
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	10
Total Volume	0	0	0	0	1	1	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	1	16	0	0	1	0	18	22
% Approach Total	0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0		5.6	88.9	0.0	0.0	5.6	0.0		
PHF	0.000	0.000	0.000	0.000	0.250	0.250	0.500	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.400	0.000	0.000	0.250	0.000	0.450	0.550
Entering Leg	0	0	0	0	1	1	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	1	16	0	0	1	0	18	22
Exiting Leg							2							18							1							1	22
Total							4							20							1							19	44

PDI File #: **175824 (16) Tues-AM**
Location: **N: Dean Street S: Dean Street**
Location: **E: Broadway W: Broadway**
City, State: **Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Dean Street							Broadway							Dean Street							Broadway							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	1	0	1	0	0	0	0	2	1	3	0	0	0	0	1	1	2	0	0	0	0	1	0	1	7
7:15 AM	0	0	0	0	7	2	9	0	0	0	0	1	0	1	0	0	0	0	0	2	2	0	0	0	0	1	1	2	14
7:30 AM	0	0	0	0	3	1	4	0	0	0	0	5	0	5	0	0	0	0	0	3	3	0	0	0	0	0	3	3	15
7:45 AM	0	0	0	0	2	2	4	0	0	0	0	7	1	8	0	0	0	0	1	2	3	0	0	0	0	2	4	6	21
Total	0	0	0	0	13	5	18	0	0	0	0	15	2	17	0	0	0	0	2	8	10	0	0	0	0	4	8	12	57
8:00 AM	0	0	0	0	8	3	11	0	0	0	0	0	4	4	0	0	0	0	3	9	12	1	0	0	0	2	8	11	38
8:15 AM	0	0	0	0	10	2	12	0	0	0	0	11	1	12	0	0	0	0	2	4	6	0	0	0	0	0	2	2	32
8:30 AM	0	0	0	0	3	0	3	0	0	0	0	2	1	3	0	0	0	0	0	2	2	0	0	0	0	0	2	2	10
8:45 AM	0	0	0	0	5	4	9	0	0	0	0	1	3	4	0	0	0	0	1	8	9	0	0	0	0	0	2	2	24
Total	0	0	0	0	26	9	35	0	0	0	0	14	9	23	0	0	0	0	6	23	29	1	0	0	0	2	14	17	104
Grand Total	0	0	0	0	39	14	53	0	0	0	0	29	11	40	0	0	0	0	8	31	39	1	0	0	0	6	22	29	161
Approach %	0.0	0.0	0.0	0.0	73.6	26.4		0.0	0.0	0.0	0.0	72.5	27.5		0.0	0.0	0.0	0.0	20.5	79.5		3.4	0.0	0.0	0.0	20.7	75.9		
Total %	0.0	0.0	0.0	0.0	24.2	8.7	32.9	0.0	0.0	0.0	0.0	18.0	6.8	24.8	0.0	0.0	0.0	0.0	5.0	19.3	24.2	0.6	0.0	0.0	0.0	3.7	13.7	18.0	
Exiting Leg Total							53							40							40							28	161

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Dean Street							Broadway							Dean Street							Broadway							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:30 AM	0	0	0	0	3	1	4	0	0	0	0	5	0	5	0	0	0	0	0	3	3	0	0	0	0	0	3	3	15
7:45 AM	0	0	0	0	2	2	4	0	0	0	0	7	1	8	0	0	0	0	1	2	3	0	0	0	0	2	4	6	21
8:00 AM	0	0	0	0	8	3	11	0	0	0	0	0	4	4	0	0	0	0	3	9	12	1	0	0	0	2	8	11	38
8:15 AM	0	0	0	0	10	2	12	0	0	0	0	11	1	12	0	0	0	0	2	4	6	0	0	0	0	0	2	2	32
Total Volume	0	0	0	0	23	8	31	0	0	0	0	23	6	29	0	0	0	0	6	18	24	1	0	0	0	4	17	22	106
% Approach Total	0.0	0.0	0.0	0.0	74.2	25.8		0.0	0.0	0.0	0.0	79.3	20.7		0.0	0.0	0.0	0.0	25.0	75.0		4.5	0.0	0.0	0.0	18.2	77.3		
PHF	0.000	0.000	0.000	0.000	0.575	0.667	0.646	0.000	0.000	0.000	0.000	0.523	0.375	0.604	0.000	0.000	0.000	0.000	0.500	0.500	0.500	0.250	0.000	0.000	0.000	0.500	0.531	0.500	0.697
Entering Leg	0	0	0	0	23	8	31	0	0	0	0	23	6	29	0	0	0	0	6	18	24	1	0	0	0	4	17	22	106
Exiting Leg							31							29							25							21	106
Total							62							58							49							43	212

PDI File #: **175824 (16) Tues-PM**
Location: **N: Dean Street S: Dean Street**
Location: **E: Broadway W: Broadway**
City, State: **Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Dean Street					Broadway					Dean Street					Broadway					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	5	60	7	0	72	24	113	8	0	145	12	75	14	0	101	17	89	7	0	113	431
4:45 PM	14	69	9	0	92	21	117	4	0	142	9	63	20	0	92	13	116	11	1	141	467
Total	19	129	16	0	164	45	230	12	0	287	21	138	34	0	193	30	205	18	1	254	898
5:00 PM	7	62	6	0	75	13	130	5	0	148	10	68	13	0	91	15	95	7	0	117	431
5:15 PM	4	71	9	0	84	20	121	6	0	147	12	72	20	0	104	9	110	12	0	131	466
5:30 PM	23	38	17	0	78	15	137	8	0	160	5	57	15	1	78	16	79	9	1	105	421
5:45 PM	11	32	17	0	60	26	122	7	0	155	3	53	13	0	69	13	100	13	0	126	410
Total	45	203	49	0	297	74	510	26	0	610	30	250	61	1	342	53	384	41	1	479	1728
6:00 PM	7	41	5	0	53	18	142	4	0	164	4	58	9	0	71	6	88	8	0	102	390
6:15 PM	10	52	3	0	65	17	125	7	0	149	7	60	12	0	79	9	88	7	0	104	397
Total	17	93	8	0	118	35	267	11	0	313	11	118	21	0	150	15	176	15	0	206	787
Grand Total	81	425	73	0	579	154	1007	49	0	1210	62	506	116	1	685	98	765	74	2	939	3413
Approach %	14.0	73.4	12.6	0.0		12.7	83.2	4.0	0.0		9.1	73.9	16.9	0.1		10.4	81.5	7.9	0.2		
Total %	2.4	12.5	2.1	0.0	17.0	4.5	29.5	1.4	0.0	35.5	1.8	14.8	3.4	0.0	20.1	2.9	22.4	2.2	0.1	27.5	
Exiting Leg Total					734					900					573					1206	3413
Cars	81	422	71	0	574	152	987	48	0	1187	60	499	115	1	675	97	747	74	2	920	3356
% Cars	100.0	99.3	97.3	0.0	99.1	98.7	98.0	98.0	0.0	98.1	96.8	98.6	99.1	100.0	98.5	99.0	97.6	100.0	100.0	98.0	98.3
Exiting Leg Total					725					878					568					1185	3356
Heavy Vehicles	0	3	2	0	5	2	20	1	0	23	2	7	1	0	10	1	18	0	0	19	57
% Heavy Vehicles	0.0	0.7	2.7	0.0	0.9	1.3	2.0	2.0	0.0	1.9	3.2	1.4	0.9	0.0	1.5	1.0	2.4	0.0	0.0	2.0	1.7
Exiting Leg Total					9					22					5					21	57

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:30 PM	Dean Street					Broadway					Dean Street					Broadway					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	5	60	7	0	72	24	113	8	0	145	12	75	14	0	101	17	89	7	0	113	431
4:45 PM	14	69	9	0	92	21	117	4	0	142	9	63	20	0	92	13	116	11	1	141	467
5:00 PM	7	62	6	0	75	13	130	5	0	148	10	68	13	0	91	15	95	7	0	117	431
5:15 PM	4	71	9	0	84	20	121	6	0	147	12	72	20	0	104	9	110	12	0	131	466
Total Volume	30	262	31	0	323	78	481	23	0	582	43	278	67	0	388	54	410	37	1	502	1795
% Approach Total	9.3	81.1	9.6	0.0		13.4	82.6	4.0	0.0		11.1	71.6	17.3	0.0		10.8	81.7	7.4	0.2		
PHF	0.536	0.923	0.861	0.000	0.878	0.813	0.925	0.719	0.000	0.983	0.896	0.927	0.838	0.000	0.933	0.794	0.884	0.771	0.250	0.890	0.961
Cars	30	260	31	0	321	77	469	22	0	568	41	274	66	0	381	54	399	37	1	491	1761
Cars %	100.0	99.2	100.0	0.0	99.4	98.7	97.5	95.7	0.0	97.6	95.3	98.6	98.5	0.0	98.2	100.0	97.3	100.0	100.0	97.8	98.1
Heavy Vehicles	0	2	0	0	2	1	12	1	0	14	2	4	1	0	7	0	11	0	0	11	34
Heavy Vehicles %	0.0	0.8	0.0	0.0	0.6	1.3	2.5	4.3	0.0	2.4	4.7	1.4	1.5	0.0	1.8	0.0	2.7	0.0	0.0	2.2	1.9
Cars Enter Leg	30	260	31	0	321	77	469	22	0	568	41	274	66	0	381	54	399	37	1	491	1761
Heavy Enter Leg	0	2	0	0	2	1	12	1	0	14	2	4	1	0	7	0	11	0	0	11	34
Total Entering Leg	30	262	31	0	323	78	481	23	0	582	43	278	67	0	388	54	410	37	1	502	1795
Cars Exiting Leg					388					471					336					566	1761
Heavy Exiting Leg					5					13					3					13	34
Total Exiting Leg					393					484					339					579	1795

PDI File #: **175824 (16) Tues-PM**
Location: **N: Dean Street S: Dean Street**
Location: **E: Broadway W: Broadway**
City, State: **Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Dean Street					Broadway					Dean Street					Broadway					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	5	59	7	0	71	24	110	7	0	141	12	75	14	0	101	17	86	7	0	110	423
4:45 PM	14	68	9	0	91	21	115	4	0	140	8	61	19	0	88	13	112	11	1	137	456
Total	19	127	16	0	162	45	225	11	0	281	20	136	33	0	189	30	198	18	1	247	879
5:00 PM	7	62	6	0	75	12	126	5	0	143	10	67	13	0	90	15	94	7	0	116	424
5:15 PM	4	71	9	0	84	20	118	6	0	144	11	71	20	0	102	9	107	12	0	128	458
5:30 PM	23	38	16	0	77	15	136	8	0	159	5	57	15	1	78	15	77	9	1	102	416
5:45 PM	11	31	16	0	58	26	118	7	0	151	3	52	13	0	68	13	98	13	0	124	401
Total	45	202	47	0	294	73	498	26	0	597	29	247	61	1	338	52	376	41	1	470	1699
6:00 PM	7	41	5	0	53	18	141	4	0	163	4	58	9	0	71	6	87	8	0	101	388
6:15 PM	10	52	3	0	65	16	123	7	0	146	7	58	12	0	77	9	86	7	0	102	390
Total	17	93	8	0	118	34	264	11	0	309	11	116	21	0	148	15	173	15	0	203	778
Grand Total	81	422	71	0	574	152	987	48	0	1187	60	499	115	1	675	97	747	74	2	920	3356
Approach %	14.1	73.5	12.4	0.0		12.8	83.2	4.0	0.0		8.9	73.9	17.0	0.1		10.5	81.2	8.0	0.2		
Total %	2.4	12.6	2.1	0.0	17.1	4.5	29.4	1.4	0.0	35.4	1.8	14.9	3.4	0.0	20.1	2.9	22.3	2.2	0.1	27.4	
Exiting Leg Total					725					878					568					1185	3356

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:30 PM	Dean Street					Broadway					Dean Street					Broadway					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	5	59	7	0	71	24	110	7	0	141	12	75	14	0	101	17	86	7	0	110	423
4:45 PM	14	68	9	0	91	21	115	4	0	140	8	61	19	0	88	13	112	11	1	137	456
5:00 PM	7	62	6	0	75	12	126	5	0	143	10	67	13	0	90	15	94	7	0	116	424
5:15 PM	4	71	9	0	84	20	118	6	0	144	11	71	20	0	102	9	107	12	0	128	458
Total Volume	30	260	31	0	321	77	469	22	0	568	41	274	66	0	381	54	399	37	1	491	1761
% Approach Total	9.3	81.0	9.7	0.0		13.6	82.6	3.9	0.0		10.8	71.9	17.3	0.0		11.0	81.3	7.5	0.2		
PHF	0.536	0.915	0.861	0.000	0.882	0.802	0.931	0.786	0.000	0.986	0.854	0.913	0.825	0.000	0.934	0.794	0.891	0.771	0.250	0.896	0.961
Entering Leg	30	260	31	0	321	77	469	22	0	568	41	274	66	0	381	54	399	37	1	491	1761
Exiting Leg					388					471					336					566	1761
Total					709					1039					717					1057	3522

PDI File #: **175824 (16) Tues-PM**
Location: **N: Dean Street S: Dean Street**
Location: **E: Broadway W: Broadway**
City, State: **Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Heavy Vehicles (Combined-Large Trucks and Buses)

	Dean Street					Broadway					Dean Street					Broadway					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	1	0	0	1	0	3	1	0	4	0	0	0	0	0	0	3	0	0	3	8
4:45 PM	0	1	0	0	1	0	2	0	0	2	1	2	1	0	4	0	4	0	0	4	11
Total	0	2	0	0	2	0	5	1	0	6	1	2	1	0	4	0	7	0	0	7	19
5:00 PM	0	0	0	0	0	1	4	0	0	5	0	1	0	0	1	0	1	0	0	1	7
5:15 PM	0	0	0	0	0	0	3	0	0	3	1	1	0	0	2	0	3	0	0	3	8
5:30 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	5
5:45 PM	0	1	1	0	2	0	4	0	0	4	0	1	0	0	1	0	2	0	0	2	9
Total	0	1	2	0	3	1	12	0	0	13	1	3	0	0	4	1	8	0	0	9	29
6:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
6:15 PM	0	0	0	0	0	1	2	0	0	3	0	2	0	0	2	0	2	0	0	2	7
Total	0	0	0	0	0	1	3	0	0	4	0	2	0	0	2	0	3	0	0	3	9
Grand Total	0	3	2	0	5	2	20	1	0	23	2	7	1	0	10	1	18	0	0	19	57
Approach %	0.0	60.0	40.0	0.0		8.7	87.0	4.3	0.0		20.0	70.0	10.0	0.0		5.3	94.7	0.0	0.0		
Total %	0.0	5.3	3.5	0.0	8.8	3.5	35.1	1.8	0.0	40.4	3.5	12.3	1.8	0.0	17.5	1.8	31.6	0.0	0.0	33.3	
Exiting Leg Total					9					22					5					21	57
Large Trucks	0	2	1	0	3	2	8	0	0	10	0	6	1	0	7	1	6	0	0	7	27
% Large Trucks	0.0	66.7	50.0	0.0	60.0	100.0	40.0	0.0	0.0	43.5	0.0	85.7	100.0	0.0	70.0	100.0	33.3	0.0	0.0	36.8	47.4
Exiting Leg Total					8					7					3					9	27
Buses	0	1	1	0	2	0	12	1	0	13	2	1	0	0	3	0	12	0	0	12	30
% Buses	0.0	33.3	50.0	0.0	40.0	0.0	60.0	100.0	0.0	56.5	100.0	14.3	0.0	0.0	30.0	0.0	66.7	0.0	0.0	63.2	52.6
Exiting Leg Total					1					15					2					12	30

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:30 PM	Dean Street					Broadway					Dean Street					Broadway					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	1	0	0	1	0	3	1	0	4	0	0	0	0	0	0	3	0	0	3	8
4:45 PM	0	1	0	0	1	0	2	0	0	2	1	2	1	0	4	0	4	0	0	4	11
5:00 PM	0	0	0	0	0	1	4	0	0	5	0	1	0	0	1	0	1	0	0	1	7
5:15 PM	0	0	0	0	0	0	3	0	0	3	1	1	0	0	2	0	3	0	0	3	8
Total Volume	0	2	0	0	2	1	12	1	0	14	2	4	1	0	7	0	11	0	0	11	34
% Approach Total	0.0	100.0	0.0	0.0		7.1	85.7	7.1	0.0		28.6	57.1	14.3	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.500	0.250	0.750	0.250	0.000	0.700	0.500	0.500	0.250	0.000	0.438	0.000	0.688	0.000	0.000	0.688	0.773
Large Trucks	0	1	0	0	1	1	5	0	0	6	0	3	1	0	4	0	5	0	0	5	16
Large Trucks %	0.0	50.0	0.0	0.0	50.0	100.0	41.7	0.0	0.0	42.9	0.0	75.0	100.0	0.0	57.1	0.0	45.5	0.0	0.0	45.5	47.1
Buses	0	1	0	0	1	0	7	1	0	8	2	1	0	0	3	0	6	0	0	6	18
Buses %	0.0	50.0	0.0	0.0	50.0	0.0	58.3	100.0	0.0	57.1	100.0	25.0	0.0	0.0	42.9	0.0	54.5	0.0	0.0	54.5	52.9
Trucks Enter Leg	0	1	0	0	1	1	5	0	0	6	0	3	1	0	4	0	5	0	0	5	16
Bus Enter Leg	0	1	0	0	1	0	7	1	0	8	2	1	0	0	3	0	6	0	0	6	18
Total Entering Leg	0	2	0	0	2	1	12	1	0	14	2	4	1	0	7	0	11	0	0	11	34
Trucks Exiting Leg					4					5					1					6	16
Buses Exiting Leg					1					8					2					7	18
Total Exiting Leg					5					13					3					13	34

PDI File #: **175824 (16) Tues-PM**
Location: **N: Dean Street S: Dean Street**
Location: **E: Broadway W: Broadway**
City, State: **Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Large Trucks

	Dean Street					Broadway					Dean Street					Broadway					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	5
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	2	1	0	3	0	2	0	0	2	6
Total	0	1	0	0	1	0	3	0	0	3	0	2	1	0	3	0	4	0	0	4	11
5:00 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
5:45 PM	0	1	1	0	2	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	6
Total	0	1	1	0	2	1	4	0	0	5	0	2	0	0	2	1	2	0	0	3	12
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	1	1	0	0	2	0	2	0	0	2	0	0	0	0	0	4
Total	0	0	0	0	0	1	1	0	0	2	0	2	0	0	2	0	0	0	0	0	4
Grand Total	0	2	1	0	3	2	8	0	0	10	0	6	1	0	7	1	6	0	0	7	27
Approach %	0.0	66.7	33.3	0.0		20.0	80.0	0.0	0.0		0.0	85.7	14.3	0.0		14.3	85.7	0.0	0.0		
Total %	0.0	7.4	3.7	0.0	11.1	7.4	29.6	0.0	0.0	37.0	0.0	22.2	3.7	0.0	25.9	3.7	22.2	0.0	0.0	25.9	
Exiting Leg Total					8					7					3					9	27

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:30 PM	Dean Street					Broadway					Dean Street					Broadway					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	5
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	2	1	0	3	0	2	0	0	2	6
5:00 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	3
Total Volume	0	1	0	0	1	1	5	0	0	6	0	3	1	0	4	0	5	0	0	5	16
% Approach Total	0.0	100.0	0.0	0.0		16.7	83.3	0.0	0.0		0.0	75.0	25.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.250	0.625	0.000	0.000	0.750	0.000	0.375	0.250	0.000	0.333	0.000	0.625	0.000	0.000	0.625	0.667
Entering Leg	0	1	0	0	1	1	5	0	0	6	0	3	1	0	4	0	5	0	0	5	16
Exiting Leg					4					5					1					6	16
Total					5					11					5					11	32

PDI File #: **175824 (16) Tues-PM**
Location: **N: Dean Street S: Dean Street**
Location: **E: Broadway W: Broadway**
City, State: **Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Dean Street					Broadway					Dean Street					Broadway					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	3
4:45 PM	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	0	2	0	0	2	5
Total	0	1	0	0	1	0	2	1	0	3	1	0	0	0	1	0	3	0	0	3	8
5:00 PM	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	0	1	0	0	1	5
5:15 PM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	2	0	0	2	5
5:30 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	4
5:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
Total	0	0	1	0	1	0	8	0	0	8	1	1	0	0	2	0	6	0	0	6	17
6:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
6:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
Grand Total	0	1	1	0	2	0	12	1	0	13	2	1	0	0	3	0	12	0	0	12	30
Approach %	0.0	50.0	50.0	0.0		0.0	92.3	7.7	0.0		66.7	33.3	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	3.3	3.3	0.0	6.7	0.0	40.0	3.3	0.0	43.3	6.7	3.3	0.0	0.0	10.0	0.0	40.0	0.0	0.0	40.0	
Exiting Leg Total					1					15					2					12	30

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:30 PM	Dean Street					Broadway					Dean Street					Broadway					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	3
4:45 PM	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	0	2	0	0	2	5
5:00 PM	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	0	1	0	0	1	5
5:15 PM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	2	0	0	2	5
Total Volume	0	1	0	0	1	0	7	1	0	8	2	1	0	0	3	0	6	0	0	6	18
% Approach Total	0.0	100.0	0.0	0.0		0.0	87.5	12.5	0.0		66.7	33.3	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.583	0.250	0.000	0.667	0.500	0.250	0.000	0.000	0.750	0.000	0.750	0.000	0.000	0.750	0.900
Entering Leg	0	1	0	0	1	0	7	1	0	8	2	1	0	0	3	0	6	0	0	6	18
Exiting Leg					1					8					2					7	18
Total					2					16					5					13	36

PDI File #: **175824 (16) Tues-PM**
Location: **N: Dean Street S: Dean Street**
Location: **E: Broadway W: Broadway**
City, State: **Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Dean Street North							Broadway East							Dean Street South							Broadway West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:30 PM	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	4
4:45 PM	0	0	0	0	0	0	0	1	4	0	0	0	0	5	0	0	0	0	0	1	1	0	0	0	0	0	0	0	6
Total	0	0	0	0	1	1	2	1	4	0	0	0	0	5	0	0	0	0	0	1	1	0	1	1	0	0	0	2	10
5:00 PM	0	0	0	0	1	1	2	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
5:15 PM	0	0	0	0	0	0	0	0	3	0	0	0	1	4	0	0	0	0	0	0	0	0	1	0	0	0	0	1	5
5:30 PM	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	4	0	0	0	0	4	8
5:45 PM	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	3	0	0	0	0	3	6
Total	0	0	0	0	1	1	2	0	16	0	0	0	1	17	0	0	0	0	0	0	0	0	8	0	0	0	0	8	27
6:00 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	1	0	0	0	1	0	1	0	0	0	0	1	4
6:15 PM	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	1	2	0	0	0	0	3	7
Total	0	0	0	0	0	0	0	0	6	0	0	0	0	6	0	0	1	0	0	0	1	1	3	0	0	0	0	4	11
Grand Total	0	0	0	0	2	2	4	1	26	0	0	0	1	28	0	0	1	0	0	1	2	1	12	1	0	0	0	14	48
Approach %	0.0	0.0	0.0	0.0	50.0	50.0		3.6	92.9	0.0	0.0	0.0	3.6		0.0	0.0	50.0	0.0	0.0	50.0		7.1	85.7	7.1	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	4.2	4.2	8.3	2.1	54.2	0.0	0.0	0.0	2.1	58.3	0.0	0.0	2.1	0.0	0.0	2.1	4.2	2.1	25.0	2.1	0.0	0.0	0.0	29.2	
Exiting Leg Total							6							13							2							27	48

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:45 PM	Dean Street North							Broadway East							Dean Street South							Broadway West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:45 PM	0	0	0	0	0	0	0	1	4	0	0	0	0	5	0	0	0	0	0	1	1	0	0	0	0	0	0	0	6
5:00 PM	0	0	0	0	1	1	2	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
5:15 PM	0	0	0	0	0	0	0	0	3	0	0	0	1	4	0	0	0	0	0	0	0	0	1	0	0	0	0	1	5
5:30 PM	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	4	0	0	0	0	4	8
Total Volume	0	0	0	0	1	1	2	1	17	0	0	0	1	19	0	0	0	0	0	1	1	0	5	0	0	0	0	5	27
% Approach Total	0.0	0.0	0.0	0.0	50.0	50.0		5.3	89.5	0.0	0.0	0.0	5.3		0.0	0.0	0.0	0.0	0.0	100.0		0.0	100.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.250	0.250	0.250	0.250	0.708	0.000	0.000	0.000	0.250	0.792	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.313	0.000	0.000	0.000	0.000	0.313	0.844
Entering Leg	0	0	0	0	1	1	2	1	17	0	0	0	1	19	0	0	0	0	0	1	1	0	5	0	0	0	0	5	27
Exiting Leg							3							6							1							17	27
Total							5							25							2							22	54

PDI File #: **175824 (16) Tues-PM**
Location: **N: Dean Street S: Dean Street**
Location: **E: Broadway W: Broadway**
City, State: **Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Dean Street							Broadway							Dean Street							Broadway							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:30 PM	0	0	0	0	6	5	11	0	0	0	0	2	0	2	0	0	0	0	3	2	5	0	0	0	0	3	1	4	22
4:45 PM	0	0	0	0	5	8	13	0	0	0	0	3	1	4	0	0	0	0	9	3	12	0	0	0	0	1	6	7	36
Total	0	0	0	0	11	13	24	0	0	0	0	5	1	6	0	0	0	0	12	5	17	0	0	0	0	4	7	11	58
5:00 PM	0	0	0	0	5	8	13	0	0	0	0	0	2	2	0	0	0	0	6	5	11	0	0	0	0	5	2	7	33
5:15 PM	0	0	0	0	2	2	4	0	0	0	0	1	1	2	0	0	0	0	3	0	3	0	0	0	0	1	0	1	10
5:30 PM	0	0	0	0	6	5	11	0	0	0	0	3	1	4	0	0	0	0	9	1	10	0	0	0	0	5	2	7	32
5:45 PM	0	0	0	0	3	15	18	0	0	0	0	3	2	5	0	0	0	0	4	2	6	0	0	0	0	3	2	5	34
Total	0	0	0	0	16	30	46	0	0	0	0	7	6	13	0	0	0	0	22	8	30	0	0	0	0	14	6	20	109
6:00 PM	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	1	7	8	0	0	0	0	4	0	4	19
6:15 PM	0	0	0	0	1	34	35	0	0	0	0	2	4	6	0	0	0	0	7	4	11	0	0	0	0	1	2	3	55
Total	0	0	0	0	1	41	42	0	0	0	0	2	4	6	0	0	0	0	8	11	19	0	0	0	0	5	2	7	74
Grand Total	0	0	0	0	28	84	112	0	0	0	0	14	11	25	0	0	0	0	42	24	66	0	0	0	0	23	15	38	241
Approach %	0.0	0.0	0.0	0.0	25.0	75.0		0.0	0.0	0.0	0.0	56.0	44.0		0.0	0.0	0.0	0.0	63.6	36.4		0.0	0.0	0.0	0.0	60.5	39.5		
Total %	0.0	0.0	0.0	0.0	11.6	34.9	46.5	0.0	0.0	0.0	0.0	5.8	4.6	10.4	0.0	0.0	0.0	0.0	17.4	10.0	27.4	0.0	0.0	0.0	0.0	9.5	6.2	15.8	
Exiting Leg Total							112							25							66							38	241

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

5:30 PM	Dean Street							Broadway							Dean Street							Broadway							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
5:30 PM	0	0	0	0	6	5	11	0	0	0	0	3	1	4	0	0	0	0	9	1	10	0	0	0	0	5	2	7	32
5:45 PM	0	0	0	0	3	15	18	0	0	0	0	3	2	5	0	0	0	0	4	2	6	0	0	0	0	3	2	5	34
6:00 PM	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	1	7	8	0	0	0	0	4	0	4	19
6:15 PM	0	0	0	0	1	34	35	0	0	0	0	2	4	6	0	0	0	0	7	4	11	0	0	0	0	1	2	3	55
Total Volume	0	0	0	0	10	61	71	0	0	0	0	8	7	15	0	0	0	0	21	14	35	0	0	0	0	13	6	19	140
% Approach Total	0.0	0.0	0.0	0.0	14.1	85.9		0.0	0.0	0.0	0.0	53.3	46.7		0.0	0.0	0.0	0.0	60.0	40.0		0.0	0.0	0.0	0.0	68.4	31.6		
PHF	0.000	0.000	0.000	0.000	0.417	0.449	0.507	0.000	0.000	0.000	0.000	0.667	0.438	0.625	0.000	0.000	0.000	0.000	0.583	0.500	0.795	0.000	0.000	0.000	0.000	0.650	0.750	0.679	0.636
Entering Leg	0	0	0	0	10	61	71	0	0	0	0	8	7	15	0	0	0	0	21	14	35	0	0	0	0	13	6	19	140
Exiting Leg							71							15							35							19	140
Total							142							30							70							38	280

PDI File #: **175824 (17) Sat**
Location: **N: Allens Avenue (Route 1A) S: Allens Avenue (Route 1A)**
Location: **E: Ernest Street W: Ernest Street**
City, State: **Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Allens Avenue (Route 1A)					Ernest Street					Allens Avenue (Route 1A)					Ernest Street					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	12	153	19	0	184	24	6	2	0	32	1	137	4	0	142	3	0	8	0	11	369
12:15 PM	4	146	16	1	167	11	7	5	0	23	2	126	8	0	136	6	2	4	0	12	338
12:30 PM	5	147	15	0	167	16	3	3	0	22	2	182	6	0	190	0	1	8	0	9	388
12:45 PM	7	163	11	0	181	9	3	7	0	19	0	152	3	0	155	0	1	3	0	4	359
Total	28	609	61	1	699	60	19	17	0	96	5	597	21	0	623	9	4	23	0	36	1454
1:00 PM	4	166	7	0	177	14	0	1	0	15	0	152	11	0	163	0	0	4	0	4	359
1:15 PM	4	140	11	0	155	18	4	2	0	24	1	131	11	0	143	0	0	1	0	1	323
1:30 PM	7	138	11	0	156	13	5	3	0	21	3	144	4	0	151	3	0	5	0	8	336
1:45 PM	4	157	10	0	171	17	3	1	0	21	1	161	2	0	164	3	0	2	0	5	361
Total	19	601	39	0	659	62	12	7	0	81	5	588	28	0	621	6	0	12	0	18	1379
Grand Total	47	1210	100	1	1358	122	31	24	0	177	10	1185	49	0	1244	15	4	35	0	54	2833
Approach %	3.5	89.1	7.4	0.1		68.9	17.5	13.6	0.0		0.8	95.3	3.9	0.0		27.8	7.4	64.8	0.0		
Total %	1.7	42.7	3.5	0.0	47.9	4.3	1.1	0.8	0.0	6.2	0.4	41.8	1.7	0.0	43.9	0.5	0.1	1.2	0.0	1.9	
Exiting Leg Total					1343					114					1249					127	2833
Cars	46	1182	93	1	1322	114	29	24	0	167	10	1145	47	0	1202	15	4	34	0	53	2744
% Cars	97.9	97.7	93.0	100.0	97.3	93.4	93.5	100.0	0.0	94.4	100.0	96.6	95.9	0.0	96.6	100.0	100.0	97.1	0.0	98.1	96.9
Exiting Leg Total					1294					107					1221					122	2744
Heavy Vehicles	1	28	7	0	36	8	2	0	0	10	0	40	2	0	42	0	0	1	0	1	89
% Heavy Vehicles	2.1	2.3	7.0	0.0	2.7	6.6	6.5	0.0	0.0	5.6	0.0	3.4	4.1	0.0	3.4	0.0	0.0	2.9	0.0	1.9	3.1
Exiting Leg Total					49					7					28					5	89

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:00 PM	Allens Avenue (Route 1A)					Ernest Street					Allens Avenue (Route 1A)					Ernest Street					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	12	153	19	0	184	24	6	2	0	32	1	137	4	0	142	3	0	8	0	11	369
12:15 PM	4	146	16	1	167	11	7	5	0	23	2	126	8	0	136	6	2	4	0	12	338
12:30 PM	5	147	15	0	167	16	3	3	0	22	2	182	6	0	190	0	1	8	0	9	388
12:45 PM	7	163	11	0	181	9	3	7	0	19	0	152	3	0	155	0	1	3	0	4	359
Total Volume	28	609	61	1	699	60	19	17	0	96	5	597	21	0	623	9	4	23	0	36	1454
% Approach Total	4.0	87.1	8.7	0.1		62.5	19.8	17.7	0.0		0.8	95.8	3.4	0.0		25.0	11.1	63.9	0.0		
PHF	0.583	0.934	0.803	0.250	0.950	0.625	0.679	0.607	0.000	0.750	0.625	0.820	0.656	0.000	0.820	0.375	0.500	0.719	0.000	0.750	0.937
Cars	27	594	56	1	678	54	17	17	0	88	5	568	20	0	593	9	4	22	0	35	1394
Cars %	96.4	97.5	91.8	100.0	97.0	90.0	89.5	100.0	0.0	91.7	100.0	95.1	95.2	0.0	95.2	100.0	100.0	95.7	0.0	97.2	95.9
Heavy Vehicles	1	15	5	0	21	6	2	0	0	8	0	29	1	0	30	0	0	1	0	1	60
Heavy Vehicles %	3.6	2.5	8.2	0.0	3.0	10.0	10.5	0.0	0.0	8.3	0.0	4.9	4.8	0.0	4.8	0.0	0.0	4.3	0.0	2.8	4.1
Cars Enter Leg	27	594	56	1	678	54	17	17	0	88	5	568	20	0	593	9	4	22	0	35	1394
Heavy Enter Leg	1	15	5	0	21	6	2	0	0	8	0	29	1	0	30	0	0	1	0	1	60
Total Entering Leg	28	609	61	1	699	60	19	17	0	96	5	597	21	0	623	9	4	23	0	36	1454
Cars Exiting Leg					645					65					620					64	1394
Heavy Exiting Leg					36					5					15					4	60
Total Exiting Leg					681					70					635					68	1454

PDI File #: **175824 (17) Sat**
Location: **N: Allens Avenue (Route 1A) S: Allens Avenue (Route 1A)**
Location: **E: Ernest Street W: Ernest Street**
City, State: **Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Allens Avenue (Route 1A)					Ernest Street					Allens Avenue (Route 1A)					Ernest Street					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	12	150	19	0	181	20	6	2	0	28	1	128	3	0	132	3	0	8	0	11	352
12:15 PM	3	143	15	1	162	11	5	5	0	21	2	119	8	0	129	6	2	4	0	12	324
12:30 PM	5	141	13	0	159	16	3	3	0	22	2	173	6	0	181	0	1	7	0	8	370
12:45 PM	7	160	9	0	176	7	3	7	0	17	0	148	3	0	151	0	1	3	0	4	348
Total	27	594	56	1	678	54	17	17	0	88	5	568	20	0	593	9	4	22	0	35	1394
1:00 PM	4	163	7	0	174	14	0	1	0	15	0	148	10	0	158	0	0	4	0	4	351
1:15 PM	4	135	11	0	150	17	4	2	0	23	1	130	11	0	142	0	0	1	0	1	316
1:30 PM	7	136	11	0	154	13	5	3	0	21	3	139	4	0	146	3	0	5	0	8	329
1:45 PM	4	154	8	0	166	16	3	1	0	20	1	160	2	0	163	3	0	2	0	5	354
Total	19	588	37	0	644	60	12	7	0	79	5	577	27	0	609	6	0	12	0	18	1350
Grand Total	46	1182	93	1	1322	114	29	24	0	167	10	1145	47	0	1202	15	4	34	0	53	2744
Approach %	3.5	89.4	7.0	0.1		68.3	17.4	14.4	0.0		0.8	95.3	3.9	0.0		28.3	7.5	64.2	0.0		
Total %	1.7	43.1	3.4	0.0	48.2	4.2	1.1	0.9	0.0	6.1	0.4	41.7	1.7	0.0	43.8	0.5	0.1	1.2	0.0	1.9	
Exiting Leg Total					1294					107					1221					122	2744

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:00 PM	Allens Avenue (Route 1A)					Ernest Street					Allens Avenue (Route 1A)					Ernest Street					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	12	150	19	0	181	20	6	2	0	28	1	128	3	0	132	3	0	8	0	11	352
12:15 PM	3	143	15	1	162	11	5	5	0	21	2	119	8	0	129	6	2	4	0	12	324
12:30 PM	5	141	13	0	159	16	3	3	0	22	2	173	6	0	181	0	1	7	0	8	370
12:45 PM	7	160	9	0	176	7	3	7	0	17	0	148	3	0	151	0	1	3	0	4	348
Total Volume	27	594	56	1	678	54	17	17	0	88	5	568	20	0	593	9	4	22	0	35	1394
% Approach Total	4.0	87.6	8.3	0.1		61.4	19.3	19.3	0.0		0.8	95.8	3.4	0.0		25.7	11.4	62.9	0.0		
PHF	0.563	0.928	0.737	0.250	0.936	0.675	0.708	0.607	0.000	0.786	0.625	0.821	0.625	0.000	0.819	0.375	0.500	0.688	0.000	0.729	0.942
Entering Leg	27	594	56	1	678	54	17	17	0	88	5	568	20	0	593	9	4	22	0	35	1394
Exiting Leg					645					65					620					64	1394
Total					1323					153					1213					99	2788

PDI File #: **175824 (17) Sat**
Location: **N: Allens Avenue (Route 1A) S: Allens Avenue (Route 1A)**
Location: **E: Ernest Street W: Ernest Street**
City, State: **Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Heavy Vehicles (Combined-Large Trucks and Buses)

	Allens Avenue (Route 1A)					Ernest Street					Allens Avenue (Route 1A)					Ernest Street					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	3	0	0	3	4	0	0	0	4	0	9	1	0	10	0	0	0	0	0	17
12:15 PM	1	3	1	0	5	0	2	0	0	2	0	7	0	0	7	0	0	0	0	0	14
12:30 PM	0	6	2	0	8	0	0	0	0	0	0	9	0	0	9	0	0	1	0	1	18
12:45 PM	0	3	2	0	5	2	0	0	0	2	0	4	0	0	4	0	0	0	0	0	11
Total	1	15	5	0	21	6	2	0	0	8	0	29	1	0	30	0	0	1	0	1	60
1:00 PM	0	3	0	0	3	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	8
1:15 PM	0	5	0	0	5	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	7
1:30 PM	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7
1:45 PM	0	3	2	0	5	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	7
Total	0	13	2	0	15	2	0	0	0	2	0	11	1	0	12	0	0	0	0	0	29
Grand Total	1	28	7	0	36	8	2	0	0	10	0	40	2	0	42	0	0	1	0	1	89
Approach %	2.8	77.8	19.4	0.0		80.0	20.0	0.0	0.0		0.0	95.2	4.8	0.0		0.0	0.0	100.0	0.0		
Total %	1.1	31.5	7.9	0.0	40.4	9.0	2.2	0.0	0.0	11.2	0.0	44.9	2.2	0.0	47.2	0.0	0.0	1.1	0.0	1.1	
Exiting Leg Total					49					7					28					5	89
Large Trucks	1	12	3	0	16	3	2	0	0	5	0	26	2	0	28	0	0	1	0	1	50
% Large Trucks	100.0	42.9	42.9	0.0	44.4	37.5	100.0	0.0	0.0	50.0	0.0	65.0	100.0	0.0	66.7	0.0	0.0	100.0	0.0	100.0	56.2
Exiting Leg Total					30					3					12					5	50
Buses	0	16	4	0	20	5	0	0	0	5	0	14	0	0	14	0	0	0	0	0	39
% Buses	0.0	57.1	57.1	0.0	55.6	62.5	0.0	0.0	0.0	50.0	0.0	35.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	43.8
Exiting Leg Total					19					4					16					0	39

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:00 PM	Allens Avenue (Route 1A)					Ernest Street					Allens Avenue (Route 1A)					Ernest Street					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	3	0	0	3	4	0	0	0	4	0	9	1	0	10	0	0	0	0	0	17
12:15 PM	1	3	1	0	5	0	2	0	0	2	0	7	0	0	7	0	0	0	0	0	14
12:30 PM	0	6	2	0	8	0	0	0	0	0	0	9	0	0	9	0	0	1	0	1	18
12:45 PM	0	3	2	0	5	2	0	0	0	2	0	4	0	0	4	0	0	0	0	0	11
Total Volume	1	15	5	0	21	6	2	0	0	8	0	29	1	0	30	0	0	1	0	1	60
% Approach Total	4.8	71.4	23.8	0.0		75.0	25.0	0.0	0.0		0.0	96.7	3.3	0.0		0.0	0.0	100.0	0.0		
PHF	0.250	0.625	0.625	0.000	0.656	0.375	0.250	0.000	0.000	0.500	0.000	0.806	0.250	0.000	0.750	0.000	0.000	0.250	0.000	0.250	0.833
Large Trucks	1	8	2	0	11	3	2	0	0	5	0	21	1	0	22	0	0	1	0	1	39
Large Trucks %	100.0	53.3	40.0	0.0	52.4	50.0	100.0	0.0	0.0	62.5	0.0	72.4	100.0	0.0	73.3	0.0	0.0	100.0	0.0	100.0	65.0
Buses	0	7	3	0	10	3	0	0	0	3	0	8	0	0	8	0	0	0	0	0	21
Buses %	0.0	46.7	60.0	0.0	47.6	50.0	0.0	0.0	0.0	37.5	0.0	27.6	0.0	0.0	26.7	0.0	0.0	0.0	0.0	0.0	35.0
Trucks Enter Leg	1	8	2	0	11	3	2	0	0	5	0	21	1	0	22	0	0	1	0	1	39
Bus Enter Leg	0	7	3	0	10	3	0	0	0	3	0	8	0	0	8	0	0	0	0	0	21
Total Entering Leg	1	15	5	0	21	6	2	0	0	8	0	29	1	0	30	0	0	1	0	1	60
Trucks Exiting Leg					25					2					8					4	39
Buses Exiting Leg					11					3					7					0	21
Total Exiting Leg					36					5					15					4	60

PDI File #: **175824 (17) Sat**
Location: **N: Allens Avenue (Route 1A) S: Allens Avenue (Route 1A)**
Location: **E: Ernest Street W: Ernest Street**
City, State: **Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Large Trucks

	Allens Avenue (Route 1A)					Ernest Street					Allens Avenue (Route 1A)					Ernest Street					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	2	0	0	2	2	0	0	0	2	0	5	1	0	6	0	0	0	0	0	10
12:15 PM	1	2	0	0	3	0	2	0	0	2	0	6	0	0	6	0	0	0	0	0	11
12:30 PM	0	2	1	0	3	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	11
12:45 PM	0	2	1	0	3	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	7
Total	1	8	2	0	11	3	2	0	0	5	0	21	1	0	22	0	0	1	0	1	39
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	2
1:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
1:45 PM	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	4	1	0	5	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	11
Grand Total	1	12	3	0	16	3	2	0	0	5	0	26	2	0	28	0	0	1	0	1	50
Approach %	6.3	75.0	18.8	0.0		60.0	40.0	0.0	0.0		0.0	92.9	7.1	0.0		0.0	0.0	100.0	0.0		
Total %	2.0	24.0	6.0	0.0	32.0	6.0	4.0	0.0	0.0	10.0	0.0	52.0	4.0	0.0	56.0	0.0	0.0	2.0	0.0	2.0	
Exiting Leg Total					30					3					12					5	50

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:00 PM	Allens Avenue (Route 1A)					Ernest Street					Allens Avenue (Route 1A)					Ernest Street					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	2	0	0	2	2	0	0	0	2	0	5	1	0	6	0	0	0	0	0	10
12:15 PM	1	2	0	0	3	0	2	0	0	2	0	6	0	0	6	0	0	0	0	0	11
12:30 PM	0	2	1	0	3	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	11
12:45 PM	0	2	1	0	3	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	7
Total Volume	1	8	2	0	11	3	2	0	0	5	0	21	1	0	22	0	0	1	0	1	39
% Approach Total	9.1	72.7	18.2	0.0		60.0	40.0	0.0	0.0		0.0	95.5	4.5	0.0		0.0	0.0	100.0	0.0		
PHF	0.250	1.000	0.500	0.000	0.917	0.375	0.250	0.000	0.000	0.625	0.000	0.750	0.250	0.000	0.786	0.000	0.000	0.250	0.000	0.250	0.886
Entering Leg	1	8	2	0	11	3	2	0	0	5	0	21	1	0	22	0	0	1	0	1	39
Exiting Leg					25					2					8					4	39
Total					36					7					30					5	78

PDI File #: **175824 (17) Sat**
Location: **N: Allens Avenue (Route 1A) S: Allens Avenue (Route 1A)**
Location: **E: Ernest Street W: Ernest Street**
City, State: **Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Allens Avenue (Route 1A)					Ernest Street					Allens Avenue (Route 1A)					Ernest Street					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	1	0	0	1	2	0	0	0	2	0	4	0	0	4	0	0	0	0	0	7
12:15 PM	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
12:30 PM	0	4	1	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
12:45 PM	0	1	1	0	2	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	4
Total	0	7	3	0	10	3	0	0	0	3	0	8	0	0	8	0	0	0	0	0	21
1:00 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
1:15 PM	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
1:30 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
1:45 PM	0	1	1	0	2	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	4
Total	0	9	1	0	10	2	0	0	0	2	0	6	0	0	6	0	0	0	0	0	18
Grand Total	0	16	4	0	20	5	0	0	0	5	0	14	0	0	14	0	0	0	0	0	39
Approach %	0.0	80.0	20.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	41.0	10.3	0.0	51.3	12.8	0.0	0.0	0.0	12.8	0.0	35.9	0.0	0.0	35.9	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					19					4					16					0	39

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:00 PM	Allens Avenue (Route 1A)					Ernest Street					Allens Avenue (Route 1A)					Ernest Street					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	1	0	0	1	2	0	0	0	2	0	4	0	0	4	0	0	0	0	0	7
12:15 PM	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
12:30 PM	0	4	1	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
12:45 PM	0	1	1	0	2	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	4
Total Volume	0	7	3	0	10	3	0	0	0	3	0	8	0	0	8	0	0	0	0	0	21
% Approach Total	0.0	70.0	30.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.438	0.750	0.000	0.500	0.375	0.000	0.000	0.000	0.375	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.750
Entering Leg	0	7	3	0	10	3	0	0	0	3	0	8	0	0	8	0	0	0	0	0	21
Exiting Leg					11					3					7					0	21
Total					21					6					15					0	42

PDI File #: **175824 (17) Sat**
Location: **N: Allens Avenue (Route 1A) S: Allens Avenue (Route 1A)**
Location: **E: Ernest Street W: Ernest Street**
City, State: **Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Allens Avenue (Route 1A)							Ernest Street							Allens Avenue (Route 1A)							Ernest Street							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
12:00 PM	0	2	0	0	0	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	0	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1
1:45 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	3
Grand Total	0	3	0	0	0	0	3	1	0	0	0	0	0	1	0	2	0	0	0	0	2	0	0	0	0	0	0	0	6
Approach %	0.0	100.0	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	50.0	0.0	0.0	0.0	0.0	50.0	16.7	0.0	0.0	0.0	0.0	0.0	16.7	0.0	33.3	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							3							0							3							0	6

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:00 PM	Allens Avenue (Route 1A)							Ernest Street							Allens Avenue (Route 1A)							Ernest Street							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
12:00 PM	0	2	0	0	0	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	0	0	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	2	0	0	0	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Exiting Leg							1							0							2							0	3
Total							3							1							2							0	6

PDI File #: **175824 (17) Sat**
Location: **N: Allens Avenue (Route 1A) S: Allens Avenue (Route 1A)**
Location: **E: Ernest Street W: Ernest Street**
City, State: **Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Allens Avenue (Route 1A)							Ernest Street							Allens Avenue (Route 1A)							Ernest Street							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							0							0							0							0	0

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:00 PM	Allens Avenue (Route 1A)							Ernest Street							Allens Avenue (Route 1A)							Ernest Street							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg							0							0							0							0	0
Total							0							0							0							0	0

PDI File #: **175824 (17) Tues-AM**
Location: **N: Allens Avenue (Route 1A) S: Allens Avenue (Route 1A)**
Location: **E: Ernest Street W: Ernest Street**
City, State: **Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Allens Avenue (Route 1A)					Ernest Street					Allens Avenue (Route 1A)					Ernest Street					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	11	122	30	0	163	11	2	1	0	14	4	189	4	0	197	2	0	10	0	12	386
7:15 AM	13	128	26	0	167	10	3	1	0	14	4	268	2	0	274	2	4	19	0	25	480
7:30 AM	18	156	34	0	208	16	2	1	0	19	0	272	7	0	279	3	3	45	0	51	557
7:45 AM	20	177	25	0	222	18	0	2	0	20	3	299	2	0	304	3	8	47	0	58	604
Total	62	583	115	0	760	55	7	5	0	67	11	1028	15	0	1054	10	15	121	0	146	2027
8:00 AM	14	208	23	0	245	14	4	1	0	19	3	295	0	0	298	2	6	39	0	47	609
8:15 AM	11	197	37	0	245	18	3	0	0	21	4	256	4	0	264	1	5	52	0	58	588
8:30 AM	21	186	30	0	237	21	6	4	0	31	7	266	5	0	278	3	2	19	0	24	570
8:45 AM	11	196	43	0	250	20	7	2	0	29	5	265	2	0	272	4	5	16	0	25	576
Total	57	787	133	0	977	73	20	7	0	100	19	1082	11	0	1112	10	18	126	0	154	2343
Grand Total	119	1370	248	0	1737	128	27	12	0	167	30	2110	26	0	2166	20	33	247	0	300	4370
Approach %	6.9	78.9	14.3	0.0		76.6	16.2	7.2	0.0		1.4	97.4	1.2	0.0		6.7	11.0	82.3	0.0		
Total %	2.7	31.4	5.7	0.0	39.7	2.9	0.6	0.3	0.0	3.8	0.7	48.3	0.6	0.0	49.6	0.5	0.8	5.7	0.0	6.9	
Exiting Leg Total					2485					311					1402					172	4370
Cars	107	1323	231	0	1661	105	25	11	0	141	28	2068	25	0	2121	20	33	243	0	296	4219
% Cars	89.9	96.6	93.1	0.0	95.6	82.0	92.6	91.7	0.0	84.4	93.3	98.0	96.2	0.0	97.9	100.0	100.0	98.4	0.0	98.7	96.5
Exiting Leg Total					2416					292					1354					157	4219
Heavy Vehicles	12	47	17	0	76	23	2	1	0	26	2	42	1	0	45	0	0	4	0	4	151
% Heavy Vehicles	10.1	3.4	6.9	0.0	4.4	18.0	7.4	8.3	0.0	15.6	6.7	2.0	3.8	0.0	2.1	0.0	0.0	1.6	0.0	1.3	3.5
Exiting Leg Total					69					19					48					15	151

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:45 AM	Allens Avenue (Route 1A)					Ernest Street					Allens Avenue (Route 1A)					Ernest Street					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:45 AM	20	177	25	0	222	18	0	2	0	20	3	299	2	0	304	3	8	47	0	58	604
8:00 AM	14	208	23	0	245	14	4	1	0	19	3	295	0	0	298	2	6	39	0	47	609
8:15 AM	11	197	37	0	245	18	3	0	0	21	4	256	4	0	264	1	5	52	0	58	588
8:30 AM	21	186	30	0	237	21	6	4	0	31	7	266	5	0	278	3	2	19	0	24	570
Total Volume	66	768	115	0	949	71	13	7	0	91	17	1116	11	0	1144	9	21	157	0	187	2371
% Approach Total	7.0	80.9	12.1	0.0		78.0	14.3	7.7	0.0		1.5	97.6	1.0	0.0		4.8	11.2	84.0	0.0		
PHF	0.786	0.923	0.777	0.000	0.968	0.845	0.542	0.438	0.000	0.734	0.607	0.933	0.550	0.000	0.941	0.750	0.656	0.755	0.000	0.806	0.973
Cars	57	743	108	0	908	56	12	7	0	75	16	1094	10	0	1120	9	21	156	0	186	2289
Cars %	86.4	96.7	93.9	0.0	95.7	78.9	92.3	100.0	0.0	82.4	94.1	98.0	90.9	0.0	97.9	100.0	100.0	99.4	0.0	99.5	96.5
Heavy Vehicles	9	25	7	0	41	15	1	0	0	16	1	22	1	0	24	0	0	1	0	1	82
Heavy Vehicles %	13.6	3.3	6.1	0.0	4.3	21.1	7.7	0.0	0.0	17.6	5.9	2.0	9.1	0.0	2.1	0.0	0.0	0.6	0.0	0.5	3.5
Cars Enter Leg	57	743	108	0	908	56	12	7	0	75	16	1094	10	0	1120	9	21	156	0	186	2289
Heavy Enter Leg	9	25	7	0	41	15	1	0	0	16	1	22	1	0	24	0	0	1	0	1	82
Total Entering Leg	66	768	115	0	949	71	13	7	0	91	17	1116	11	0	1144	9	21	157	0	187	2371
Cars Exiting Leg					1306					145					759					79	2289
Heavy Exiting Leg					38					8					25					11	82
Total Exiting Leg					1344					153					784					90	2371

PDI File #: **175824 (17) Tues-AM**
Location: **N: Allens Avenue (Route 1A) S: Allens Avenue (Route 1A)**
Location: **E: Ernest Street W: Ernest Street**
City, State: **Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Allens Avenue (Route 1A)					Ernest Street					Allens Avenue (Route 1A)					Ernest Street					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	11	118	27	0	156	11	2	1	0	14	3	187	4	0	194	2	0	10	0	12	376
7:15 AM	12	123	23	0	158	9	3	0	0	12	4	263	2	0	269	2	4	18	0	24	463
7:30 AM	17	150	33	0	200	13	2	1	0	16	0	266	7	0	273	3	3	44	0	50	539
7:45 AM	18	172	23	0	213	12	0	2	0	14	3	292	2	0	297	3	8	47	0	58	582
Total	58	563	106	0	727	45	7	4	0	56	10	1008	15	0	1033	10	15	119	0	144	1960
8:00 AM	14	203	22	0	239	12	4	1	0	17	3	291	0	0	294	2	6	39	0	47	597
8:15 AM	8	188	35	0	231	12	2	0	0	14	4	250	3	0	257	1	5	51	0	57	559
8:30 AM	17	180	28	0	225	20	6	4	0	30	6	261	5	0	272	3	2	19	0	24	551
8:45 AM	10	189	40	0	239	16	6	2	0	24	5	258	2	0	265	4	5	15	0	24	552
Total	49	760	125	0	934	60	18	7	0	85	18	1060	10	0	1088	10	18	124	0	152	2259
Grand Total	107	1323	231	0	1661	105	25	11	0	141	28	2068	25	0	2121	20	33	243	0	296	4219
Approach %	6.4	79.7	13.9	0.0		74.5	17.7	7.8	0.0		1.3	97.5	1.2	0.0		6.8	11.1	82.1	0.0		
Total %	2.5	31.4	5.5	0.0	39.4	2.5	0.6	0.3	0.0	3.3	0.7	49.0	0.6	0.0	50.3	0.5	0.8	5.8	0.0	7.0	
Exiting Leg Total					2416					292					1354					157	4219

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:45 AM	Allens Avenue (Route 1A)					Ernest Street					Allens Avenue (Route 1A)					Ernest Street					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:45 AM	18	172	23	0	213	12	0	2	0	14	3	292	2	0	297	3	8	47	0	58	582
8:00 AM	14	203	22	0	239	12	4	1	0	17	3	291	0	0	294	2	6	39	0	47	597
8:15 AM	8	188	35	0	231	12	2	0	0	14	4	250	3	0	257	1	5	51	0	57	559
8:30 AM	17	180	28	0	225	20	6	4	0	30	6	261	5	0	272	3	2	19	0	24	551
Total Volume	57	743	108	0	908	56	12	7	0	75	16	1094	10	0	1120	9	21	156	0	186	2289
% Approach Total	6.3	81.8	11.9	0.0		74.7	16.0	9.3	0.0		1.4	97.7	0.9	0.0		4.8	11.3	83.9	0.0		
PHF	0.792	0.915	0.771	0.000	0.950	0.700	0.500	0.438	0.000	0.625	0.667	0.937	0.500	0.000	0.943	0.750	0.656	0.765	0.000	0.802	0.959
Entering Leg	57	743	108	0	908	56	12	7	0	75	16	1094	10	0	1120	9	21	156	0	186	2289
Exiting Leg					1306					145					759					79	2289
Total					2214					220					1879					265	4578

PDI File #: **175824 (17) Tues-AM**
Location: **N: Allens Avenue (Route 1A) S: Allens Avenue (Route 1A)**
Location: **E: Ernest Street W: Ernest Street**
City, State: **Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Heavy Vehicles (Combined-Large Trucks and Buses)

	Allens Avenue (Route 1A)					Ernest Street					Allens Avenue (Route 1A)					Ernest Street					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	4	3	0	7	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	10
7:15 AM	1	5	3	0	9	1	0	1	0	2	0	5	0	0	5	0	0	1	0	1	17
7:30 AM	1	6	1	0	8	3	0	0	0	3	0	6	0	0	6	0	0	1	0	1	18
7:45 AM	2	5	2	0	9	6	0	0	0	6	0	7	0	0	7	0	0	0	0	0	22
Total	4	20	9	0	33	10	0	1	0	11	1	20	0	0	21	0	0	2	0	2	67
8:00 AM	0	5	1	0	6	2	0	0	0	2	0	4	0	0	4	0	0	0	0	0	12
8:15 AM	3	9	2	0	14	6	1	0	0	7	0	6	1	0	7	0	0	1	0	1	29
8:30 AM	4	6	2	0	12	1	0	0	0	1	1	5	0	0	6	0	0	0	0	0	19
8:45 AM	1	7	3	0	11	4	1	0	0	5	0	7	0	0	7	0	0	1	0	1	24
Total	8	27	8	0	43	13	2	0	0	15	1	22	1	0	24	0	0	2	0	2	84
Grand Total	12	47	17	0	76	23	2	1	0	26	2	42	1	0	45	0	0	4	0	4	151
Approach %	15.8	61.8	22.4	0.0		88.5	7.7	3.8	0.0		4.4	93.3	2.2	0.0		0.0	0.0	100.0	0.0		
Total %	7.9	31.1	11.3	0.0	50.3	15.2	1.3	0.7	0.0	17.2	1.3	27.8	0.7	0.0	29.8	0.0	0.0	2.6	0.0	2.6	
Exiting Leg Total					69					19					48					15	151
Large Trucks	12	29	15	0	56	17	2	1	0	20	2	23	0	0	25	0	0	4	0	4	105
% Large Trucks	100.0	61.7	88.2	0.0	73.7	73.9	100.0	100.0	0.0	76.9	100.0	54.8	0.0	0.0	55.6	0.0	0.0	100.0	0.0	100.0	69.5
Exiting Leg Total					44					17					30					14	105
Buses	0	18	2	0	20	6	0	0	0	6	0	19	1	0	20	0	0	0	0	0	46
% Buses	0.0	38.3	11.8	0.0	26.3	26.1	0.0	0.0	0.0	23.1	0.0	45.2	100.0	0.0	44.4	0.0	0.0	0.0	0.0	0.0	30.5
Exiting Leg Total					25					2					18					1	46

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Allens Avenue (Route 1A)					Ernest Street					Allens Avenue (Route 1A)					Ernest Street					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	0	5	1	0	6	2	0	0	0	2	0	4	0	0	4	0	0	0	0	0	12
8:15 AM	3	9	2	0	14	6	1	0	0	7	0	6	1	0	7	0	0	1	0	1	29
8:30 AM	4	6	2	0	12	1	0	0	0	1	1	5	0	0	6	0	0	0	0	0	19
8:45 AM	1	7	3	0	11	4	1	0	0	5	0	7	0	0	7	0	0	1	0	1	24
Total Volume	8	27	8	0	43	13	2	0	0	15	1	22	1	0	24	0	0	2	0	2	84
% Approach Total	18.6	62.8	18.6	0.0		86.7	13.3	0.0	0.0		4.2	91.7	4.2	0.0		0.0	0.0	100.0	0.0		
PHF	0.500	0.750	0.667	0.000	0.768	0.542	0.500	0.000	0.000	0.536	0.250	0.786	0.250	0.000	0.857	0.000	0.000	0.500	0.000	0.500	0.724
Large Trucks	8	17	8	0	33	8	2	0	0	10	1	12	0	0	13	0	0	2	0	2	58
Large Trucks %	100.0	63.0	100.0	0.0	76.7	61.5	100.0	0.0	0.0	66.7	100.0	54.5	0.0	0.0	54.2	0.0	0.0	100.0	0.0	100.0	69.0
Buses	0	10	0	0	10	5	0	0	0	5	0	10	1	0	11	0	0	0	0	0	26
Buses %	0.0	37.0	0.0	0.0	23.3	38.5	0.0	0.0	0.0	33.3	0.0	45.5	100.0	0.0	45.8	0.0	0.0	0.0	0.0	0.0	31.0
Trucks Enter Leg	8	17	8	0	33	8	2	0	0	10	1	12	0	0	13	0	0	2	0	2	58
Bus Enter Leg	0	10	0	0	10	5	0	0	0	5	0	10	1	0	11	0	0	0	0	0	26
Total Entering Leg	8	27	8	0	43	13	2	0	0	15	1	22	1	0	24	0	0	2	0	2	84
Trucks Exiting Leg					22					9					17					10	58
Buses Exiting Leg					15					0					10					1	26
Total Exiting Leg					37					9					27					11	84

PDI File #: **175824 (17) Tues-AM**
Location: **N: Allens Avenue (Route 1A) S: Allens Avenue (Route 1A)**
Location: **E: Ernest Street W: Ernest Street**
City, State: **Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Large Trucks

	Allens Avenue (Route 1A)					Ernest Street					Allens Avenue (Route 1A)					Ernest Street					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	3	2	0	5	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	6
7:15 AM	1	3	3	0	7	1	0	1	0	2	0	3	0	0	3	0	0	1	0	1	13
7:30 AM	1	5	0	0	6	2	0	0	0	2	0	2	0	0	2	0	0	1	0	1	11
7:45 AM	2	1	2	0	5	6	0	0	0	6	0	6	0	0	6	0	0	0	0	0	17
Total	4	12	7	0	23	9	0	1	0	10	1	11	0	0	12	0	0	2	0	2	47
8:00 AM	0	3	1	0	4	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	7
8:15 AM	3	6	2	0	11	3	1	0	0	4	0	5	0	0	5	0	0	1	0	1	21
8:30 AM	4	4	2	0	10	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	13
8:45 AM	1	4	3	0	8	3	1	0	0	4	0	4	0	0	4	0	0	1	0	1	17
Total	8	17	8	0	33	8	2	0	0	10	1	12	0	0	13	0	0	2	0	2	58
Grand Total	12	29	15	0	56	17	2	1	0	20	2	23	0	0	25	0	0	4	0	4	105
Approach %	21.4	51.8	26.8	0.0		85.0	10.0	5.0	0.0		8.0	92.0	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	11.4	27.6	14.3	0.0	53.3	16.2	1.9	1.0	0.0	19.0	1.9	21.9	0.0	0.0	23.8	0.0	0.0	3.8	0.0	3.8	
Exiting Leg Total					44					17					30					14	105

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:45 AM	Allens Avenue (Route 1A)					Ernest Street					Allens Avenue (Route 1A)					Ernest Street					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:45 AM	2	1	2	0	5	6	0	0	0	6	0	6	0	0	6	0	0	0	0	0	17
8:00 AM	0	3	1	0	4	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	7
8:15 AM	3	6	2	0	11	3	1	0	0	4	0	5	0	0	5	0	0	1	0	1	21
8:30 AM	4	4	2	0	10	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	13
Total Volume	9	14	7	0	30	11	1	0	0	12	1	14	0	0	15	0	0	1	0	1	58
% Approach Total	30.0	46.7	23.3	0.0		91.7	8.3	0.0	0.0		6.7	93.3	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.563	0.583	0.875	0.000	0.682	0.458	0.250	0.000	0.000	0.500	0.250	0.583	0.000	0.000	0.625	0.000	0.000	0.250	0.000	0.250	0.690
Entering Leg	9	14	7	0	30	11	1	0	0	12	1	14	0	0	15	0	0	1	0	1	58
Exiting Leg					26					8					14					10	58
Total					56					20					29					11	116

PDI File #: **175824 (17) Tues-AM**
Location: **N: Allens Avenue (Route 1A) S: Allens Avenue (Route 1A)**
Location: **E: Ernest Street W: Ernest Street**
City, State: **Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Allens Avenue (Route 1A)					Ernest Street					Allens Avenue (Route 1A)					Ernest Street					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
7:15 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
7:30 AM	0	1	1	0	2	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	7
7:45 AM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
Total	0	8	2	0	10	1	0	0	0	1	0	9	0	0	9	0	0	0	0	0	20
8:00 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
8:15 AM	0	3	0	0	3	3	0	0	0	3	0	1	1	0	2	0	0	0	0	0	8
8:30 AM	0	2	0	0	2	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	6
8:45 AM	0	3	0	0	3	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	7
Total	0	10	0	0	10	5	0	0	0	5	0	10	1	0	11	0	0	0	0	0	26
Grand Total	0	18	2	0	20	6	0	0	0	6	0	19	1	0	20	0	0	0	0	0	46
Approach %	0.0	90.0	10.0	0.0		100.0	0.0	0.0	0.0		0.0	95.0	5.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	39.1	4.3	0.0	43.5	13.0	0.0	0.0	0.0	13.0	0.0	41.3	2.2	0.0	43.5	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					25					2					18					1	46

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Allens Avenue (Route 1A)					Ernest Street					Allens Avenue (Route 1A)					Ernest Street					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
8:15 AM	0	3	0	0	3	3	0	0	0	3	0	1	1	0	2	0	0	0	0	0	8
8:30 AM	0	2	0	0	2	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	6
8:45 AM	0	3	0	0	3	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	7
Total Volume	0	10	0	0	10	5	0	0	0	5	0	10	1	0	11	0	0	0	0	0	26
% Approach Total	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	90.9	9.1	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.833	0.000	0.000	0.833	0.417	0.000	0.000	0.000	0.417	0.000	0.833	0.250	0.000	0.917	0.000	0.000	0.000	0.000	0.000	0.813
Entering Leg	0	10	0	0	10	5	0	0	0	5	0	10	1	0	11	0	0	0	0	0	26
Exiting Leg					15					0					10					1	26
Total					25					5					21					1	52

PDI File #: **175824 (17) Tues-AM**
Location: **N: Allens Avenue (Route 1A) S: Allens Avenue (Route 1A)**
Location: **E: Ernest Street W: Ernest Street**
City, State: **Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Allens Avenue (Route 1A)							Ernest Street							Allens Avenue (Route 1A)							Ernest Street							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0	2	0	0	0	0	2	0	0	0	0	0	0	0	4
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0	4	0	0	0	0	4	1	0	0	0	0	0	1	7
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	5
Grand Total	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0	9	0	0	0	0	9	1	0	0	0	0	0	1	12
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		50.0	50.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.3	8.3	0.0	0.0	0.0	0.0	16.7	0.0	75.0	0.0	0.0	0.0	0.0	75.0	8.3	0.0	0.0	0.0	0.0	0.0	8.3	
Exiting Leg Total							10							0							1							1	12

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Allens Avenue (Route 1A)							Ernest Street							Allens Avenue (Route 1A)							Ernest Street							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0	2	0	0	0	0	2	0	0	0	0	0	0	0	4
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
Total Volume	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0	4	0	0	0	0	4	1	0	0	0	0	0	1	7
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		50.0	50.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.500	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.438
Entering Leg	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0	4	0	0	0	0	4	1	0	0	0	0	0	1	7
Exiting Leg							5							0							1							1	7
Total							5							2							5							2	14

PDI File #: **175824 (17) Tues-AM**
Location: **N: Allens Avenue (Route 1A) S: Allens Avenue (Route 1A)**
Location: **E: Ernest Street W: Ernest Street**
City, State: **Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class:

Pedestrians

	Allens Avenue (Route 1A)							Ernest Street							Allens Avenue (Route 1A)							Ernest Street							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	2	3
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	50.0	50.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	33.3	0.0	0.0	0.0	0.0	33.3	33.3	66.7	
Exiting Leg Total							0							0							1							2	3

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Allens Avenue (Route 1A)							Ernest Street							Allens Avenue (Route 1A)							Ernest Street							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	2	3
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	50.0	50.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.250	0.250	0.250	0.375
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	2	3
Exiting Leg							0							0							1							2	3
Total							0							0							2							4	6

PDI File #: **175824 (17) Tues-PM**
Location: **N: Allens Avenue (Route 1A) S: Allens Avenue (Route 1A)**
Location: **E: Ernest Street W: Ernest Street**
City, State: **Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Allens Avenue (Route 1A)					Ernest Street					Allens Avenue (Route 1A)					Ernest Street					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	28	234	15	0	277	32	12	4	0	48	0	240	8	0	248	8	1	46	0	55	628
4:45 PM	24	273	15	0	312	31	9	2	0	42	2	193	7	0	202	7	0	28	0	35	591
Total	52	507	30	0	589	63	21	6	0	90	2	433	15	0	450	15	1	74	0	90	1219
5:00 PM	43	240	15	0	298	26	6	1	0	33	2	231	9	0	242	16	1	35	0	52	625
5:15 PM	37	263	33	0	333	14	3	1	0	18	4	168	7	0	179	10	3	15	0	28	558
5:30 PM	30	245	38	0	313	25	7	0	0	32	4	176	7	0	187	5	1	24	0	30	562
5:45 PM	37	270	47	0	354	19	0	0	0	19	1	149	10	0	160	4	2	10	0	16	549
Total	147	1018	133	0	1298	84	16	2	0	102	11	724	33	0	768	35	7	84	0	126	2294
6:00 PM	14	203	28	0	245	22	2	0	0	24	1	153	5	0	159	2	1	18	0	21	449
6:15 PM	18	212	21	0	251	13	3	0	0	16	3	171	7	0	181	6	2	6	0	14	462
Total	32	415	49	0	496	35	5	0	0	40	4	324	12	0	340	8	3	24	0	35	911
Grand Total	231	1940	212	0	2383	182	42	8	0	232	17	1481	60	0	1558	58	11	182	0	251	4424
Approach %	9.7	81.4	8.9	0.0		78.4	18.1	3.4	0.0		1.1	95.1	3.9	0.0		23.1	4.4	72.5	0.0		
Total %	5.2	43.9	4.8	0.0	53.9	4.1	0.9	0.2	0.0	5.2	0.4	33.5	1.4	0.0	35.2	1.3	0.2	4.1	0.0	5.7	
Exiting Leg Total					1845					240					2006					333	4424
Cars	219	1926	201	0	2346	171	39	8	0	218	16	1458	60	0	1534	57	11	177	0	245	4343
% Cars	94.8	99.3	94.8	0.0	98.4	94.0	92.9	100.0	0.0	94.0	94.1	98.4	100.0	0.0	98.5	98.3	100.0	97.3	0.0	97.6	98.2
Exiting Leg Total					1806					228					1991					318	4343
Heavy Vehicles	12	14	11	0	37	11	3	0	0	14	1	23	0	0	24	1	0	5	0	6	81
% Heavy Vehicles	5.2	0.7	5.2	0.0	1.6	6.0	7.1	0.0	0.0	6.0	5.9	1.6	0.0	0.0	1.5	1.7	0.0	2.7	0.0	2.4	1.8
Exiting Leg Total					39					12					15					15	81

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:30 PM	Allens Avenue (Route 1A)					Ernest Street					Allens Avenue (Route 1A)					Ernest Street					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	28	234	15	0	277	32	12	4	0	48	0	240	8	0	248	8	1	46	0	55	628
4:45 PM	24	273	15	0	312	31	9	2	0	42	2	193	7	0	202	7	0	28	0	35	591
5:00 PM	43	240	15	0	298	26	6	1	0	33	2	231	9	0	242	16	1	35	0	52	625
5:15 PM	37	263	33	0	333	14	3	1	0	18	4	168	7	0	179	10	3	15	0	28	558
Total Volume	132	1010	78	0	1220	103	30	8	0	141	8	832	31	0	871	41	5	124	0	170	2402
% Approach Total	10.8	82.8	6.4	0.0		73.0	21.3	5.7	0.0		0.9	95.5	3.6	0.0		24.1	2.9	72.9	0.0		
PHF	0.767	0.925	0.591	0.000	0.916	0.805	0.625	0.500	0.000	0.734	0.500	0.867	0.861	0.000	0.878	0.641	0.417	0.674	0.000	0.773	0.956
Cars	125	1002	74	0	1201	97	28	8	0	133	7	818	31	0	856	40	5	121	0	166	2356
Cars %	94.7	99.2	94.9	0.0	98.4	94.2	93.3	100.0	0.0	94.3	87.5	98.3	100.0	0.0	98.3	97.6	100.0	97.6	0.0	97.6	98.1
Heavy Vehicles	7	8	4	0	19	6	2	0	0	8	1	14	0	0	15	1	0	3	0	4	46
Heavy Vehicles %	5.3	0.8	5.1	0.0	1.6	5.8	6.7	0.0	0.0	5.7	12.5	1.7	0.0	0.0	1.7	2.4	0.0	2.4	0.0	2.4	1.9
Cars Enter Leg	125	1002	74	0	1201	97	28	8	0	133	7	818	31	0	856	40	5	121	0	166	2356
Heavy Enter Leg	7	8	4	0	19	6	2	0	0	8	1	14	0	0	15	1	0	3	0	4	46
Total Entering Leg	132	1010	78	0	1220	103	30	8	0	141	8	832	31	0	871	41	5	124	0	170	2402
Cars Exiting Leg					1036					86					1050					184	2356
Heavy Exiting Leg					23					5					9					9	46
Total Exiting Leg					1059					91					1059					193	2402

PDI File #: **175824 (17) Tues-PM**
Location: **N: Allens Avenue (Route 1A) S: Allens Avenue (Route 1A)**
Location: **E: Ernest Street W: Ernest Street**
City, State: **Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Allens Avenue (Route 1A)					Ernest Street					Allens Avenue (Route 1A)					Ernest Street					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	25	230	14	0	269	32	12	4	0	48	0	235	8	0	243	7	1	45	0	53	613
4:45 PM	23	273	13	0	309	28	9	2	0	39	1	192	7	0	200	7	0	27	0	34	582
Total	48	503	27	0	578	60	21	6	0	87	1	427	15	0	443	14	1	72	0	87	1195
5:00 PM	41	237	15	0	293	24	4	1	0	29	2	227	9	0	238	16	1	34	0	51	611
5:15 PM	36	262	32	0	330	13	3	1	0	17	4	164	7	0	175	10	3	15	0	28	550
5:30 PM	29	243	37	0	309	24	6	0	0	30	4	173	7	0	184	5	1	23	0	29	552
5:45 PM	36	270	44	0	350	18	0	0	0	18	1	146	10	0	157	4	2	10	0	16	541
Total	142	1012	128	0	1282	79	13	2	0	94	11	710	33	0	754	35	7	82	0	124	2254
6:00 PM	13	202	26	0	241	21	2	0	0	23	1	152	5	0	158	2	1	17	0	20	442
6:15 PM	16	209	20	0	245	11	3	0	0	14	3	169	7	0	179	6	2	6	0	14	452
Total	29	411	46	0	486	32	5	0	0	37	4	321	12	0	337	8	3	23	0	34	894
Grand Total	219	1926	201	0	2346	171	39	8	0	218	16	1458	60	0	1534	57	11	177	0	245	4343
Approach %	9.3	82.1	8.6	0.0		78.4	17.9	3.7	0.0		1.0	95.0	3.9	0.0		23.3	4.5	72.2	0.0		
Total %	5.0	44.3	4.6	0.0	54.0	3.9	0.9	0.2	0.0	5.0	0.4	33.6	1.4	0.0	35.3	1.3	0.3	4.1	0.0	5.6	
Exiting Leg Total					1806					228					1991					318	4343

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:30 PM	Allens Avenue (Route 1A)					Ernest Street					Allens Avenue (Route 1A)					Ernest Street					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	25	230	14	0	269	32	12	4	0	48	0	235	8	0	243	7	1	45	0	53	613
4:45 PM	23	273	13	0	309	28	9	2	0	39	1	192	7	0	200	7	0	27	0	34	582
5:00 PM	41	237	15	0	293	24	4	1	0	29	2	227	9	0	238	16	1	34	0	51	611
5:15 PM	36	262	32	0	330	13	3	1	0	17	4	164	7	0	175	10	3	15	0	28	550
Total Volume	125	1002	74	0	1201	97	28	8	0	133	7	818	31	0	856	40	5	121	0	166	2356
% Approach Total	10.4	83.4	6.2	0.0		72.9	21.1	6.0	0.0		0.8	95.6	3.6	0.0		24.1	3.0	72.9	0.0		
PHF	0.762	0.918	0.578	0.000	0.910	0.758	0.583	0.500	0.000	0.693	0.438	0.870	0.861	0.000	0.881	0.625	0.417	0.672	0.000	0.783	0.961
Entering Leg	125	1002	74	0	1201	97	28	8	0	133	7	818	31	0	856	40	5	121	0	166	2356
Exiting Leg					1036					86					1050					184	2356
Total					2237					219					1906					350	4712

PDI File #: **175824 (17) Tues-PM**
Location: **N: Allens Avenue (Route 1A) S: Allens Avenue (Route 1A)**
Location: **E: Ernest Street W: Ernest Street**
City, State: **Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Heavy Vehicles (Combined-Large Trucks and Buses)

	Allens Avenue (Route 1A)					Ernest Street					Allens Avenue (Route 1A)					Ernest Street					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	3	4	1	0	8	0	0	0	0	0	0	5	0	0	5	1	0	1	0	2	15
4:45 PM	1	0	2	0	3	3	0	0	0	3	1	1	0	0	2	0	0	1	0	1	9
Total	4	4	3	0	11	3	0	0	0	3	1	6	0	0	7	1	0	2	0	3	24
5:00 PM	2	3	0	0	5	2	2	0	0	4	0	4	0	0	4	0	0	1	0	1	14
5:15 PM	1	1	1	0	3	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	8
5:30 PM	1	2	1	0	4	1	1	0	0	2	0	3	0	0	3	0	0	1	0	1	10
5:45 PM	1	0	3	0	4	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	8
Total	5	6	5	0	16	5	3	0	0	8	0	14	0	0	14	0	0	2	0	2	40
6:00 PM	1	1	2	0	4	1	0	0	0	1	0	1	0	0	1	0	0	1	0	1	7
6:15 PM	2	3	1	0	6	2	0	0	0	2	0	2	0	0	2	0	0	0	0	0	10
Total	3	4	3	0	10	3	0	0	0	3	0	3	0	0	3	0	0	1	0	1	17
Grand Total	12	14	11	0	37	11	3	0	0	14	1	23	0	0	24	1	0	5	0	6	81
Approach %	32.4	37.8	29.7	0.0		78.6	21.4	0.0	0.0		4.2	95.8	0.0	0.0		16.7	0.0	83.3	0.0		
Total %	14.8	17.3	13.6	0.0	45.7	13.6	3.7	0.0	0.0	17.3	1.2	28.4	0.0	0.0	29.6	1.2	0.0	6.2	0.0	7.4	
Exiting Leg Total					39					12					15					15	81
Large Trucks	12	3	2	0	17	2	2	0	0	4	1	11	0	0	12	1	0	5	0	6	39
% Large Trucks	100.0	21.4	18.2	0.0	45.9	18.2	66.7	0.0	0.0	28.6	100.0	47.8	0.0	0.0	50.0	100.0	0.0	100.0	0.0	100.0	48.1
Exiting Leg Total					18					3					4					14	39
Buses	0	11	9	0	20	9	1	0	0	10	0	12	0	0	12	0	0	0	0	0	42
% Buses	0.0	78.6	81.8	0.0	54.1	81.8	33.3	0.0	0.0	71.4	0.0	52.2	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	51.9
Exiting Leg Total					21					9					11					1	42

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:30 PM	Allens Avenue (Route 1A)					Ernest Street					Allens Avenue (Route 1A)					Ernest Street					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	3	4	1	0	8	0	0	0	0	0	0	5	0	0	5	1	0	1	0	2	15
4:45 PM	1	0	2	0	3	3	0	0	0	3	1	1	0	0	2	0	0	1	0	1	9
5:00 PM	2	3	0	0	5	2	2	0	0	4	0	4	0	0	4	0	0	1	0	1	14
5:15 PM	1	1	1	0	3	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	8
Total Volume	7	8	4	0	19	6	2	0	0	8	1	14	0	0	15	1	0	3	0	4	46
% Approach Total	36.8	42.1	21.1	0.0		75.0	25.0	0.0	0.0		6.7	93.3	0.0	0.0		25.0	0.0	75.0	0.0		
PHF	0.583	0.500	0.500	0.000	0.594	0.500	0.250	0.000	0.000	0.500	0.250	0.700	0.000	0.000	0.750	0.250	0.000	0.750	0.000	0.500	0.767
Large Trucks	7	2	1	0	10	1	1	0	0	2	1	6	0	0	7	1	0	3	0	4	23
Large Trucks %	100.0	25.0	25.0	0.0	52.6	16.7	50.0	0.0	0.0	25.0	100.0	42.9	0.0	0.0	46.7	100.0	0.0	100.0	0.0	100.0	50.0
Buses	0	6	3	0	9	5	1	0	0	6	0	8	0	0	8	0	0	0	0	0	23
Buses %	0.0	75.0	75.0	0.0	47.4	83.3	50.0	0.0	0.0	75.0	0.0	57.1	0.0	0.0	53.3	0.0	0.0	0.0	0.0	0.0	50.0
Trucks Enter Leg	7	2	1	0	10	1	1	0	0	2	1	6	0	0	7	1	0	3	0	4	23
Bus Enter Leg	0	6	3	0	9	5	1	0	0	6	0	8	0	0	8	0	0	0	0	0	23
Total Entering Leg	7	8	4	0	19	6	2	0	0	8	1	14	0	0	15	1	0	3	0	4	46
Trucks Exiting Leg					10					2					3					8	23
Buses Exiting Leg					13					3					6					1	23
Total Exiting Leg					23					5					9					9	46

PDI File #: **175824 (17) Tues-PM**
Location: **N: Allens Avenue (Route 1A) S: Allens Avenue (Route 1A)**
Location: **E: Ernest Street W: Ernest Street**
City, State: **Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Large Trucks

	Allens Avenue (Route 1A)					Ernest Street					Allens Avenue (Route 1A)					Ernest Street					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	3	1	1	0	5	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	8
4:45 PM	1	0	0	0	1	1	0	0	0	1	1	0	0	0	1	0	0	1	0	1	4
Total	4	1	1	0	6	1	0	0	0	1	1	1	0	0	2	1	0	2	0	3	12
5:00 PM	2	1	0	0	3	0	1	0	0	1	0	2	0	0	2	0	0	1	0	1	7
5:15 PM	1	0	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
5:30 PM	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	4
5:45 PM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Total	5	1	0	0	6	0	2	0	0	2	0	8	0	0	8	0	0	2	0	2	18
6:00 PM	1	0	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	4
6:15 PM	2	1	0	0	3	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	5
Total	3	1	1	0	5	1	0	0	0	1	0	2	0	0	2	0	0	1	0	1	9
Grand Total	12	3	2	0	17	2	2	0	0	4	1	11	0	0	12	1	0	5	0	6	39
Approach %	70.6	17.6	11.8	0.0		50.0	50.0	0.0	0.0		8.3	91.7	0.0	0.0		16.7	0.0	83.3	0.0		
Total %	30.8	7.7	5.1	0.0	43.6	5.1	5.1	0.0	0.0	10.3	2.6	28.2	0.0	0.0	30.8	2.6	0.0	12.8	0.0	15.4	
Exiting Leg Total					18					3					4					14	39

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:30 PM	Allens Avenue (Route 1A)					Ernest Street					Allens Avenue (Route 1A)					Ernest Street					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	3	1	1	0	5	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	8
4:45 PM	1	0	0	0	1	1	0	0	0	1	1	0	0	0	1	0	0	1	0	1	4
5:00 PM	2	1	0	0	3	0	1	0	0	1	0	2	0	0	2	0	0	1	0	1	7
5:15 PM	1	0	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
Total Volume	7	2	1	0	10	1	1	0	0	2	1	6	0	0	7	1	0	3	0	4	23
% Approach Total	70.0	20.0	10.0	0.0		50.0	50.0	0.0	0.0		14.3	85.7	0.0	0.0		25.0	0.0	75.0	0.0		
PHF	0.583	0.500	0.250	0.000	0.500	0.250	0.250	0.000	0.000	0.500	0.250	0.500	0.000	0.000	0.583	0.250	0.000	0.750	0.000	0.500	0.719
Entering Leg	7	2	1	0	10	1	1	0	0	2	1	6	0	0	7	1	0	3	0	4	23
Exiting Leg					10					2					3					8	23
Total					20					4					10					12	46

PDI File #: **175824 (17) Tues-PM**
Location: **N: Allens Avenue (Route 1A) S: Allens Avenue (Route 1A)**
Location: **E: Ernest Street W: Ernest Street**
City, State: **Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Allens Avenue (Route 1A)					Ernest Street					Allens Avenue (Route 1A)					Ernest Street					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
4:45 PM	0	0	2	0	2	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	5
Total	0	3	2	0	5	2	0	0	0	2	0	5	0	0	5	0	0	0	0	0	12
5:00 PM	0	2	0	0	2	2	1	0	0	3	0	2	0	0	2	0	0	0	0	0	7
5:15 PM	0	1	1	0	2	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	4
5:30 PM	0	2	1	0	3	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	6
5:45 PM	0	0	3	0	3	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	5
Total	0	5	5	0	10	5	1	0	0	6	0	6	0	0	6	0	0	0	0	0	22
6:00 PM	0	1	1	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
6:15 PM	0	2	1	0	3	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	5
Total	0	3	2	0	5	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	8
Grand Total	0	11	9	0	20	9	1	0	0	10	0	12	0	0	12	0	0	0	0	0	42
Approach %	0.0	55.0	45.0	0.0		90.0	10.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	26.2	21.4	0.0	47.6	21.4	2.4	0.0	0.0	23.8	0.0	28.6	0.0	0.0	28.6	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					21					9					11					1	42

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:30 PM	Allens Avenue (Route 1A)					Ernest Street					Allens Avenue (Route 1A)					Ernest Street					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
4:45 PM	0	0	2	0	2	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	5
5:00 PM	0	2	0	0	2	2	1	0	0	3	0	2	0	0	2	0	0	0	0	0	7
5:15 PM	0	1	1	0	2	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	4
Total Volume	0	6	3	0	9	5	1	0	0	6	0	8	0	0	8	0	0	0	0	0	23
% Approach Total	0.0	66.7	33.3	0.0		83.3	16.7	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.500	0.375	0.000	0.750	0.625	0.250	0.000	0.000	0.500	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.821
Entering Leg	0	6	3	0	9	5	1	0	0	6	0	8	0	0	8	0	0	0	0	0	23
Exiting Leg					13					3					6					1	23
Total					22					9					14					1	46

PDI File #: **175824 (17) Tues-PM**
Location: **N: Allens Avenue (Route 1A) S: Allens Avenue (Route 1A)**
Location: **E: Ernest Street W: Ernest Street**
City, State: **Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Allens Avenue (Route 1A)							Ernest Street							Allens Avenue (Route 1A)							Ernest Street							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	0	0	1	0	1	3
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	1	0	0	0	0	1	1	0	0	0	0	1	2	0	1	0	0	0	0	1	0	0	0	0	1	0	1	5
Approach %	0.0	100.0	0.0	0.0	0.0	0.0		50.0	0.0	0.0	0.0	0.0	50.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		
Total %	0.0	20.0	0.0	0.0	0.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	20.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	20.0	0.0	20.0	
Exiting Leg Total							2							1							1							1	5

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:30 PM	Allens Avenue (Route 1A)							Ernest Street							Allens Avenue (Route 1A)							Ernest Street							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	0	1	0	0	0	0	1	2	0	1	0	0	0	0	1	0	0	0	0	1	0	1	4
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		50.0	0.0	0.0	0.0	0.0	50.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.500
Entering Leg	0	0	0	0	0	0	0	1	0	0	0	0	1	2	0	1	0	0	0	0	1	0	0	0	0	1	0	1	4
Exiting Leg							2							1							0							1	4
Total							2							3							1							2	8

PDI File #: **175824 (17) Tues-PM**
Location: **N: Allens Avenue (Route 1A) S: Allens Avenue (Route 1A)**
Location: **E: Ernest Street W: Ernest Street**
City, State: **Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Allens Avenue (Route 1A)							Ernest Street							Allens Avenue (Route 1A)							Ernest Street							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	2	3
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	100.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	66.7	66.7	
Exiting Leg Total							0							0							1							2	3

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:30 PM	Allens Avenue (Route 1A)							Ernest Street							Allens Avenue (Route 1A)							Ernest Street							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
Exiting Leg							0							0							1							0	1
Total							0							0							2							0	2

PDI File #: **175824 (18) Sat**
Location: **N: Fountain Street S: Fountain Street**
Location: **E: Empire Street W: Empire Street**
City, State: **Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Fountain Street					Empire Street					Fountain Street					Empire Street					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	0	0	0	0	10	11	0	0	21	1	1	0	0	2	0	74	91	0	165	188
12:15 PM	0	0	0	0	0	6	2	0	0	8	2	5	0	0	7	0	73	97	0	170	185
12:30 PM	0	0	0	0	0	12	10	0	0	22	5	2	0	0	7	0	64	82	0	146	175
12:45 PM	0	0	0	0	0	12	11	0	0	23	2	3	1	0	6	0	76	85	0	161	190
Total	0	0	0	0	0	40	34	0	0	74	10	11	1	0	22	0	287	355	0	642	738
1:00 PM	0	0	0	0	0	17	8	0	0	25	0	2	1	0	3	0	70	75	0	145	173
1:15 PM	0	0	0	0	0	11	7	0	0	18	0	4	4	0	8	0	72	85	0	157	183
1:30 PM	0	0	0	0	0	14	7	0	0	21	0	4	0	0	4	0	73	88	0	161	186
1:45 PM	0	0	0	0	0	10	4	0	0	14	1	2	1	0	4	0	70	69	0	139	157
Total	0	0	0	0	0	52	26	0	0	78	1	12	6	0	19	0	285	317	0	602	699
Grand Total	0	0	0	0	0	92	60	0	0	152	11	23	7	0	41	0	572	672	0	1244	1437
Approach %	0.0	0.0	0.0	0.0		60.5	39.5	0.0	0.0		26.8	56.1	17.1	0.0		0.0	46.0	54.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	6.4	4.2	0.0	0.0	10.6	0.8	1.6	0.5	0.0	2.9	0.0	39.8	46.8	0.0	86.6	
Exiting Leg Total					787					583					0					67	1437
Cars	0	0	0	0	0	90	58	0	0	148	10	22	7	0	39	0	560	659	0	1219	1406
% Cars	0.0	0.0	0.0	0.0	0.0	97.8	96.7	0.0	0.0	97.4	90.9	95.7	100.0	0.0	95.1	0.0	97.9	98.1	0.0	98.0	97.8
Exiting Leg Total					771					570					0					65	1406
Heavy Vehicles	0	0	0	0	0	2	2	0	0	4	1	1	0	0	2	0	12	13	0	25	31
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	2.2	3.3	0.0	0.0	2.6	9.1	4.3	0.0	0.0	4.9	0.0	2.1	1.9	0.0	2.0	2.2
Exiting Leg Total					16					13					0					2	31

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:00 PM	Fountain Street					Empire Street					Fountain Street					Empire Street					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	0	0	0	0	10	11	0	0	21	1	1	0	0	2	0	74	91	0	165	188
12:15 PM	0	0	0	0	0	6	2	0	0	8	2	5	0	0	7	0	73	97	0	170	185
12:30 PM	0	0	0	0	0	12	10	0	0	22	5	2	0	0	7	0	64	82	0	146	175
12:45 PM	0	0	0	0	0	12	11	0	0	23	2	3	1	0	6	0	76	85	0	161	190
Total Volume	0	0	0	0	0	40	34	0	0	74	10	11	1	0	22	0	287	355	0	642	738
% Approach Total	0.0	0.0	0.0	0.0		54.1	45.9	0.0	0.0		45.5	50.0	4.5	0.0		0.0	44.7	55.3	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.833	0.773	0.000	0.000	0.804	0.500	0.550	0.250	0.000	0.786	0.000	0.944	0.915	0.000	0.944	0.971
Cars	0	0	0	0	0	39	32	0	0	71	9	10	1	0	20	0	279	348	0	627	718
Cars %	0.0	0.0	0.0	0.0	0.0	97.5	94.1	0.0	0.0	95.9	90.0	90.9	100.0	0.0	90.9	0.0	97.2	98.0	0.0	97.7	97.3
Heavy Vehicles	0	0	0	0	0	1	2	0	0	3	1	1	0	0	2	0	8	7	0	15	20
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	2.5	5.9	0.0	0.0	4.1	10.0	9.1	0.0	0.0	9.1	0.0	2.8	2.0	0.0	2.3	2.7
Cars Enter Leg	0	0	0	0	0	39	32	0	0	71	9	10	1	0	20	0	279	348	0	627	718
Heavy Enter Leg	0	0	0	0	0	1	2	0	0	3	1	1	0	0	2	0	8	7	0	15	20
Total Entering Leg	0	0	0	0	0	40	34	0	0	74	10	11	1	0	22	0	287	355	0	642	738
Cars Exiting Leg					397					288					0					33	718
Heavy Exiting Leg					9					9					0					2	20
Total Exiting Leg					406					297					0					35	738

PDI File #: **175824 (18) Sat**
Location: **N: Fountain Street S: Fountain Street**
Location: **E: Empire Street W: Empire Street**
City, State: **Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Fountain Street					Empire Street					Fountain Street					Empire Street					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	0	0	0	0	10	11	0	0	21	1	1	0	0	2	0	72	89	0	161	184
12:15 PM	0	0	0	0	0	6	1	0	0	7	2	5	0	0	7	0	72	95	0	167	181
12:30 PM	0	0	0	0	0	12	10	0	0	22	4	1	0	0	5	0	62	80	0	142	169
12:45 PM	0	0	0	0	0	11	10	0	0	21	2	3	1	0	6	0	73	84	0	157	184
Total	0	0	0	0	0	39	32	0	0	71	9	10	1	0	20	0	279	348	0	627	718
1:00 PM	0	0	0	0	0	16	8	0	0	24	0	2	1	0	3	0	69	74	0	143	170
1:15 PM	0	0	0	0	0	11	7	0	0	18	0	4	4	0	8	0	72	84	0	156	182
1:30 PM	0	0	0	0	0	14	7	0	0	21	0	4	0	0	4	0	72	86	0	158	183
1:45 PM	0	0	0	0	0	10	4	0	0	14	1	2	1	0	4	0	68	67	0	135	153
Total	0	0	0	0	0	51	26	0	0	77	1	12	6	0	19	0	281	311	0	592	688
Grand Total	0	0	0	0	0	90	58	0	0	148	10	22	7	0	39	0	560	659	0	1219	1406
Approach %	0.0	0.0	0.0	0.0		60.8	39.2	0.0	0.0		25.6	56.4	17.9	0.0		0.0	45.9	54.1	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	6.4	4.1	0.0	0.0	10.5	0.7	1.6	0.5	0.0	2.8	0.0	39.8	46.9	0.0	86.7	
Exiting Leg Total					771					570					0					65	1406

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:45 PM	Fountain Street					Empire Street					Fountain Street					Empire Street					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:45 PM	0	0	0	0	0	11	10	0	0	21	2	3	1	0	6	0	73	84	0	157	184
1:00 PM	0	0	0	0	0	16	8	0	0	24	0	2	1	0	3	0	69	74	0	143	170
1:15 PM	0	0	0	0	0	11	7	0	0	18	0	4	4	0	8	0	72	84	0	156	182
1:30 PM	0	0	0	0	0	14	7	0	0	21	0	4	0	0	4	0	72	86	0	158	183
Total Volume	0	0	0	0	0	52	32	0	0	84	2	13	6	0	21	0	286	328	0	614	719
% Approach Total	0.0	0.0	0.0	0.0		61.9	38.1	0.0	0.0		9.5	61.9	28.6	0.0		0.0	46.6	53.4	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.813	0.800	0.000	0.000	0.875	0.250	0.813	0.375	0.000	0.656	0.000	0.979	0.953	0.000	0.972	0.977
Entering Leg	0	0	0	0	0	52	32	0	0	84	2	13	6	0	21	0	286	328	0	614	719
Exiting Leg					393					288					0					38	719
Total					393					372					21					652	1438

PDI File #: **175824 (18) Sat**
Location: **N: Fountain Street S: Fountain Street**
Location: **E: Empire Street W: Empire Street**
City, State: **Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Heavy Vehicles (Combined-Large Trucks and Buses)

	Fountain Street					Empire Street					Fountain Street					Empire Street					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	4	4
12:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	2	0	3	4
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	2	2	0	4	6
12:45 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	3	1	0	4	6
Total	0	0	0	0	0	1	2	0	0	3	1	1	0	0	2	0	8	7	0	15	20
1:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	1	0	2	3
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	3
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	4	4
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	4	6	0	10	11
Grand Total	0	0	0	0	0	2	2	0	0	4	1	1	0	0	2	0	12	13	0	25	31
Approach %	0.0	0.0	0.0	0.0		50.0	50.0	0.0	0.0		50.0	50.0	0.0	0.0		0.0	48.0	52.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	6.5	6.5	0.0	0.0	12.9	3.2	3.2	0.0	0.0	6.5	0.0	38.7	41.9	0.0	80.6	
Exiting Leg Total					16					13					0					2	31
Large Trucks	0	0	0	0	0	2	2	0	0	4	1	1	0	0	2	0	6	5	0	11	17
% Large Trucks	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	0.0	100.0	100.0	100.0	0.0	0.0	100.0	0.0	50.0	38.5	0.0	44.0	54.8
Exiting Leg Total					8					7					0					2	17
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	8	0	14	14
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	61.5	0.0	56.0	45.2
Exiting Leg Total					8					6					0					0	14

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:00 PM	Fountain Street					Empire Street					Fountain Street					Empire Street					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	4	4
12:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	2	0	3	4
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	2	2	0	4	6
12:45 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	3	1	0	4	6
Total Volume	0	0	0	0	0	1	2	0	0	3	1	1	0	0	2	0	8	7	0	15	20
% Approach Total	0.0	0.0	0.0	0.0		33.3	66.7	0.0	0.0		50.0	50.0	0.0	0.0		0.0	53.3	46.7	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.000	0.375	0.250	0.250	0.000	0.000	0.250	0.000	0.667	0.875	0.000	0.938	0.833
Large Trucks	0	0	0	0	0	1	2	0	0	3	1	1	0	0	2	0	4	3	0	7	12
Large Trucks %	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	0.0	100.0	100.0	100.0	0.0	0.0	100.0	0.0	50.0	42.9	0.0	46.7	60.0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	8	8
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	57.1	0.0	53.3	40.0
Trucks Enter Leg	0	0	0	0	0	1	2	0	0	3	1	1	0	0	2	0	4	3	0	7	12
Bus Enter Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	8	8
Total Entering Leg	0	0	0	0	0	1	2	0	0	3	1	1	0	0	2	0	8	7	0	15	20
Trucks Exiting Leg					5					5					0					2	12
Buses Exiting Leg					4					4					0					0	8
Total Exiting Leg					9					9					0					2	20

PDI File #: **175824 (18) Sat**
Location: **N: Fountain Street S: Fountain Street**
Location: **E: Empire Street W: Empire Street**
City, State: **Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Large Trucks

	Fountain Street					Empire Street					Fountain Street					Empire Street					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	3
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	1	1	0	2	4
12:45 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	1	1	0	2	4
Total	0	0	0	0	0	1	2	0	0	3	1	1	0	0	2	0	4	3	0	7	12
1:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	2	0	4	5
Grand Total	0	0	0	0	0	2	2	0	0	4	1	1	0	0	2	0	6	5	0	11	17
Approach %	0.0	0.0	0.0	0.0		50.0	50.0	0.0	0.0		50.0	50.0	0.0	0.0		0.0	54.5	45.5	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	11.8	11.8	0.0	0.0	23.5	5.9	5.9	0.0	0.0	11.8	0.0	35.3	29.4	0.0	64.7	
Exiting Leg Total					8					7					0					2	17

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:00 PM	Fountain Street					Empire Street					Fountain Street					Empire Street					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	3
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	1	1	0	2	4
12:45 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	1	1	0	2	4
Total Volume	0	0	0	0	0	1	2	0	0	3	1	1	0	0	2	0	4	3	0	7	12
% Approach Total	0.0	0.0	0.0	0.0		33.3	66.7	0.0	0.0		50.0	50.0	0.0	0.0		0.0	57.1	42.9	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.000	0.375	0.250	0.250	0.000	0.000	0.250	0.000	1.000	0.750	0.000	0.875	0.750
Entering Leg	0	0	0	0	0	1	2	0	0	3	1	1	0	0	2	0	4	3	0	7	12
Exiting Leg					5					5					0					2	12
Total					5					8					2					9	24

PDI File #: **175824 (18) Sat**
Location: **N: Fountain Street S: Fountain Street**
Location: **E: Empire Street W: Empire Street**
City, State: **Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Fountain Street					Empire Street					Fountain Street					Empire Street					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	3
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	8	8
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	0	6	6
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	8	0	14	14
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	42.9	57.1	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	42.9	57.1	0.0	100.0	
Exiting Leg Total					8					6					0					0	14

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:00 PM	Fountain Street					Empire Street					Fountain Street					Empire Street					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	3
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	8	8
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	50.0	50.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.000	0.667	0.667
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	8	8
Exiting Leg					4					4					0					0	8
Total					4					4					0					8	16

PDI File #: **175824 (18) Sat**
Location: **N: Fountain Street S: Fountain Street**
Location: **E: Empire Street W: Empire Street**
City, State: **Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Fountain Street North							Empire Street East							Fountain Street South							Empire Street West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	2	0	0	0	0	2	3
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	1	0	6	1	0	0	0	7	9
1:00 PM	0	0	0	0	2	0	2	0	0	0	0	0	0	0	1	3	0	0	0	0	4	0	0	1	0	0	0	1	7
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
1:30 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	4
1:45 PM	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	1	1	0	1	0	0	0	0	1	4
Total	0	0	0	0	4	0	4	0	0	0	0	1	0	1	1	3	0	0	0	1	5	0	5	1	0	0	0	6	16
Grand Total	0	0	0	0	4	0	4	0	0	0	0	1	1	2	2	3	0	0	0	1	6	0	11	2	0	0	0	13	25
Approach %	0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	50.0	50.0		33.3	50.0	0.0	0.0	0.0	16.7		0.0	84.6	15.4	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	16.0	0.0	16.0	0.0	0.0	0.0	0.0	4.0	4.0	8.0	8.0	12.0	0.0	0.0	0.0	4.0	24.0	0.0	44.0	8.0	0.0	0.0	0.0	52.0	
Exiting Leg Total							9							15							1							0	25

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

1:00 PM	Fountain Street North							Empire Street East							Fountain Street South							Empire Street West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
1:00 PM	0	0	0	0	2	0	2	0	0	0	0	0	0	0	1	3	0	0	0	0	4	0	0	1	0	0	0	1	7
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
1:30 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	4
1:45 PM	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	1	1	0	1	0	0	0	0	1	4
Total Volume	0	0	0	0	4	0	4	0	0	0	0	1	0	1	1	3	0	0	0	1	5	0	5	1	0	0	0	6	16
% Approach Total	0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		20.0	60.0	0.0	0.0	0.0	20.0		0.0	83.3	16.7	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.250	0.250	0.000	0.000	0.000	0.250	0.313	0.000	0.417	0.250	0.000	0.000	0.000	0.500	0.571
Entering Leg	0	0	0	0	4	0	4	0	0	0	0	1	0	1	1	3	0	0	0	1	5	0	5	1	0	0	0	6	16
Exiting Leg							8							7							1							0	16
Total							12							8							6							6	32

PDI File #: **175824 (18) Sat**
Location: **N: Fountain Street S: Fountain Street**
Location: **E: Empire Street W: Empire Street**
City, State: **Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Fountain Street							Empire Street							Fountain Street							Empire Street							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
12:00 PM	0	0	0	0	7	6	13	0	0	0	0	8	3	11	0	0	0	0	0	15	15	0	0	0	0	1	1	2	41
12:15 PM	0	0	0	0	4	2	6	0	0	0	0	0	5	5	0	0	0	0	1	11	12	0	0	0	0	7	0	7	30
12:30 PM	0	0	0	0	5	9	14	0	0	0	0	3	9	12	0	0	0	0	2	4	6	0	0	0	0	1	1	2	34
12:45 PM	0	0	0	0	8	0	8	0	0	0	0	3	8	11	0	0	0	0	10	9	19	0	0	0	0	6	0	6	44
Total	0	0	0	0	24	17	41	0	0	0	0	14	25	39	0	0	0	0	13	39	52	0	0	0	0	15	2	17	149
1:00 PM	0	0	0	0	7	4	11	0	0	0	0	9	9	18	0	0	0	0	4	13	17	0	0	0	0	5	1	6	52
1:15 PM	0	0	0	0	3	17	20	0	0	0	0	5	6	11	0	0	0	0	3	7	10	0	0	0	0	7	1	8	49
1:30 PM	0	0	0	0	6	4	10	0	0	0	0	5	5	10	0	0	0	0	3	11	14	0	0	0	0	4	0	4	38
1:45 PM	0	0	0	0	2	6	8	0	0	0	0	1	5	6	0	0	0	0	3	4	7	0	0	0	0	3	0	3	24
Total	0	0	0	0	18	31	49	0	0	0	0	20	25	45	0	0	0	0	13	35	48	0	0	0	0	19	2	21	163
Grand Total	0	0	0	0	42	48	90	0	0	0	0	34	50	84	0	0	0	0	26	74	100	0	0	0	0	34	4	38	312
Approach %	0.0	0.0	0.0	0.0	46.7	53.3		0.0	0.0	0.0	0.0	40.5	59.5		0.0	0.0	0.0	0.0	26.0	74.0		0.0	0.0	0.0	0.0	89.5	10.5		
Total %	0.0	0.0	0.0	0.0	13.5	15.4	28.8	0.0	0.0	0.0	0.0	10.9	16.0	26.9	0.0	0.0	0.0	0.0	8.3	23.7	32.1	0.0	0.0	0.0	0.0	10.9	1.3	12.2	
Exiting Leg Total							90							84							100							38	312

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:45 PM	Fountain Street							Empire Street							Fountain Street							Empire Street							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
12:45 PM	0	0	0	0	8	0	8	0	0	0	0	3	8	11	0	0	0	0	10	9	19	0	0	0	0	6	0	6	44
1:00 PM	0	0	0	0	7	4	11	0	0	0	0	9	9	18	0	0	0	0	4	13	17	0	0	0	0	5	1	6	52
1:15 PM	0	0	0	0	3	17	20	0	0	0	0	5	6	11	0	0	0	0	3	7	10	0	0	0	0	7	1	8	49
1:30 PM	0	0	0	0	6	4	10	0	0	0	0	5	5	10	0	0	0	0	3	11	14	0	0	0	0	4	0	4	38
Total Volume	0	0	0	0	24	25	49	0	0	0	0	22	28	50	0	0	0	0	20	40	60	0	0	0	0	22	2	24	183
% Approach Total	0.0	0.0	0.0	0.0	49.0	51.0		0.0	0.0	0.0	0.0	44.0	56.0		0.0	0.0	0.0	0.0	33.3	66.7		0.0	0.0	0.0	0.0	91.7	8.3		
PHF	0.000	0.000	0.000	0.000	0.750	0.368	0.613	0.000	0.000	0.000	0.000	0.611	0.778	0.694	0.000	0.000	0.000	0.000	0.500	0.769	0.789	0.000	0.000	0.000	0.000	0.786	0.500	0.750	0.880
Entering Leg	0	0	0	0	24	25	49	0	0	0	0	22	28	50	0	0	0	0	20	40	60	0	0	0	0	22	2	24	183
Exiting Leg							49							50							60							24	183
Total							98							100							120							48	366

PDI File #: **175824 (18) Tues-AM**
Location: **N: Fountain Street S: Fountain Street**
Location: **E: Empire Street W: Empire Street**
City, State: **Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Fountain Street					Empire Street					Fountain Street					Empire Street					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	3	3	0	0	6	0	1	0	0	1	0	87	52	0	139	146
7:15 AM	0	0	0	0	0	9	2	0	0	11	0	6	0	0	6	0	91	71	0	162	179
7:30 AM	0	0	0	0	0	9	3	0	0	12	1	5	0	0	6	0	123	85	0	208	226
7:45 AM	0	0	0	0	0	13	6	0	0	19	2	6	0	0	8	0	111	113	0	224	251
Total	0	0	0	0	0	34	14	0	0	48	3	18	0	0	21	0	412	321	0	733	802
8:00 AM	0	0	0	0	0	13	8	0	0	21	1	0	0	0	1	0	151	115	0	266	288
8:15 AM	0	0	0	0	0	5	7	0	0	12	0	2	0	0	2	0	174	149	0	323	337
8:30 AM	0	0	0	0	0	8	10	0	0	18	1	3	0	0	4	0	187	132	0	319	341
8:45 AM	0	0	0	0	0	11	10	0	0	21	3	6	0	0	9	0	196	95	0	291	321
Total	0	0	0	0	0	37	35	0	0	72	5	11	0	0	16	0	708	491	0	1199	1287
Grand Total	0	0	0	0	0	71	49	0	0	120	8	29	0	0	37	0	1120	812	0	1932	2089
Approach %	0.0	0.0	0.0	0.0		59.2	40.8	0.0	0.0		21.6	78.4	0.0	0.0		0.0	58.0	42.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	3.4	2.3	0.0	0.0	5.7	0.4	1.4	0.0	0.0	1.8	0.0	53.6	38.9	0.0	92.5	
Exiting Leg Total					912					1128					0					49	2089
Cars	0	0	0	0	0	66	49	0	0	115	7	26	0	0	33	0	1063	779	0	1842	1990
% Cars	0.0	0.0	0.0	0.0	0.0	93.0	100.0	0.0	0.0	95.8	87.5	89.7	0.0	0.0	89.2	0.0	94.9	95.9	0.0	95.3	95.3
Exiting Leg Total					871					1070					0					49	1990
Heavy Vehicles	0	0	0	0	0	5	0	0	0	5	1	3	0	0	4	0	57	33	0	90	99
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	7.0	0.0	0.0	0.0	4.2	12.5	10.3	0.0	0.0	10.8	0.0	5.1	4.1	0.0	4.7	4.7
Exiting Leg Total					41					58					0					0	99

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Fountain Street					Empire Street					Fountain Street					Empire Street					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	0	0	0	0	0	13	8	0	0	21	1	0	0	0	1	0	151	115	0	266	288
8:15 AM	0	0	0	0	0	5	7	0	0	12	0	2	0	0	2	0	174	149	0	323	337
8:30 AM	0	0	0	0	0	8	10	0	0	18	1	3	0	0	4	0	187	132	0	319	341
8:45 AM	0	0	0	0	0	11	10	0	0	21	3	6	0	0	9	0	196	95	0	291	321
Total Volume	0	0	0	0	0	37	35	0	0	72	5	11	0	0	16	0	708	491	0	1199	1287
% Approach Total	0.0	0.0	0.0	0.0		51.4	48.6	0.0	0.0		31.3	68.8	0.0	0.0		0.0	59.0	41.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.712	0.875	0.000	0.000	0.857	0.417	0.458	0.000	0.000	0.444	0.000	0.903	0.824	0.000	0.928	0.944
Cars	0	0	0	0	0	35	35	0	0	70	5	11	0	0	16	0	686	472	0	1158	1244
Cars %	0.0	0.0	0.0	0.0	0.0	94.6	100.0	0.0	0.0	97.2	100.0	100.0	0.0	0.0	100.0	0.0	96.9	96.1	0.0	96.6	96.7
Heavy Vehicles	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	22	19	0	41	43
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	5.4	0.0	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	3.1	3.9	0.0	3.4	3.3
Cars Enter Leg	0	0	0	0	0	35	35	0	0	70	5	11	0	0	16	0	686	472	0	1158	1244
Heavy Enter Leg	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	22	19	0	41	43
Total Entering Leg	0	0	0	0	0	37	35	0	0	72	5	11	0	0	16	0	708	491	0	1199	1287
Cars Exiting Leg					518					691					0					35	1244
Heavy Exiting Leg					21					22					0					0	43
Total Exiting Leg					539					713					0					35	1287

PDI File #: **175824 (18) Tues-AM**
Location: **N: Fountain Street S: Fountain Street**
Location: **E: Empire Street W: Empire Street**
City, State: **Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Fountain Street					Empire Street					Fountain Street					Empire Street					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	3	3	0	0	6	0	1	0	0	1	0	82	49	0	131	138
7:15 AM	0	0	0	0	0	7	2	0	0	9	0	5	0	0	5	0	82	65	0	147	161
7:30 AM	0	0	0	0	0	8	3	0	0	11	0	4	0	0	4	0	109	84	0	193	208
7:45 AM	0	0	0	0	0	13	6	0	0	19	2	5	0	0	7	0	104	109	0	213	239
Total	0	0	0	0	0	31	14	0	0	45	2	15	0	0	17	0	377	307	0	684	746
8:00 AM	0	0	0	0	0	12	8	0	0	20	1	0	0	0	1	0	144	111	0	255	276
8:15 AM	0	0	0	0	0	4	7	0	0	11	0	2	0	0	2	0	168	147	0	315	328
8:30 AM	0	0	0	0	0	8	10	0	0	18	1	3	0	0	4	0	183	125	0	308	330
8:45 AM	0	0	0	0	0	11	10	0	0	21	3	6	0	0	9	0	191	89	0	280	310
Total	0	0	0	0	0	35	35	0	0	70	5	11	0	0	16	0	686	472	0	1158	1244
Grand Total	0	0	0	0	0	66	49	0	0	115	7	26	0	0	33	0	1063	779	0	1842	1990
Approach %	0.0	0.0	0.0	0.0		57.4	42.6	0.0	0.0		21.2	78.8	0.0	0.0		0.0	57.7	42.3	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	3.3	2.5	0.0	0.0	5.8	0.4	1.3	0.0	0.0	1.7	0.0	53.4	39.1	0.0	92.6	
Exiting Leg Total					871					1070					0					49	1990

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Fountain Street					Empire Street					Fountain Street					Empire Street					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	0	0	0	0	0	12	8	0	0	20	1	0	0	0	1	0	144	111	0	255	276
8:15 AM	0	0	0	0	0	4	7	0	0	11	0	2	0	0	2	0	168	147	0	315	328
8:30 AM	0	0	0	0	0	8	10	0	0	18	1	3	0	0	4	0	183	125	0	308	330
8:45 AM	0	0	0	0	0	11	10	0	0	21	3	6	0	0	9	0	191	89	0	280	310
Total Volume	0	0	0	0	0	35	35	0	0	70	5	11	0	0	16	0	686	472	0	1158	1244
% Approach Total	0.0	0.0	0.0	0.0		50.0	50.0	0.0	0.0		31.3	68.8	0.0	0.0		0.0	59.2	40.8	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.729	0.875	0.000	0.000	0.833	0.417	0.458	0.000	0.000	0.444	0.000	0.898	0.803	0.000	0.919	0.942
Entering Leg	0	0	0	0	0	35	35	0	0	70	5	11	0	0	16	0	686	472	0	1158	1244
Exiting Leg					518					691					0					35	1244
Total					518					761					16					1193	2488

PDI File #: **175824 (18) Tues-AM**
Location: **N: Fountain Street S: Fountain Street**
Location: **E: Empire Street W: Empire Street**
City, State: **Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Heavy Vehicles (Combined-Large Trucks and Buses)

	Fountain Street					Empire Street					Fountain Street					Empire Street					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	3	0	8	8
7:15 AM	0	0	0	0	0	2	0	0	0	2	0	1	0	0	1	0	9	6	0	15	18
7:30 AM	0	0	0	0	0	1	0	0	0	1	1	1	0	0	2	0	14	1	0	15	18
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	7	4	0	11	12
Total	0	0	0	0	0	3	0	0	0	3	1	3	0	0	4	0	35	14	0	49	56
8:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	7	4	0	11	12
8:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	6	2	0	8	9
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	7	0	11	11
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	6	0	11	11
Total	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	22	19	0	41	43
Grand Total	0	0	0	0	0	5	0	0	0	5	1	3	0	0	4	0	57	33	0	90	99
Approach %	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		25.0	75.0	0.0	0.0		0.0	63.3	36.7	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	5.1	0.0	0.0	0.0	5.1	1.0	3.0	0.0	0.0	4.0	0.0	57.6	33.3	0.0	90.9	
Exiting Leg Total					41					58					0					0	99
Large Trucks	0	0	0	0	0	4	0	0	0	4	1	3	0	0	4	0	19	8	0	27	35
% Large Trucks	0.0	0.0	0.0	0.0	0.0	80.0	0.0	0.0	0.0	80.0	100.0	100.0	0.0	0.0	100.0	0.0	33.3	24.2	0.0	30.0	35.4
Exiting Leg Total					15					20					0					0	35
Buses	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	38	25	0	63	64
% Buses	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	66.7	75.8	0.0	70.0	64.6
Exiting Leg Total					26					38					0					0	64

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Fountain Street					Empire Street					Fountain Street					Empire Street					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	0	0	0	0	0	2	0	0	0	2	0	1	0	0	1	0	9	6	0	15	18
7:30 AM	0	0	0	0	0	1	0	0	0	1	1	1	0	0	2	0	14	1	0	15	18
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	7	4	0	11	12
8:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	7	4	0	11	12
Total Volume	0	0	0	0	0	4	0	0	0	4	1	3	0	0	4	0	37	15	0	52	60
% Approach Total	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		25.0	75.0	0.0	0.0		0.0	71.2	28.8	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.500	0.250	0.750	0.000	0.000	0.500	0.000	0.661	0.625	0.000	0.867	0.833
Large Trucks	0	0	0	0	0	3	0	0	0	3	1	3	0	0	4	0	10	6	0	16	23
Large Trucks %	0.0	0.0	0.0	0.0	0.0	75.0	0.0	0.0	0.0	75.0	100.0	100.0	0.0	0.0	100.0	0.0	27.0	40.0	0.0	30.8	38.3
Buses	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	27	9	0	36	37
Buses %	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	73.0	60.0	0.0	69.2	61.7
Trucks Enter Leg	0	0	0	0	0	3	0	0	0	3	1	3	0	0	4	0	10	6	0	16	23
Bus Enter Leg	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	27	9	0	36	37
Total Entering Leg	0	0	0	0	0	4	0	0	0	4	1	3	0	0	4	0	37	15	0	52	60
Trucks Exiting Leg					12					11					0					0	23
Buses Exiting Leg					10					27					0					0	37
Total Exiting Leg					22					38					0					0	60

PDI File #: **175824 (18) Tues-AM**
Location: **N: Fountain Street S: Fountain Street**
Location: **E: Empire Street W: Empire Street**
City, State: **Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Large Trucks

	Fountain Street (North)					Empire Street (East)					Fountain Street (South)					Empire Street (West)					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	3
7:15 AM	0	0	0	0	0	2	0	0	0	2	0	1	0	0	1	0	3	3	0	6	9
7:30 AM	0	0	0	0	0	1	0	0	0	1	1	1	0	0	2	0	4	1	0	5	8
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	1	0	3	4
Total	0	0	0	0	0	3	0	0	0	3	1	3	0	0	4	0	11	6	0	17	24
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
8:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	3
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	4
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	8	2	0	10	11
Grand Total	0	0	0	0	0	4	0	0	0	4	1	3	0	0	4	0	19	8	0	27	35
Approach %	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		25.0	75.0	0.0	0.0		0.0	70.4	29.6	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	11.4	0.0	0.0	0.0	11.4	2.9	8.6	0.0	0.0	11.4	0.0	54.3	22.9	0.0	77.1	
Exiting Leg Total					15					20					0					0	35

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Fountain Street (North)					Empire Street (East)					Fountain Street (South)					Empire Street (West)					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	3
7:15 AM	0	0	0	0	0	2	0	0	0	2	0	1	0	0	1	0	3	3	0	6	9
7:30 AM	0	0	0	0	0	1	0	0	0	1	1	1	0	0	2	0	4	1	0	5	8
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	1	0	3	4
Total Volume	0	0	0	0	0	3	0	0	0	3	1	3	0	0	4	0	11	6	0	17	24
% Approach Total	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		25.0	75.0	0.0	0.0		0.0	64.7	35.3	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.375	0.250	0.750	0.000	0.000	0.500	0.000	0.688	0.500	0.000	0.708	0.667
Entering Leg	0	0	0	0	0	3	0	0	0	3	1	3	0	0	4	0	11	6	0	17	24
Exiting Leg					12					12					0					0	24
Total					12					15					4					17	48

PDI File #: **175824 (18) Tues-AM**
Location: **N: Fountain Street S: Fountain Street**
Location: **E: Empire Street W: Empire Street**
City, State: **Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Fountain Street					Empire Street					Fountain Street					Empire Street					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	5	5
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	3	0	9	9
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	10
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	3	0	8	8
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	8	0	32	32
8:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	6	3	0	9	10
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2	0	6	6
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	7	0	9	9
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5	0	7	7
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	14	17	0	31	32
Grand Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	38	25	0	63	64
Approach %	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	60.3	39.7	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	59.4	39.1	0.0	98.4	
Exiting Leg Total					26					38					0					0	64

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Fountain Street					Empire Street					Fountain Street					Empire Street					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	3	0	9	9
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	10
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	3	0	8	8
8:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	6	3	0	9	10
Total Volume	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	27	9	0	36	37
% Approach Total	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	75.0	25.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.675	0.750	0.000	0.900	0.925
Entering Leg	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	27	9	0	36	37
Exiting Leg					10					27					0					0	37
Total					10					28					0					36	74

PDI File #: **175824 (18) Tues-AM**
Location: **N: Fountain Street S: Fountain Street**
Location: **E: Empire Street W: Empire Street**
City, State: **Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Fountain Street North							Empire Street East							Fountain Street South							Empire Street West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	1	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2	0	0	0	4	5
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	1	0	1	1	0	0	0	2	4
Total	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	1	0	0	1	1	3	0	4	4	0	0	0	8	14
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	1	0	0	0	0	1	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	4	0	3	0	0	0	0	3	7
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	3	0	0	0	2	5	0	5	0	0	0	0	5	11
Grand Total	0	0	0	0	0	0	0	0	0	0	0	2	2	4	0	4	0	0	1	3	8	0	9	4	0	0	0	13	25
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	50.0	50.0		0.0	50.0	0.0	0.0	12.5	37.5		0.0	69.2	30.8	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0	8.0	16.0	0.0	16.0	0.0	0.0	4.0	12.0	32.0	0.0	36.0	16.0	0.0	0.0	0.0	52.0	
Exiting Leg Total							8							13							4							0	25

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Fountain Street North							Empire Street East							Fountain Street South							Empire Street West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	1	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2	0	0	0	4	5
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	1	0	1	1	0	0	0	2	4
Total Volume	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	1	0	0	1	1	3	0	4	4	0	0	0	8	14
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	66.7	33.3		0.0	33.3	0.0	0.0	33.3	33.3		0.0	50.0	50.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.250	0.750	0.000	0.250	0.000	0.000	0.250	0.250	0.750	0.000	0.500	0.500	0.000	0.000	0.000	0.500	0.700
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	1	0	0	1	1	3	0	4	4	0	0	0	8	14
Exiting Leg							5							7							2							0	14
Total							5							10							5							8	28

PDI File #: **175824 (18) Tues-AM**
Location: **N: Fountain Street S: Fountain Street**
Location: **E: Empire Street W: Empire Street**
City, State: **Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Fountain Street North							Empire Street East							Fountain Street South							Empire Street West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	2	1	3	0	0	0	0	0	2	2	0	0	0	0	0	4	4	0	0	0	0	1	0	1	10
7:15 AM	0	0	0	0	3	0	3	0	0	0	0	2	5	7	0	0	0	0	1	3	4	0	0	0	0	1	1	2	16
7:30 AM	0	0	0	0	2	1	3	0	0	0	0	1	2	3	0	0	0	0	1	10	11	0	0	0	0	0	0	0	17
7:45 AM	0	0	0	0	1	2	3	0	0	0	0	0	5	5	0	0	0	0	1	10	11	0	0	0	0	1	0	1	20
Total	0	0	0	0	8	4	12	0	0	0	0	3	14	17	0	0	0	0	3	27	30	0	0	0	0	3	1	4	63
8:00 AM	0	0	0	0	8	5	13	0	0	0	0	1	5	6	0	0	0	0	0	5	5	0	0	0	0	4	0	4	28
8:15 AM	0	0	0	0	1	3	4	0	0	0	0	3	6	9	0	0	0	0	0	5	5	0	0	0	0	2	1	3	21
8:30 AM	0	0	0	0	1	4	5	0	0	0	0	2	7	9	0	0	0	0	0	7	7	0	0	0	0	2	2	4	25
8:45 AM	0	0	0	0	10	7	17	0	0	0	0	1	8	9	0	0	0	0	2	15	17	0	0	0	0	6	0	6	49
Total	0	0	0	0	20	19	39	0	0	0	0	7	26	33	0	0	0	0	2	32	34	0	0	0	0	14	3	17	123
Grand Total	0	0	0	0	28	23	51	0	0	0	0	10	40	50	0	0	0	0	5	59	64	0	0	0	0	17	4	21	186
Approach %	0.0	0.0	0.0	0.0	54.9	45.1		0.0	0.0	0.0	0.0	20.0	80.0		0.0	0.0	0.0	0.0	7.8	92.2		0.0	0.0	0.0	0.0	81.0	19.0		
Total %	0.0	0.0	0.0	0.0	15.1	12.4	27.4	0.0	0.0	0.0	0.0	5.4	21.5	26.9	0.0	0.0	0.0	0.0	2.7	31.7	34.4	0.0	0.0	0.0	0.0	9.1	2.2	11.3	
Exiting Leg Total							51							50							64							21	186

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Fountain Street North							Empire Street East							Fountain Street South							Empire Street West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
8:00 AM	0	0	0	0	8	5	13	0	0	0	0	1	5	6	0	0	0	0	0	5	5	0	0	0	0	4	0	4	28
8:15 AM	0	0	0	0	1	3	4	0	0	0	0	3	6	9	0	0	0	0	0	5	5	0	0	0	0	2	1	3	21
8:30 AM	0	0	0	0	1	4	5	0	0	0	0	2	7	9	0	0	0	0	0	7	7	0	0	0	0	2	2	4	25
8:45 AM	0	0	0	0	10	7	17	0	0	0	0	1	8	9	0	0	0	0	2	15	17	0	0	0	0	6	0	6	49
Total Volume	0	0	0	0	20	19	39	0	0	0	0	7	26	33	0	0	0	0	2	32	34	0	0	0	0	14	3	17	123
% Approach Total	0.0	0.0	0.0	0.0	51.3	48.7		0.0	0.0	0.0	0.0	21.2	78.8		0.0	0.0	0.0	0.0	5.9	94.1		0.0	0.0	0.0	0.0	82.4	17.6		
PHF	0.000	0.000	0.000	0.000	0.500	0.679	0.574	0.000	0.000	0.000	0.000	0.583	0.813	0.917	0.000	0.000	0.000	0.000	0.250	0.533	0.500	0.000	0.000	0.000	0.000	0.583	0.375	0.708	0.628
Entering Leg	0	0	0	0	20	19	39	0	0	0	0	7	26	33	0	0	0	0	2	32	34	0	0	0	0	14	3	17	123
Exiting Leg							39							33							34							17	123
Total							78							66							68							34	246

PDI File #: **175824 (18) Tues-PM**
Location: **N: Fountain Street S: Fountain Street**
Location: **E: Empire Street W: Empire Street**
City, State: **Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Fountain Street					Empire Street					Fountain Street					Empire Street					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	0	0	0	16	37	0	0	53	4	9	0	0	13	0	104	90	0	194	260
4:45 PM	0	0	0	0	0	12	21	0	0	33	2	8	0	0	10	0	122	98	0	220	263
Total	0	0	0	0	0	28	58	0	0	86	6	17	0	0	23	0	226	188	0	414	523
5:00 PM	0	0	0	0	0	14	32	0	0	46	5	8	2	0	15	0	171	77	0	248	309
5:15 PM	0	0	0	0	0	18	25	0	0	43	1	6	0	0	7	0	137	83	0	220	270
5:30 PM	0	0	0	0	0	16	17	0	0	33	3	8	1	0	12	0	130	104	0	234	279
5:45 PM	0	0	0	0	0	14	20	0	0	34	4	6	1	0	11	0	161	70	0	231	276
Total	0	0	0	0	0	62	94	0	0	156	13	28	4	0	45	0	599	334	0	933	1134
6:00 PM	0	0	0	0	0	11	13	0	0	24	5	5	0	0	10	0	128	71	0	199	233
6:15 PM	0	0	0	0	0	4	17	0	0	21	2	3	1	0	6	0	156	72	0	228	255
Total	0	0	0	0	0	15	30	0	0	45	7	8	1	0	16	0	284	143	0	427	488
Grand Total	0	0	0	0	0	105	182	0	0	287	26	53	5	0	84	0	1109	665	0	1774	2145
Approach %	0.0	0.0	0.0	0.0		36.6	63.4	0.0	0.0		31.0	63.1	6.0	0.0		0.0	62.5	37.5	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	4.9	8.5	0.0	0.0	13.4	1.2	2.5	0.2	0.0	3.9	0.0	51.7	31.0	0.0	82.7	
Exiting Leg Total					823					1135					0					187	2145
Cars	0	0	0	0	0	104	182	0	0	286	25	52	5	0	82	0	1079	640	0	1719	2087
% Cars	0.0	0.0	0.0	0.0	0.0	99.0	100.0	0.0	0.0	99.7	96.2	98.1	100.0	0.0	97.6	0.0	97.3	96.2	0.0	96.9	97.3
Exiting Leg Total					796					1104					0					187	2087
Heavy Vehicles	0	0	0	0	0	1	0	0	0	1	1	1	0	0	2	0	30	25	0	55	58
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.3	3.8	1.9	0.0	0.0	2.4	0.0	2.7	3.8	0.0	3.1	2.7
Exiting Leg Total					27					31					0					0	58

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

5:00 PM	Fountain Street					Empire Street					Fountain Street					Empire Street					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
5:00 PM	0	0	0	0	0	14	32	0	0	46	5	8	2	0	15	0	171	77	0	248	309
5:15 PM	0	0	0	0	0	18	25	0	0	43	1	6	0	0	7	0	137	83	0	220	270
5:30 PM	0	0	0	0	0	16	17	0	0	33	3	8	1	0	12	0	130	104	0	234	279
5:45 PM	0	0	0	0	0	14	20	0	0	34	4	6	1	0	11	0	161	70	0	231	276
Total Volume	0	0	0	0	0	62	94	0	0	156	13	28	4	0	45	0	599	334	0	933	1134
% Approach Total	0.0	0.0	0.0	0.0		39.7	60.3	0.0	0.0		28.9	62.2	8.9	0.0		0.0	64.2	35.8	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.861	0.734	0.000	0.000	0.848	0.650	0.875	0.500	0.000	0.750	0.000	0.876	0.803	0.000	0.941	0.917
Cars	0	0	0	0	0	62	94	0	0	156	12	27	4	0	43	0	583	323	0	906	1105
Cars %	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	0.0	100.0	92.3	96.4	100.0	0.0	95.6	0.0	97.3	96.7	0.0	97.1	97.4
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	16	11	0	27	29
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.7	3.6	0.0	0.0	4.4	0.0	2.7	3.3	0.0	2.9	2.6
Cars Enter Leg	0	0	0	0	0	62	94	0	0	156	12	27	4	0	43	0	583	323	0	906	1105
Heavy Enter Leg	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	16	11	0	27	29
Total Entering Leg	0	0	0	0	0	62	94	0	0	156	13	28	4	0	45	0	599	334	0	933	1134
Cars Exiting Leg					412					595					0					98	1105
Heavy Exiting Leg					12					17					0					0	29
Total Exiting Leg					424					612					0					98	1134

PDI File #: **175824 (18) Tues-PM**
Location: **N: Fountain Street S: Fountain Street**
Location: **E: Empire Street W: Empire Street**
City, State: **Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Fountain Street					Empire Street					Fountain Street					Empire Street					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	0	0	0	16	37	0	0	53	4	9	0	0	13	0	99	87	0	186	252
4:45 PM	0	0	0	0	0	12	21	0	0	33	2	8	0	0	10	0	117	94	0	211	254
Total	0	0	0	0	0	28	58	0	0	86	6	17	0	0	23	0	216	181	0	397	506
5:00 PM	0	0	0	0	0	14	32	0	0	46	5	8	2	0	15	0	162	76	0	238	299
5:15 PM	0	0	0	0	0	18	25	0	0	43	1	6	0	0	7	0	133	78	0	211	261
5:30 PM	0	0	0	0	0	16	17	0	0	33	2	8	1	0	11	0	127	103	0	230	274
5:45 PM	0	0	0	0	0	14	20	0	0	34	4	5	1	0	10	0	161	66	0	227	271
Total	0	0	0	0	0	62	94	0	0	156	12	27	4	0	43	0	583	323	0	906	1105
6:00 PM	0	0	0	0	0	11	13	0	0	24	5	5	0	0	10	0	126	66	0	192	226
6:15 PM	0	0	0	0	0	3	17	0	0	20	2	3	1	0	6	0	154	70	0	224	250
Total	0	0	0	0	0	14	30	0	0	44	7	8	1	0	16	0	280	136	0	416	476
Grand Total	0	0	0	0	0	104	182	0	0	286	25	52	5	0	82	0	1079	640	0	1719	2087
Approach %	0.0	0.0	0.0	0.0		36.4	63.6	0.0	0.0		30.5	63.4	6.1	0.0		0.0	62.8	37.2	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	5.0	8.7	0.0	0.0	13.7	1.2	2.5	0.2	0.0	3.9	0.0	51.7	30.7	0.0	82.4	
Exiting Leg Total					796					1104					0					187	2087

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

5:00 PM	Fountain Street					Empire Street					Fountain Street					Empire Street					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
5:00 PM	0	0	0	0	0	14	32	0	0	46	5	8	2	0	15	0	162	76	0	238	299
5:15 PM	0	0	0	0	0	18	25	0	0	43	1	6	0	0	7	0	133	78	0	211	261
5:30 PM	0	0	0	0	0	16	17	0	0	33	2	8	1	0	11	0	127	103	0	230	274
5:45 PM	0	0	0	0	0	14	20	0	0	34	4	5	1	0	10	0	161	66	0	227	271
Total Volume	0	0	0	0	0	62	94	0	0	156	12	27	4	0	43	0	583	323	0	906	1105
% Approach Total	0.0	0.0	0.0	0.0		39.7	60.3	0.0	0.0		27.9	62.8	9.3	0.0		0.0	64.3	35.7	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.861	0.734	0.000	0.000	0.848	0.600	0.844	0.500	0.000	0.717	0.000	0.900	0.784	0.000	0.952	0.924
Entering Leg	0	0	0	0	0	62	94	0	0	156	12	27	4	0	43	0	583	323	0	906	1105
Exiting Leg					412					595					0					98	1105
Total					412					751					43					1004	2210

PDI File #: **175824 (18) Tues-PM**
Location: **N: Fountain Street S: Fountain Street**
Location: **E: Empire Street W: Empire Street**
City, State: **Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Heavy Vehicles (Combined-Large Trucks and Buses)

	Fountain Street					Empire Street					Fountain Street					Empire Street					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	3	0	8	8
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	4	0	9	9
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	7	0	17	17
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1	0	10	10
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	5	0	9	9
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	3	1	0	4	5
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	4	0	4	5
Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	16	11	0	27	29
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5	0	7	7
6:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	2	0	4	5
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	4	7	0	11	12
Grand Total	0	0	0	0	0	1	0	0	0	1	1	1	0	0	2	0	30	25	0	55	58
Approach %	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		50.0	50.0	0.0	0.0		0.0	54.5	45.5	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0	1.7	1.7	1.7	0.0	0.0	3.4	0.0	51.7	43.1	0.0	94.8	
Exiting Leg Total					27					31					0					0	58
Large Trucks	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	2	3	0	5	7
% Large Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	0.0	100.0	0.0	6.7	12.0	0.0	9.1	12.1
Exiting Leg Total					4					3					0					0	7
Buses	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	28	22	0	50	51
% Buses	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	93.3	88.0	0.0	90.9	87.9
Exiting Leg Total					23					28					0					0	51

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:30 PM	Fountain Street					Empire Street					Fountain Street					Empire Street					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	3	0	8	8
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	4	0	9	9
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1	0	10	10
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	5	0	9	9
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	13	0	36	36
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	63.9	36.1	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.639	0.650	0.000	0.900	0.900
Large Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	4	4
Large Trucks %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.7	15.4	0.0	11.1	11.1
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	11	0	32	32
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	91.3	84.6	0.0	88.9	88.9
Trucks Enter Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	4	4
Bus Enter Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	11	0	32	32
Total Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	13	0	36	36
Trucks Exiting Leg					2					2					0					0	4
Buses Exiting Leg					11					21					0					0	32
Total Exiting Leg					13					23					0					0	36

PDI File #: **175824 (18) Tues-PM**
Location: **N: Fountain Street S: Fountain Street**
Location: **E: Empire Street W: Empire Street**
City, State: **Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Large Trucks

	Fountain Street North					Empire Street East					Fountain Street South					Empire Street West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	2	0	2	4
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	2	3	0	5	7
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		50.0	50.0	0.0	0.0		0.0	40.0	60.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.3	14.3	0.0	0.0	28.6	0.0	28.6	42.9	0.0	71.4	
Exiting Leg Total					4					3					0					0	7

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:30 PM	Fountain Street North					Empire Street East					Fountain Street South					Empire Street West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	4	4
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	50.0	50.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.250	0.000	0.500	0.500
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	4	4
Exiting Leg					2					2					0					0	4
Total					2					2					0					4	8

PDI File #: **175824 (18) Tues-PM**
Location: **N: Fountain Street S: Fountain Street**
Location: **E: Empire Street W: Empire Street**
City, State: **Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Fountain Street					Empire Street					Fountain Street					Empire Street					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	0	7	7
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	8	8
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	7	0	15	15
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1	0	10	10
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	0	7	7
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	4
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	9	0	25	25
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5	0	7	7
6:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	1	0	3	4
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	4	6	0	10	11
Grand Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	28	22	0	50	51
Approach %	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	56.0	44.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	54.9	43.1	0.0	98.0	
Exiting Leg Total					23					28					0					0	51

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:30 PM	Fountain Street					Empire Street					Fountain Street					Empire Street					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	0	7	7
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	8	8
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1	0	10	10
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	0	7	7
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	11	0	32	32
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	65.6	34.4	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.583	0.688	0.000	0.800	0.800
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	11	0	32	32
Exiting Leg					11					21					0					0	32
Total					11					21					0					32	64

PDI File #: **175824 (18) Tues-PM**
Location: **N: Fountain Street S: Fountain Street**
Location: **E: Empire Street W: Empire Street**
City, State: **Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Fountain Street North							Empire Street East							Fountain Street South							Empire Street West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	0	0	1	1	0	1	0	0	0	0	1	4
5:00 PM	0	0	0	0	0	1	1	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	1	4
5:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
5:30 PM	0	0	0	0	0	0	0	0	5	0	0	0	0	5	0	1	0	0	0	0	1	0	1	6	0	0	0	7	13
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	0	0	0	0	2	3
Total	0	0	0	0	0	1	1	0	8	0	0	0	0	8	0	2	0	0	0	0	2	0	4	7	0	0	0	11	22
6:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3
Grand Total	0	0	0	0	0	1	1	0	10	0	0	0	1	11	0	2	0	0	0	1	3	0	5	9	0	0	0	14	29
Approach %	0.0	0.0	0.0	0.0	0.0	100.0		0.0	90.9	0.0	0.0	0.0	9.1		0.0	66.7	0.0	0.0	0.0	33.3		0.0	35.7	64.3	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	3.4	3.4	0.0	34.5	0.0	0.0	0.0	3.4	37.9	0.0	6.9	0.0	0.0	0.0	3.4	10.3	0.0	17.2	31.0	0.0	0.0	0.0	48.3	
Exiting Leg Total							12							6							1							10	29

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

5:00 PM	Fountain Street North							Empire Street East							Fountain Street South							Empire Street West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
5:00 PM	0	0	0	0	0	1	1	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	1	4
5:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
5:30 PM	0	0	0	0	0	0	0	0	5	0	0	0	0	5	0	1	0	0	0	0	1	0	1	6	0	0	0	7	13
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	0	0	0	0	2	3
Total Volume	0	0	0	0	0	1	1	0	8	0	0	0	0	8	0	2	0	0	0	0	2	0	4	7	0	0	0	11	22
% Approach Total	0.0	0.0	0.0	0.0	0.0	100.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	36.4	63.6	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.400	0.000	0.000	0.000	0.000	0.400	0.000	0.500	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.292	0.000	0.000	0.000	0.393	0.423
Entering Leg	0	0	0	0	0	1	1	0	8	0	0	0	0	8	0	2	0	0	0	0	2	0	4	7	0	0	0	11	22
Exiting Leg							10							4							0							8	22
Total							11							12							2							19	44

PDI File #: **175824 (18) Tues-PM**
Location: **N: Fountain Street S: Fountain Street**
Location: **E: Empire Street W: Empire Street**
City, State: **Providence, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Fountain Street North							Empire Street East							Fountain Street South							Empire Street West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:30 PM	0	0	0	0	0	5	5	0	0	0	0	7	2	9	0	0	0	0	13	4	17	0	0	0	0	1	1	2	33
4:45 PM	0	0	0	0	4	8	12	0	0	0	0	5	0	5	0	0	0	0	13	3	16	0	0	0	0	0	1	1	34
Total	0	0	0	0	4	13	17	0	0	0	0	12	2	14	0	0	0	0	26	7	33	0	0	0	0	1	2	3	67
5:00 PM	0	0	0	0	1	8	9	0	0	0	0	10	3	13	0	0	0	0	14	4	18	0	0	0	0	1	3	4	44
5:15 PM	0	0	0	0	4	5	9	0	0	0	0	5	7	12	0	0	0	0	5	10	15	0	0	0	0	1	2	3	39
5:30 PM	0	0	0	0	5	9	14	0	0	0	0	7	4	11	0	0	0	0	7	5	12	0	0	0	0	0	1	1	38
5:45 PM	0	0	0	0	28	4	32	0	0	0	0	7	3	10	0	0	0	0	9	4	13	0	0	0	0	0	3	3	58
Total	0	0	0	0	38	26	64	0	0	0	0	29	17	46	0	0	0	0	35	23	58	0	0	0	0	2	9	11	179
6:00 PM	0	0	0	0	4	4	8	0	0	0	0	2	4	6	0	0	0	0	2	5	7	0	0	0	0	0	1	1	22
6:15 PM	0	0	0	0	6	5	11	0	0	0	0	6	0	6	0	0	0	0	9	1	10	0	0	0	0	5	1	6	33
Total	0	0	0	0	10	9	19	0	0	0	0	8	4	12	0	0	0	0	11	6	17	0	0	0	0	5	2	7	55
Grand Total	0	0	0	0	52	48	100	0	0	0	0	49	23	72	0	0	0	0	72	36	108	0	0	0	0	8	13	21	301
Approach %	0.0	0.0	0.0	0.0	52.0	48.0		0.0	0.0	0.0	0.0	68.1	31.9		0.0	0.0	0.0	0.0	66.7	33.3		0.0	0.0	0.0	0.0	38.1	61.9		
Total %	0.0	0.0	0.0	0.0	17.3	15.9	33.2	0.0	0.0	0.0	0.0	16.3	7.6	23.9	0.0	0.0	0.0	0.0	23.9	12.0	35.9	0.0	0.0	0.0	0.0	2.7	4.3	7.0	
Exiting Leg Total							100							72							108							21	301

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

5:00 PM	Fountain Street North							Empire Street East							Fountain Street South							Empire Street West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
5:00 PM	0	0	0	0	1	8	9	0	0	0	0	10	3	13	0	0	0	0	14	4	18	0	0	0	0	1	3	4	44
5:15 PM	0	0	0	0	4	5	9	0	0	0	0	5	7	12	0	0	0	0	5	10	15	0	0	0	0	1	2	3	39
5:30 PM	0	0	0	0	5	9	14	0	0	0	0	7	4	11	0	0	0	0	7	5	12	0	0	0	0	0	1	1	38
5:45 PM	0	0	0	0	28	4	32	0	0	0	0	7	3	10	0	0	0	0	9	4	13	0	0	0	0	0	3	3	58
Total Volume	0	0	0	0	38	26	64	0	0	0	0	29	17	46	0	0	0	0	35	23	58	0	0	0	0	2	9	11	179
% Approach Total	0.0	0.0	0.0	0.0	59.4	40.6		0.0	0.0	0.0	0.0	63.0	37.0		0.0	0.0	0.0	0.0	60.3	39.7		0.0	0.0	0.0	0.0	18.2	81.8		
PHF	0.000	0.000	0.000	0.000	0.339	0.722	0.500	0.000	0.000	0.000	0.000	0.725	0.607	0.885	0.000	0.000	0.000	0.000	0.625	0.575	0.806	0.000	0.000	0.000	0.000	0.500	0.750	0.688	0.772
Entering Leg	0	0	0	0	38	26	64	0	0	0	0	29	17	46	0	0	0	0	35	23	58	0	0	0	0	2	9	11	179
Exiting Leg							64							46							58							11	179
Total							128							92							116							22	358

PDI File #: **175824 (20) Sat**
Location: **N: Route 116 S: Route 116**
Location: **E: Scituate Avenue (Route 12) W: Scituate Avenue (Route 12)**
City, State: **Scituate, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Route 116					Scituate Avenue (Route 12)					Route 116					Scituate Avenue (Route 12)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	11	47	6	0	64	4	16	27	0	47	14	27	2	0	43	4	17	6	0	27	181
12:15 PM	5	37	4	0	46	3	22	11	0	36	21	42	0	0	63	3	11	3	0	17	162
12:30 PM	9	26	3	0	38	6	19	24	0	49	15	32	3	0	50	3	20	7	0	30	167
12:45 PM	7	26	2	0	35	3	28	23	0	54	24	42	2	0	68	3	18	8	0	29	186
Total	32	136	15	0	183	16	85	85	0	186	74	143	7	0	224	13	66	24	0	103	696
1:00 PM	7	36	3	0	46	4	32	22	0	58	16	41	2	0	59	0	16	3	0	19	182
1:15 PM	7	35	6	0	48	3	25	18	0	46	19	39	5	0	63	0	26	4	0	30	187
1:30 PM	7	25	3	0	35	1	22	17	0	40	13	32	3	0	48	3	17	10	0	30	153
1:45 PM	12	43	2	0	57	4	25	14	0	43	18	28	3	0	49	7	17	3	0	27	176
Total	33	139	14	0	186	12	104	71	0	187	66	140	13	0	219	10	76	20	0	106	698
Grand Total	65	275	29	0	369	28	189	156	0	373	140	283	20	0	443	23	142	44	0	209	1394
Approach %	17.6	74.5	7.9	0.0		7.5	50.7	41.8	0.0		31.6	63.9	4.5	0.0		11.0	67.9	21.1	0.0		
Total %	4.7	19.7	2.1	0.0	26.5	2.0	13.6	11.2	0.0	26.8	10.0	20.3	1.4	0.0	31.8	1.6	10.2	3.2	0.0	15.0	
Exiting Leg Total					355					311					454					274	1394
Cars	65	273	29	0	367	28	186	154	0	368	136	276	20	0	432	23	140	43	0	206	1373
% Cars	100.0	99.3	100.0	0.0	99.5	100.0	98.4	98.7	0.0	98.7	97.1	97.5	100.0	0.0	97.5	100.0	98.6	97.7	0.0	98.6	98.5
Exiting Leg Total					347					305					450					271	1373
Heavy Vehicles	0	2	0	0	2	0	3	2	0	5	4	7	0	0	11	0	2	1	0	3	21
% Heavy Vehicles	0.0	0.7	0.0	0.0	0.5	0.0	1.6	1.3	0.0	1.3	2.9	2.5	0.0	0.0	2.5	0.0	1.4	2.3	0.0	1.4	1.5
Exiting Leg Total					8					6					4					3	21

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:30 PM	Route 116					Scituate Avenue (Route 12)					Route 116					Scituate Avenue (Route 12)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:30 PM	9	26	3	0	38	6	19	24	0	49	15	32	3	0	50	3	20	7	0	30	167
12:45 PM	7	26	2	0	35	3	28	23	0	54	24	42	2	0	68	3	18	8	0	29	186
1:00 PM	7	36	3	0	46	4	32	22	0	58	16	41	2	0	59	0	16	3	0	19	182
1:15 PM	7	35	6	0	48	3	25	18	0	46	19	39	5	0	63	0	26	4	0	30	187
Total Volume	30	123	14	0	167	16	104	87	0	207	74	154	12	0	240	6	80	22	0	108	722
% Approach Total	18.0	73.7	8.4	0.0		7.7	50.2	42.0	0.0		30.8	64.2	5.0	0.0		5.6	74.1	20.4	0.0		
PHF	0.833	0.854	0.583	0.000	0.870	0.667	0.813	0.906	0.000	0.892	0.771	0.917	0.600	0.000	0.882	0.500	0.769	0.688	0.000	0.900	0.965
Cars	30	122	14	0	166	16	103	86	0	205	73	149	12	0	234	6	79	22	0	107	712
Cars %	100.0	99.2	100.0	0.0	99.4	100.0	99.0	98.9	0.0	99.0	98.6	96.8	100.0	0.0	97.5	100.0	98.8	100.0	0.0	99.1	98.6
Heavy Vehicles	0	1	0	0	1	0	1	1	0	2	1	5	0	0	6	0	1	0	0	1	10
Heavy Vehicles %	0.0	0.8	0.0	0.0	0.6	0.0	1.0	1.1	0.0	1.0	1.4	3.2	0.0	0.0	2.5	0.0	1.3	0.0	0.0	0.9	1.4
Cars Enter Leg	30	122	14	0	166	16	103	86	0	205	73	149	12	0	234	6	79	22	0	107	712
Heavy Enter Leg	0	1	0	0	1	0	1	1	0	2	1	5	0	0	6	0	1	0	0	1	10
Total Entering Leg	30	123	14	0	167	16	104	87	0	207	74	154	12	0	240	6	80	22	0	108	722
Cars Exiting Leg					187					166					214					145	712
Heavy Exiting Leg					5					2					2					1	10
Total Exiting Leg					192					168					216					146	722

PDI File #: **175824 (20) Sat**
Location: **N: Route 116 S: Route 116**
Location: **E: Scituate Avenue (Route 12) W: Scituate Avenue (Route 12)**
City, State: **Scituate, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Route 116					Scituate Avenue (Route 12)					Route 116					Scituate Avenue (Route 12)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	11	46	6	0	63	4	16	27	0	47	14	27	2	0	43	4	17	6	0	27	180
12:15 PM	5	37	4	0	46	3	21	11	0	35	20	40	0	0	60	3	11	3	0	17	158
12:30 PM	9	26	3	0	38	6	19	24	0	49	15	30	3	0	48	3	19	7	0	29	164
12:45 PM	7	26	2	0	35	3	27	23	0	53	23	42	2	0	67	3	18	8	0	29	184
Total	32	135	15	0	182	16	83	85	0	184	72	139	7	0	218	13	65	24	0	102	686
1:00 PM	7	35	3	0	45	4	32	21	0	57	16	41	2	0	59	0	16	3	0	19	180
1:15 PM	7	35	6	0	48	3	25	18	0	46	19	36	5	0	60	0	26	4	0	30	184
1:30 PM	7	25	3	0	35	1	21	16	0	38	12	32	3	0	47	3	16	10	0	29	149
1:45 PM	12	43	2	0	57	4	25	14	0	43	17	28	3	0	48	7	17	2	0	26	174
Total	33	138	14	0	185	12	103	69	0	184	64	137	13	0	214	10	75	19	0	104	687
Grand Total	65	273	29	0	367	28	186	154	0	368	136	276	20	0	432	23	140	43	0	206	1373
Approach %	17.7	74.4	7.9	0.0		7.6	50.5	41.8	0.0		31.5	63.9	4.6	0.0		11.2	68.0	20.9	0.0		
Total %	4.7	19.9	2.1	0.0	26.7	2.0	13.5	11.2	0.0	26.8	9.9	20.1	1.5	0.0	31.5	1.7	10.2	3.1	0.0	15.0	
Exiting Leg Total					347					305					450					271	1373

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:30 PM	Route 116					Scituate Avenue (Route 12)					Route 116					Scituate Avenue (Route 12)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:30 PM	9	26	3	0	38	6	19	24	0	49	15	30	3	0	48	3	19	7	0	29	164
12:45 PM	7	26	2	0	35	3	27	23	0	53	23	42	2	0	67	3	18	8	0	29	184
1:00 PM	7	35	3	0	45	4	32	21	0	57	16	41	2	0	59	0	16	3	0	19	180
1:15 PM	7	35	6	0	48	3	25	18	0	46	19	36	5	0	60	0	26	4	0	30	184
Total Volume	30	122	14	0	166	16	103	86	0	205	73	149	12	0	234	6	79	22	0	107	712
% Approach Total	18.1	73.5	8.4	0.0		7.8	50.2	42.0	0.0		31.2	63.7	5.1	0.0		5.6	73.8	20.6	0.0		
PHF	0.833	0.871	0.583	0.000	0.865	0.667	0.805	0.896	0.000	0.899	0.793	0.887	0.600	0.000	0.873	0.500	0.760	0.688	0.000	0.892	0.967
Entering Leg	30	122	14	0	166	16	103	86	0	205	73	149	12	0	234	6	79	22	0	107	712
Exiting Leg					187					166					214					145	712
Total					353					371					448					252	1424

PDI File #: **175824 (20) Sat**
Location: **N: Route 116 S: Route 116**
Location: **E: Scituate Avenue (Route 12) W: Scituate Avenue (Route 12)**
City, State: **Scituate, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Heavy Vehicles (Combined-Large Trucks and Buses)

	Route 116					Scituate Avenue (Route 12)					Route 116					Scituate Avenue (Route 12)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	1	0	0	1	1	2	0	0	3	0	0	0	0	0	4
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
12:45 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2
Total	0	1	0	0	1	0	2	0	0	2	2	4	0	0	6	0	1	0	0	1	10
1:00 PM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
1:30 PM	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	0	1	0	0	1	4
1:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	2
Total	0	1	0	0	1	0	1	2	0	3	2	3	0	0	5	0	1	1	0	2	11
Grand Total	0	2	0	0	2	0	3	2	0	5	4	7	0	0	11	0	2	1	0	3	21
Approach %	0.0	100.0	0.0	0.0		0.0	60.0	40.0	0.0		36.4	63.6	0.0	0.0		0.0	66.7	33.3	0.0		
Total %	0.0	9.5	0.0	0.0	9.5	0.0	14.3	9.5	0.0	23.8	19.0	33.3	0.0	0.0	52.4	0.0	9.5	4.8	0.0	14.3	
Exiting Leg Total					8					6					4					3	21
Large Trucks	0	2	0	0	2	0	3	2	0	5	4	7	0	0	11	0	2	1	0	3	21
% Large Trucks	0.0	100.0	0.0	0.0	100.0	0.0	100.0	100.0	0.0	100.0	100.0	100.0	0.0	0.0	100.0	0.0	100.0	100.0	0.0	100.0	100.0
Exiting Leg Total					8					6					4					3	21
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total					0					0					0					0	0

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:15 PM	Route 116					Scituate Avenue (Route 12)					Route 116					Scituate Avenue (Route 12)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:15 PM	0	0	0	0	0	0	1	0	0	1	1	2	0	0	3	0	0	0	0	0	4
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
12:45 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2
1:00 PM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	1	0	0	1	0	2	1	0	3	2	4	0	0	6	0	1	0	0	1	11
% Approach Total	0.0	100.0	0.0	0.0		0.0	66.7	33.3	0.0		33.3	66.7	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.500	0.250	0.000	0.750	0.500	0.500	0.000	0.000	0.500	0.000	0.250	0.000	0.000	0.250	0.688
Large Trucks	0	1	0	0	1	0	2	1	0	3	2	4	0	0	6	0	1	0	0	1	11
Large Trucks %	0.0	100.0	0.0	0.0	100.0	0.0	100.0	100.0	0.0	100.0	100.0	100.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	100.0	100.0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Trucks Enter Leg	0	1	0	0	1	0	2	1	0	3	2	4	0	0	6	0	1	0	0	1	11
Bus Enter Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	0	1	0	0	1	0	2	1	0	3	2	4	0	0	6	0	1	0	0	1	11
Trucks Exiting Leg					4					3					2					2	11
Buses Exiting Leg					0					0					0					0	0
Total Exiting Leg					4					3					2					2	11

PDI File #: **175824 (20) Sat**
Location: **N: Route 116 S: Route 116**
Location: **E: Scituate Avenue (Route 12) W: Scituate Avenue (Route 12)**
City, State: **Scituate, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Large Trucks

	Route 116					Scituate Avenue (Route 12)					Route 116					Scituate Avenue (Route 12)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	1	0	0	1	1	2	0	0	3	0	0	0	0	0	4
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
12:45 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2
Total	0	1	0	0	1	0	2	0	0	2	2	4	0	0	6	0	1	0	0	1	10
1:00 PM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
1:30 PM	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	0	1	0	0	1	4
1:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	2
Total	0	1	0	0	1	0	1	2	0	3	2	3	0	0	5	0	1	1	0	2	11
Grand Total	0	2	0	0	2	0	3	2	0	5	4	7	0	0	11	0	2	1	0	3	21
Approach %	0.0	100.0	0.0	0.0		0.0	60.0	40.0	0.0		36.4	63.6	0.0	0.0		0.0	66.7	33.3	0.0		
Total %	0.0	9.5	0.0	0.0	9.5	0.0	14.3	9.5	0.0	23.8	19.0	33.3	0.0	0.0	52.4	0.0	9.5	4.8	0.0	14.3	
Exiting Leg Total					8					6					4					3	21

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:15 PM	Route 116					Scituate Avenue (Route 12)					Route 116					Scituate Avenue (Route 12)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:15 PM	0	0	0	0	0	0	1	0	0	1	1	2	0	0	3	0	0	0	0	0	4
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
12:45 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2
1:00 PM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	1	0	0	1	0	2	1	0	3	2	4	0	0	6	0	1	0	0	1	11
% Approach Total	0.0	100.0	0.0	0.0		0.0	66.7	33.3	0.0		33.3	66.7	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.500	0.250	0.000	0.750	0.500	0.500	0.000	0.000	0.500	0.000	0.250	0.000	0.000	0.250	0.688
Entering Leg	0	1	0	0	1	0	2	1	0	3	2	4	0	0	6	0	1	0	0	1	11
Exiting Leg					4					3					2					2	11
Total					5					6					8					3	22

PDI File #: **175824 (20) Sat**
Location: **N: Route 116 S: Route 116**
Location: **E: Scituate Avenue (Route 12) W: Scituate Avenue (Route 12)**
City, State: **Scituate, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Route 116					Scituate Avenue (Route 12)					Route 116					Scituate Avenue (Route 12)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					0					0					0					0	0

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:00 PM	Route 116					Scituate Avenue (Route 12)					Route 116					Scituate Avenue (Route 12)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg					0					0					0					0	0
Total					0					0					0					0	0

PDI File #: **175824 (20) Sat**
Location: **N: Route 116 S: Route 116**
Location: **E: Scituate Avenue (Route 12) W: Scituate Avenue (Route 12)**
City, State: **Scituate, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Route 116							Scituate Avenue (Route 12)							Route 116							Scituate Avenue (Route 12)							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
1:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	3
Grand Total	1	0	0	0	0	0	1	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	1	4
Approach %	100.0	0.0	0.0	0.0	0.0	0.0		50.0	50.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		
Total %	25.0	0.0	0.0	0.0	0.0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	25.0	
Exiting Leg Total							1							1							0							2	4

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:30 PM	Route 116							Scituate Avenue (Route 12)							Route 116							Scituate Avenue (Route 12)							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
12:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
Total Volume	1	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	3
% Approach Total	100.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		
PHF	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.375
Entering Leg	1	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	3
Exiting Leg							0							1							0							2	3
Total							1							2							0							3	6

PDI File #: **175824 (20) Sat**
Location: **N: Route 116 S: Route 116**
Location: **E: Scituate Avenue (Route 12) W: Scituate Avenue (Route 12)**
City, State: **Scituate, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Route 116							Scituate Avenue (Route 12)							Route 116							Scituate Avenue (Route 12)							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							0							0							0							0	0

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:00 PM	Route 116							Scituate Avenue (Route 12)							Route 116							Scituate Avenue (Route 12)							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg							0							0							0							0	0
Total							0							0							0							0	0

PDI File #: **175824 (20) Tues-AM**
Location: **N: Route 116 S: Route 116**
Location: **E: Scituate Avenue (Route 12) W: Scituate Avenue (Route 12)**
City, State: **Scituate, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Route 116					Scituate Avenue (Route 12)					Route 116					Scituate Avenue (Route 12)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	1	22	1	0	24	1	5	17	0	23	49	48	0	0	97	1	57	16	0	74	218
7:15 AM	3	32	1	0	36	1	7	15	0	23	59	58	2	0	119	4	75	18	0	97	275
7:30 AM	6	49	1	0	56	3	14	15	0	32	49	61	0	0	110	4	53	15	0	72	270
7:45 AM	6	41	1	0	48	3	3	24	0	30	42	59	1	0	102	6	50	11	0	67	247
Total	16	144	4	0	164	8	29	71	0	108	199	226	3	0	428	15	235	60	0	310	1010
8:00 AM	1	43	4	0	48	1	11	12	0	24	37	36	0	0	73	1	42	13	0	56	201
8:15 AM	5	37	2	0	44	3	5	15	0	23	38	45	4	0	87	12	51	9	0	72	226
8:30 AM	7	41	4	0	52	3	12	15	0	30	26	33	3	0	62	4	45	8	0	57	201
8:45 AM	1	34	2	1	38	2	9	15	0	26	29	31	1	0	61	5	33	4	0	42	167
Total	14	155	12	1	182	9	37	57	0	103	130	145	8	0	283	22	171	34	0	227	795
Grand Total	30	299	16	1	346	17	66	128	0	211	329	371	11	0	711	37	406	94	0	537	1805
Approach %	8.7	86.4	4.6	0.3		8.1	31.3	60.7	0.0		46.3	52.2	1.5	0.0		6.9	75.6	17.5	0.0		
Total %	1.7	16.6	0.9	0.1	19.2	0.9	3.7	7.1	0.0	11.7	18.2	20.6	0.6	0.0	39.4	2.0	22.5	5.2	0.0	29.8	
Exiting Leg Total					483					751					464					107	1805
Cars	26	279	13	1	319	14	56	117	0	187	322	347	9	0	678	34	398	92	0	524	1708
% Cars	86.7	93.3	81.3	100.0	92.2	82.4	84.8	91.4	0.0	88.6	97.9	93.5	81.8	0.0	95.4	91.9	98.0	97.9	0.0	97.6	94.6
Exiting Leg Total					454					733					430					91	1708
Heavy Vehicles	4	20	3	0	27	3	10	11	0	24	7	24	2	0	33	3	8	2	0	13	97
% Heavy Vehicles	13.3	6.7	18.8	0.0	7.8	17.6	15.2	8.6	0.0	11.4	2.1	6.5	18.2	0.0	4.6	8.1	2.0	2.1	0.0	2.4	5.4
Exiting Leg Total					29					18					34					16	97

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Route 116					Scituate Avenue (Route 12)					Route 116					Scituate Avenue (Route 12)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	1	22	1	0	24	1	5	17	0	23	49	48	0	0	97	1	57	16	0	74	218
7:15 AM	3	32	1	0	36	1	7	15	0	23	59	58	2	0	119	4	75	18	0	97	275
7:30 AM	6	49	1	0	56	3	14	15	0	32	49	61	0	0	110	4	53	15	0	72	270
7:45 AM	6	41	1	0	48	3	3	24	0	30	42	59	1	0	102	6	50	11	0	67	247
Total Volume	16	144	4	0	164	8	29	71	0	108	199	226	3	0	428	15	235	60	0	310	1010
% Approach Total	9.8	87.8	2.4	0.0		7.4	26.9	65.7	0.0		46.5	52.8	0.7	0.0		4.8	75.8	19.4	0.0		
PHF	0.667	0.735	1.000	0.000	0.732	0.667	0.518	0.740	0.000	0.844	0.843	0.926	0.375	0.000	0.899	0.625	0.783	0.833	0.000	0.799	0.918
Cars	14	137	2	0	153	6	24	66	0	96	197	213	2	0	412	15	234	59	0	308	969
Cars %	87.5	95.1	50.0	0.0	93.3	75.0	82.8	93.0	0.0	88.9	99.0	94.2	66.7	0.0	96.3	100.0	99.6	98.3	0.0	99.4	95.9
Heavy Vehicles	2	7	2	0	11	2	5	5	0	12	2	13	1	0	16	0	1	1	0	2	41
Heavy Vehicles %	12.5	4.9	50.0	0.0	6.7	25.0	17.2	7.0	0.0	11.1	1.0	5.8	33.3	0.0	3.7	0.0	0.4	1.7	0.0	0.6	4.1
Cars Enter Leg	14	137	2	0	153	6	24	66	0	96	197	213	2	0	412	15	234	59	0	308	969
Heavy Enter Leg	2	7	2	0	11	2	5	5	0	12	2	13	1	0	16	0	1	1	0	2	41
Total Entering Leg	16	144	4	0	164	8	29	71	0	108	199	226	3	0	428	15	235	60	0	310	1010
Cars Exiting Leg					278					433					218					40	969
Heavy Exiting Leg					16					5					12					8	41
Total Exiting Leg					294					438					230					48	1010

PDI File #: **175824 (20) Tues-AM**
Location: **N: Route 116 S: Route 116**
Location: **E: Scituate Avenue (Route 12) W: Scituate Avenue (Route 12)**
City, State: **Scituate, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Route 116					Scituate Avenue (Route 12)					Route 116					Scituate Avenue (Route 12)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	22	1	0	23	1	5	16	0	22	49	44	0	0	93	1	57	15	0	73	211
7:15 AM	3	29	0	0	32	1	4	13	0	18	59	57	1	0	117	4	75	18	0	97	264
7:30 AM	5	47	0	0	52	3	12	15	0	30	49	59	0	0	108	4	52	15	0	71	261
7:45 AM	6	39	1	0	46	1	3	22	0	26	40	53	1	0	94	6	50	11	0	67	233
Total	14	137	2	0	153	6	24	66	0	96	197	213	2	0	412	15	234	59	0	308	969
8:00 AM	1	40	3	0	44	1	10	11	0	22	36	33	0	0	69	0	37	12	0	49	184
8:15 AM	5	31	2	0	38	2	5	14	0	21	37	44	4	0	85	12	51	9	0	72	216
8:30 AM	6	38	4	0	48	3	8	14	0	25	26	26	3	0	55	4	45	8	0	57	185
8:45 AM	0	33	2	1	36	2	9	12	0	23	26	31	0	0	57	3	31	4	0	38	154
Total	12	142	11	1	166	8	32	51	0	91	125	134	7	0	266	19	164	33	0	216	739
Grand Total	26	279	13	1	319	14	56	117	0	187	322	347	9	0	678	34	398	92	0	524	1708
Approach %	8.2	87.5	4.1	0.3		7.5	29.9	62.6	0.0		47.5	51.2	1.3	0.0		6.5	76.0	17.6	0.0		
Total %	1.5	16.3	0.8	0.1	18.7	0.8	3.3	6.9	0.0	10.9	18.9	20.3	0.5	0.0	39.7	2.0	23.3	5.4	0.0	30.7	
Exiting Leg Total					454					733					430					91	1708

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Route 116					Scituate Avenue (Route 12)					Route 116					Scituate Avenue (Route 12)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	22	1	0	23	1	5	16	0	22	49	44	0	0	93	1	57	15	0	73	211
7:15 AM	3	29	0	0	32	1	4	13	0	18	59	57	1	0	117	4	75	18	0	97	264
7:30 AM	5	47	0	0	52	3	12	15	0	30	49	59	0	0	108	4	52	15	0	71	261
7:45 AM	6	39	1	0	46	1	3	22	0	26	40	53	1	0	94	6	50	11	0	67	233
Total Volume	14	137	2	0	153	6	24	66	0	96	197	213	2	0	412	15	234	59	0	308	969
% Approach Total	9.2	89.5	1.3	0.0		6.3	25.0	68.8	0.0		47.8	51.7	0.5	0.0		4.9	76.0	19.2	0.0		
PHF	0.583	0.729	0.500	0.000	0.736	0.500	0.500	0.750	0.000	0.800	0.835	0.903	0.500	0.000	0.880	0.625	0.780	0.819	0.000	0.794	0.918
Entering Leg	14	137	2	0	153	6	24	66	0	96	197	213	2	0	412	15	234	59	0	308	969
Exiting Leg					278					433					218					40	969
Total					431					529					630					348	1938

PDI File #: **175824 (20) Tues-AM**
Location: **N: Route 116 S: Route 116**
Location: **E: Scituate Avenue (Route 12) W: Scituate Avenue (Route 12)**
City, State: **Scituate, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Heavy Vehicles (Combined-Large Trucks and Buses)

	Route 116					Scituate Avenue (Route 12)					Route 116					Scituate Avenue (Route 12)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	1	0	0	0	1	0	0	1	0	1	0	4	0	0	4	0	0	1	0	1	7
7:15 AM	0	3	1	0	4	0	3	2	0	5	0	1	1	0	2	0	0	0	0	0	11
7:30 AM	1	2	1	0	4	0	2	0	0	2	0	2	0	0	2	0	1	0	0	1	9
7:45 AM	0	2	0	0	2	2	0	2	0	4	2	6	0	0	8	0	0	0	0	0	14
Total	2	7	2	0	11	2	5	5	0	12	2	13	1	0	16	0	1	1	0	2	41
8:00 AM	0	3	1	0	4	0	1	1	0	2	1	3	0	0	4	1	5	1	0	7	17
8:15 AM	0	6	0	0	6	1	0	1	0	2	1	1	0	0	2	0	0	0	0	0	10
8:30 AM	1	3	0	0	4	0	4	1	0	5	0	7	0	0	7	0	0	0	0	0	16
8:45 AM	1	1	0	0	2	0	0	3	0	3	3	0	1	0	4	2	2	0	0	4	13
Total	2	13	1	0	16	1	5	6	0	12	5	11	1	0	17	3	7	1	0	11	56
Grand Total	4	20	3	0	27	3	10	11	0	24	7	24	2	0	33	3	8	2	0	13	97
Approach %	14.8	74.1	11.1	0.0		12.5	41.7	45.8	0.0		21.2	72.7	6.1	0.0		23.1	61.5	15.4	0.0		
Total %	4.1	20.6	3.1	0.0	27.8	3.1	10.3	11.3	0.0	24.7	7.2	24.7	2.1	0.0	34.0	3.1	8.2	2.1	0.0	13.4	
Exiting Leg Total					29					18					34					16	97
Large Trucks	3	16	1	0	20	3	9	7	0	19	5	14	2	0	21	2	8	2	0	12	72
% Large Trucks	75.0	80.0	33.3	0.0	74.1	100.0	90.0	63.6	0.0	79.2	71.4	58.3	100.0	0.0	63.6	66.7	100.0	100.0	0.0	92.3	74.2
Exiting Leg Total					19					14					25					14	72
Buses	1	4	2	0	7	0	1	4	0	5	2	10	0	0	12	1	0	0	0	1	25
% Buses	25.0	20.0	66.7	0.0	25.9	0.0	10.0	36.4	0.0	20.8	28.6	41.7	0.0	0.0	36.4	33.3	0.0	0.0	0.0	7.7	25.8
Exiting Leg Total					10					4					9					2	25

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:45 AM	Route 116					Scituate Avenue (Route 12)					Route 116					Scituate Avenue (Route 12)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:45 AM	0	2	0	0	2	2	0	2	0	4	2	6	0	0	8	0	0	0	0	0	14
8:00 AM	0	3	1	0	4	0	1	1	0	2	1	3	0	0	4	1	5	1	0	7	17
8:15 AM	0	6	0	0	6	1	0	1	0	2	1	1	0	0	2	0	0	0	0	0	10
8:30 AM	1	3	0	0	4	0	4	1	0	5	0	7	0	0	7	0	0	0	0	0	16
Total Volume	1	14	1	0	16	3	5	5	0	13	4	17	0	0	21	1	5	1	0	7	57
% Approach Total	6.3	87.5	6.3	0.0		23.1	38.5	38.5	0.0		19.0	81.0	0.0	0.0		14.3	71.4	14.3	0.0		
PHF	0.250	0.583	0.250	0.000	0.667	0.375	0.313	0.625	0.000	0.650	0.500	0.607	0.000	0.000	0.656	0.250	0.250	0.250	0.000	0.250	0.838
Large Trucks	1	10	0	0	11	3	4	3	0	10	3	11	0	0	14	0	5	1	0	6	41
Large Trucks %	100.0	71.4	0.0	0.0	68.8	100.0	80.0	60.0	0.0	76.9	75.0	64.7	0.0	0.0	66.7	0.0	100.0	100.0	0.0	85.7	71.9
Buses	0	4	1	0	5	0	1	2	0	3	1	6	0	0	7	1	0	0	0	1	16
Buses %	0.0	28.6	100.0	0.0	31.3	0.0	20.0	40.0	0.0	23.1	25.0	35.3	0.0	0.0	33.3	100.0	0.0	0.0	0.0	14.3	28.1
Trucks Enter Leg	1	10	0	0	11	3	4	3	0	10	3	11	0	0	14	0	5	1	0	6	41
Bus Enter Leg	0	4	1	0	5	0	1	2	0	3	1	6	0	0	7	1	0	0	0	1	16
Total Entering Leg	1	14	1	0	16	3	5	5	0	13	4	17	0	0	21	1	5	1	0	7	57
Trucks Exiting Leg					15					8					13					5	41
Buses Exiting Leg					6					2					7					1	16
Total Exiting Leg					21					10					20					6	57

PDI File #: **175824 (20) Tues-AM**
Location: **N: Route 116 S: Route 116**
Location: **E: Scituate Avenue (Route 12) W: Scituate Avenue (Route 12)**
City, State: **Scituate, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Large Trucks

	Route 116					Scituate Avenue (Route 12)					Route 116					Scituate Avenue (Route 12)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	1	0	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	1	0	1	4
7:15 AM	0	3	1	0	4	0	3	2	0	5	0	0	1	0	1	0	0	0	0	0	10
7:30 AM	0	2	0	0	2	0	2	0	0	2	0	2	0	0	2	0	1	0	0	1	7
7:45 AM	0	1	0	0	1	2	0	1	0	3	2	6	0	0	8	0	0	0	0	0	12
Total	1	6	1	0	8	2	5	4	0	11	2	9	1	0	12	0	1	1	0	2	33
8:00 AM	0	2	0	0	2	0	0	1	0	1	1	2	0	0	3	0	5	1	0	6	12
8:15 AM	0	5	0	0	5	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	7
8:30 AM	1	2	0	0	3	0	4	1	0	5	0	2	0	0	2	0	0	0	0	0	10
8:45 AM	1	1	0	0	2	0	0	1	0	1	2	0	1	0	3	2	2	0	0	4	10
Total	2	10	0	0	12	1	4	3	0	8	3	5	1	0	9	2	7	1	0	10	39
Grand Total	3	16	1	0	20	3	9	7	0	19	5	14	2	0	21	2	8	2	0	12	72
Approach %	15.0	80.0	5.0	0.0		15.8	47.4	36.8	0.0		23.8	66.7	9.5	0.0		16.7	66.7	16.7	0.0		
Total %	4.2	22.2	1.4	0.0	27.8	4.2	12.5	9.7	0.0	26.4	6.9	19.4	2.8	0.0	29.2	2.8	11.1	2.8	0.0	16.7	
Exiting Leg Total					19					14					25					14	72

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Route 116					Scituate Avenue (Route 12)					Route 116					Scituate Avenue (Route 12)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	0	3	1	0	4	0	3	2	0	5	0	0	1	0	1	0	0	0	0	0	10
7:30 AM	0	2	0	0	2	0	2	0	0	2	0	2	0	0	2	0	1	0	0	1	7
7:45 AM	0	1	0	0	1	2	0	1	0	3	2	6	0	0	8	0	0	0	0	0	12
8:00 AM	0	2	0	0	2	0	0	1	0	1	1	2	0	0	3	0	5	1	0	6	12
Total Volume	0	8	1	0	9	2	5	4	0	11	3	10	1	0	14	0	6	1	0	7	41
% Approach Total	0.0	88.9	11.1	0.0		18.2	45.5	36.4	0.0		21.4	71.4	7.1	0.0		0.0	85.7	14.3	0.0		
PHF	0.000	0.667	0.250	0.000	0.563	0.250	0.417	0.500	0.000	0.550	0.375	0.417	0.250	0.000	0.438	0.000	0.300	0.250	0.000	0.292	0.854
Entering Leg	0	8	1	0	9	2	5	4	0	11	3	10	1	0	14	0	6	1	0	7	41
Exiting Leg					13					10					12					6	41
Total					22					21					26					13	82

PDI File #: **175824 (20) Tues-AM**
Location: **N: Route 116 S: Route 116**
Location: **E: Scituate Avenue (Route 12) W: Scituate Avenue (Route 12)**
City, State: **Scituate, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Route 116					Scituate Avenue (Route 12)					Route 116					Scituate Avenue (Route 12)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
7:30 AM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	1	1	1	0	3	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	8
8:00 AM	0	1	1	0	2	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	5
8:15 AM	0	1	0	0	1	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	3
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
8:45 AM	0	0	0	0	0	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	3
Total	0	3	1	0	4	0	1	3	0	4	2	6	0	0	8	1	0	0	0	1	17
Grand Total	1	4	2	0	7	0	1	4	0	5	2	10	0	0	12	1	0	0	0	1	25
Approach %	14.3	57.1	28.6	0.0		0.0	20.0	80.0	0.0		16.7	83.3	0.0	0.0		100.0	0.0	0.0	0.0		
Total %	4.0	16.0	8.0	0.0	28.0	0.0	4.0	16.0	0.0	20.0	8.0	40.0	0.0	0.0	48.0	4.0	0.0	0.0	0.0	4.0	
Exiting Leg Total					10					4					9					2	25

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Route 116					Scituate Avenue (Route 12)					Route 116					Scituate Avenue (Route 12)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	0	1	1	0	2	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	5
8:15 AM	0	1	0	0	1	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	3
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
8:45 AM	0	0	0	0	0	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	3
Total Volume	0	3	1	0	4	0	1	3	0	4	2	6	0	0	8	1	0	0	0	1	17
% Approach Total	0.0	75.0	25.0	0.0		0.0	25.0	75.0	0.0		25.0	75.0	0.0	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.750	0.250	0.000	0.500	0.000	0.250	0.375	0.000	0.500	0.500	0.300	0.000	0.000	0.400	0.250	0.000	0.000	0.000	0.250	0.708
Entering Leg	0	3	1	0	4	0	1	3	0	4	2	6	0	0	8	1	0	0	0	1	17
Exiting Leg					6					3					7					1	17
Total					10					7					15					2	34

PDI File #: **175824 (20) Tues-AM**
Location: **N: Route 116 S: Route 116**
Location: **E: Scituate Avenue (Route 12) W: Scituate Avenue (Route 12)**
City, State: **Scituate, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Route 116							Scituate Avenue (Route 12)							Route 116							Scituate Avenue (Route 12)							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.0	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							0							1							0							0	1

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Route 116							Scituate Avenue (Route 12)							Route 116							Scituate Avenue (Route 12)							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg							0							1							0							0	1
Total							1							1							0							0	2

PDI File #: **175824 (20) Tues-AM**
Location: **N: Route 116 S: Route 116**
Location: **E: Scituate Avenue (Route 12) W: Scituate Avenue (Route 12)**
City, State: **Scituate, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Route 116							Scituate Avenue (Route 12)							Route 116							Scituate Avenue (Route 12)							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							0							0							0							0	0

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Route 116							Scituate Avenue (Route 12)							Route 116							Scituate Avenue (Route 12)							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg							0							0							0							0	0
Total							0							0							0							0	0

PDI File #: **175824 (20) Tues-PM**
Location: **N: Route 116 S: Route 116**
Location: **E: Scituate Avenue (Route 12) W: Scituate Avenue (Route 12)**
City, State: **Scituate, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Route 116					Scituate Avenue (Route 12)					Route 116					Scituate Avenue (Route 12)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	12	60	7	0	79	0	36	46	0	82	19	51	2	0	72	2	20	5	0	27	260
4:45 PM	14	58	3	0	75	1	35	41	0	77	26	65	4	0	95	2	19	2	0	23	270
Total	26	118	10	0	154	1	71	87	0	159	45	116	6	0	167	4	39	7	0	50	530
5:00 PM	13	61	3	0	77	2	39	41	0	82	22	52	6	0	80	0	12	1	0	13	252
5:15 PM	20	67	3	0	90	0	45	47	0	92	23	51	4	0	78	2	11	3	0	16	276
5:30 PM	16	66	3	0	85	5	51	31	0	87	12	53	1	0	66	1	14	2	0	17	255
5:45 PM	15	46	0	0	61	3	50	32	0	85	27	33	5	0	65	3	22	2	0	27	238
Total	64	240	9	0	313	10	185	151	0	346	84	189	16	0	289	6	59	8	0	73	1021
6:00 PM	16	41	5	0	62	1	30	29	0	60	22	35	2	0	59	1	13	5	0	19	200
6:15 PM	12	27	2	0	41	0	36	27	0	63	15	32	2	0	49	2	19	4	0	25	178
Total	28	68	7	0	103	1	66	56	0	123	37	67	4	0	108	3	32	9	0	44	378
Grand Total	118	426	26	0	570	12	322	294	0	628	166	372	26	0	564	13	130	24	0	167	1929
Approach %	20.7	74.7	4.6	0.0		1.9	51.3	46.8	0.0		29.4	66.0	4.6	0.0		7.8	77.8	14.4	0.0		
Total %	6.1	22.1	1.3	0.0	29.5	0.6	16.7	15.2	0.0	32.6	8.6	19.3	1.3	0.0	29.2	0.7	6.7	1.2	0.0	8.7	
Exiting Leg Total					408					322					733					466	1929
Cars	115	416	26	0	557	12	320	291	0	623	166	360	26	0	552	13	127	23	0	163	1895
% Cars	97.5	97.7	100.0	0.0	97.7	100.0	99.4	99.0	0.0	99.2	100.0	96.8	100.0	0.0	97.9	100.0	97.7	95.8	0.0	97.6	98.2
Exiting Leg Total					395					319					720					461	1895
Heavy Vehicles	3	10	0	0	13	0	2	3	0	5	0	12	0	0	12	0	3	1	0	4	34
% Heavy Vehicles	2.5	2.3	0.0	0.0	2.3	0.0	0.6	1.0	0.0	0.8	0.0	3.2	0.0	0.0	2.1	0.0	2.3	4.2	0.0	2.4	1.8
Exiting Leg Total					13					3					13					5	34

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:30 PM	Route 116					Scituate Avenue (Route 12)					Route 116					Scituate Avenue (Route 12)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	12	60	7	0	79	0	36	46	0	82	19	51	2	0	72	2	20	5	0	27	260
4:45 PM	14	58	3	0	75	1	35	41	0	77	26	65	4	0	95	2	19	2	0	23	270
5:00 PM	13	61	3	0	77	2	39	41	0	82	22	52	6	0	80	0	12	1	0	13	252
5:15 PM	20	67	3	0	90	0	45	47	0	92	23	51	4	0	78	2	11	3	0	16	276
Total Volume	59	246	16	0	321	3	155	175	0	333	90	219	16	0	325	6	62	11	0	79	1058
% Approach Total	18.4	76.6	5.0	0.0		0.9	46.5	52.6	0.0		27.7	67.4	4.9	0.0		7.6	78.5	13.9	0.0		
PHF	0.738	0.918	0.571	0.000	0.892	0.375	0.861	0.931	0.000	0.905	0.865	0.842	0.667	0.000	0.855	0.750	0.775	0.550	0.000	0.731	0.958
Cars	59	241	16	0	316	3	155	173	0	331	90	208	16	0	314	6	59	10	0	75	1036
Cars %	100.0	98.0	100.0	0.0	98.4	100.0	100.0	98.9	0.0	99.4	100.0	95.0	100.0	0.0	96.6	100.0	95.2	90.9	0.0	94.9	97.9
Heavy Vehicles	0	5	0	0	5	0	0	2	0	2	0	11	0	0	11	0	3	1	0	4	22
Heavy Vehicles %	0.0	2.0	0.0	0.0	1.6	0.0	0.0	1.1	0.0	0.6	0.0	5.0	0.0	0.0	3.4	0.0	4.8	9.1	0.0	5.1	2.1
Cars Enter Leg	59	241	16	0	316	3	155	173	0	331	90	208	16	0	314	6	59	10	0	75	1036
Heavy Enter Leg	0	5	0	0	5	0	0	2	0	2	0	11	0	0	11	0	3	1	0	4	22
Total Entering Leg	59	246	16	0	321	3	155	175	0	333	90	219	16	0	325	6	62	11	0	79	1058
Cars Exiting Leg					221					165					420					230	1036
Heavy Exiting Leg					12					3					7					0	22
Total Exiting Leg					233					168					427					230	1058

PDI File #: **175824 (20) Tues-PM**
Location: **N: Route 116 S: Route 116**
Location: **E: Scituate Avenue (Route 12) W: Scituate Avenue (Route 12)**
City, State: **Scituate, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Route 116					Scituate Avenue (Route 12)					Route 116					Scituate Avenue (Route 12)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	12	58	7	0	77	0	36	46	0	82	19	48	2	0	69	2	18	4	0	24	252
4:45 PM	14	58	3	0	75	1	35	40	0	76	26	59	4	0	89	2	18	2	0	22	262
Total	26	116	10	0	152	1	71	86	0	158	45	107	6	0	158	4	36	6	0	46	514
5:00 PM	13	60	3	0	76	2	39	40	0	81	22	50	6	0	78	0	12	1	0	13	248
5:15 PM	20	65	3	0	88	0	45	47	0	92	23	51	4	0	78	2	11	3	0	16	274
5:30 PM	13	65	3	0	81	5	51	31	0	87	12	53	1	0	66	1	14	2	0	17	251
5:45 PM	15	45	0	0	60	3	49	31	0	83	27	32	5	0	64	3	22	2	0	27	234
Total	61	235	9	0	305	10	184	149	0	343	84	186	16	0	286	6	59	8	0	73	1007
6:00 PM	16	39	5	0	60	1	29	29	0	59	22	35	2	0	59	1	13	5	0	19	197
6:15 PM	12	26	2	0	40	0	36	27	0	63	15	32	2	0	49	2	19	4	0	25	177
Total	28	65	7	0	100	1	65	56	0	122	37	67	4	0	108	3	32	9	0	44	374
Grand Total	115	416	26	0	557	12	320	291	0	623	166	360	26	0	552	13	127	23	0	163	1895
Approach %	20.6	74.7	4.7	0.0		1.9	51.4	46.7	0.0		30.1	65.2	4.7	0.0		8.0	77.9	14.1	0.0		
Total %	6.1	22.0	1.4	0.0	29.4	0.6	16.9	15.4	0.0	32.9	8.8	19.0	1.4	0.0	29.1	0.7	6.7	1.2	0.0	8.6	
Exiting Leg Total					395					319					720					461	1895

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:30 PM	Route 116					Scituate Avenue (Route 12)					Route 116					Scituate Avenue (Route 12)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	12	58	7	0	77	0	36	46	0	82	19	48	2	0	69	2	18	4	0	24	252
4:45 PM	14	58	3	0	75	1	35	40	0	76	26	59	4	0	89	2	18	2	0	22	262
5:00 PM	13	60	3	0	76	2	39	40	0	81	22	50	6	0	78	0	12	1	0	13	248
5:15 PM	20	65	3	0	88	0	45	47	0	92	23	51	4	0	78	2	11	3	0	16	274
Total Volume	59	241	16	0	316	3	155	173	0	331	90	208	16	0	314	6	59	10	0	75	1036
% Approach Total	18.7	76.3	5.1	0.0		0.9	46.8	52.3	0.0		28.7	66.2	5.1	0.0		8.0	78.7	13.3	0.0		
PHF	0.738	0.927	0.571	0.000	0.898	0.375	0.861	0.920	0.000	0.899	0.865	0.881	0.667	0.000	0.882	0.750	0.819	0.625	0.000	0.781	0.945
Entering Leg	59	241	16	0	316	3	155	173	0	331	90	208	16	0	314	6	59	10	0	75	1036
Exiting Leg					221					165					420					230	1036
Total					537					496					734					305	2072

PDI File #: **175824 (20) Tues-PM**
Location: **N: Route 116 S: Route 116**
Location: **E: Scituate Avenue (Route 12) W: Scituate Avenue (Route 12)**
City, State: **Scituate, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Heavy Vehicles (Combined-Large Trucks and Buses)

	Route 116					Scituate Avenue (Route 12)					Route 116					Scituate Avenue (Route 12)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	2	1	0	3	8
4:45 PM	0	0	0	0	0	0	0	1	0	1	0	6	0	0	6	0	1	0	0	1	8
Total	0	2	0	0	2	0	0	1	0	1	0	9	0	0	9	0	3	1	0	4	16
5:00 PM	0	1	0	0	1	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	4
5:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:45 PM	0	1	0	0	1	0	1	1	0	2	0	1	0	0	1	0	0	0	0	0	4
Total	3	5	0	0	8	0	1	2	0	3	0	3	0	0	3	0	0	0	0	0	14
6:00 PM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
6:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
Grand Total	3	10	0	0	13	0	2	3	0	5	0	12	0	0	12	0	3	1	0	4	34
Approach %	23.1	76.9	0.0	0.0		0.0	40.0	60.0	0.0		0.0	100.0	0.0	0.0		0.0	75.0	25.0	0.0		
Total %	8.8	29.4	0.0	0.0	38.2	0.0	5.9	8.8	0.0	14.7	0.0	35.3	0.0	0.0	35.3	0.0	8.8	2.9	0.0	11.8	
Exiting Leg Total					13					3					13					5	34
Large Trucks	3	10	0	0	13	0	2	3	0	5	0	11	0	0	11	0	3	1	0	4	33
% Large Trucks	100.0	100.0	0.0	0.0	100.0	0.0	100.0	100.0	0.0	100.0	0.0	91.7	0.0	0.0	91.7	0.0	100.0	100.0	0.0	100.0	97.1
Exiting Leg Total					12					3					13					5	33
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.3	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	2.9
Exiting Leg Total					1					0					0					0	1

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:30 PM	Route 116					Scituate Avenue (Route 12)					Route 116					Scituate Avenue (Route 12)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	2	1	0	3	8
4:45 PM	0	0	0	0	0	0	0	1	0	1	0	6	0	0	6	0	1	0	0	1	8
5:00 PM	0	1	0	0	1	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	4
5:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	5	0	0	5	0	0	2	0	2	0	11	0	0	11	0	3	1	0	4	22
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		0.0	75.0	25.0	0.0		
PHF	0.000	0.625	0.000	0.000	0.625	0.000	0.000	0.500	0.000	0.500	0.000	0.458	0.000	0.000	0.458	0.000	0.375	0.250	0.000	0.333	0.688
Large Trucks	0	5	0	0	5	0	0	2	0	2	0	10	0	0	10	0	3	1	0	4	21
Large Trucks %	0.0	100.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	100.0	0.0	90.9	0.0	0.0	90.9	0.0	100.0	100.0	0.0	100.0	95.5
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.1	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	4.5
Trucks Enter Leg	0	5	0	0	5	0	0	2	0	2	0	10	0	0	10	0	3	1	0	4	21
Bus Enter Leg	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total Entering Leg	0	5	0	0	5	0	0	2	0	2	0	11	0	0	11	0	3	1	0	4	22
Trucks Exiting Leg					11					3					7					0	21
Buses Exiting Leg					1					0					0					0	1
Total Exiting Leg					12					3					7					0	22

PDI File #: **175824 (20) Tues-PM**
Location: **N: Route 116 S: Route 116**
Location: **E: Scituate Avenue (Route 12) W: Scituate Avenue (Route 12)**
City, State: **Scituate, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Large Trucks

	Route 116					Scituate Avenue (Route 12)					Route 116					Scituate Avenue (Route 12)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	2	1	0	3	8
4:45 PM	0	0	0	0	0	0	0	1	0	1	0	5	0	0	5	0	1	0	0	1	7
Total	0	2	0	0	2	0	0	1	0	1	0	8	0	0	8	0	3	1	0	4	15
5:00 PM	0	1	0	0	1	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	4
5:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:45 PM	0	1	0	0	1	0	1	1	0	2	0	1	0	0	1	0	0	0	0	0	4
Total	3	5	0	0	8	0	1	2	0	3	0	3	0	0	3	0	0	0	0	0	14
6:00 PM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
6:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
Grand Total	3	10	0	0	13	0	2	3	0	5	0	11	0	0	11	0	3	1	0	4	33
Approach %	23.1	76.9	0.0	0.0		0.0	40.0	60.0	0.0		0.0	100.0	0.0	0.0		0.0	75.0	25.0	0.0		
Total %	9.1	30.3	0.0	0.0	39.4	0.0	6.1	9.1	0.0	15.2	0.0	33.3	0.0	0.0	33.3	0.0	9.1	3.0	0.0	12.1	
Exiting Leg Total					12					3					13					5	33

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:30 PM	Route 116					Scituate Avenue (Route 12)					Route 116					Scituate Avenue (Route 12)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	2	1	0	3	8
4:45 PM	0	0	0	0	0	0	0	1	0	1	0	5	0	0	5	0	1	0	0	1	7
5:00 PM	0	1	0	0	1	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	4
5:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	5	0	0	5	0	0	2	0	2	0	10	0	0	10	0	3	1	0	4	21
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		0.0	75.0	25.0	0.0		
PHF	0.000	0.625	0.000	0.000	0.625	0.000	0.000	0.500	0.000	0.500	0.000	0.500	0.000	0.000	0.500	0.000	0.375	0.250	0.000	0.333	0.656
Entering Leg	0	5	0	0	5	0	0	2	0	2	0	10	0	0	10	0	3	1	0	4	21
Exiting Leg					11					3					7					0	21
Total					16					5					17					4	42

PDI File #: **175824 (20) Tues-PM**
Location: **N: Route 116 S: Route 116**
Location: **E: Scituate Avenue (Route 12) W: Scituate Avenue (Route 12)**
City, State: **Scituate, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Route 116					Scituate Avenue (Route 12)					Route 116					Scituate Avenue (Route 12)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					1					0					0					0	1

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:30 PM	Route 116					Scituate Avenue (Route 12)					Route 116					Scituate Avenue (Route 12)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Exiting Leg					1					0					0					0	1
Total					1					0					1					0	2

PDI File #: **175824 (20) Tues-PM**
Location: **N: Route 116 S: Route 116**
Location: **E: Scituate Avenue (Route 12) W: Scituate Avenue (Route 12)**
City, State: **Scituate, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Route 116							Scituate Avenue (Route 12)							Route 116							Scituate Avenue (Route 12)							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Approach %	100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	100.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							0							0							0							2	2

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:30 PM	Route 116							Scituate Avenue (Route 12)							Route 116							Scituate Avenue (Route 12)							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Approach Total	100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Exiting Leg							0							0							0							2	2
Total							2							0							0							2	4

PDI File #: **175824 (20) Tues-PM**
Location: **N: Route 116 S: Route 116**
Location: **E: Scituate Avenue (Route 12) W: Scituate Avenue (Route 12)**
City, State: **Scituate, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Route 116 (North)							Scituate Avenue (Route 12) (East)							Route 116 (South)							Scituate Avenue (Route 12) (West)							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							0							0							0							0	0

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:30 PM	Route 116 (North)							Scituate Avenue (Route 12) (East)							Route 116 (South)							Scituate Avenue (Route 12) (West)							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg							0							0							0							0	0
Total							0							0							0							0	0

PDI File #: **175824 (21) Sat**
Location: **N: Oakland Beach Avenue (Route 117A) S: Oakland Beach Avenue (Rou**
Location: **E: West Shore Road (Route 117) W: West Shore Road (Route 117)**
City, State: **Warwick, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	35	44	7	0	86	10	84	7	0	101	7	31	42	0	80	29	101	35	0	165	432
12:15 PM	56	49	10	0	115	7	97	11	0	115	17	34	40	0	91	45	64	44	0	153	474
12:30 PM	41	37	15	0	93	11	102	14	0	127	22	38	39	0	99	48	114	50	0	212	531
12:45 PM	40	66	8	0	114	13	108	15	0	136	11	35	46	0	92	43	89	37	0	169	511
Total	172	196	40	0	408	41	391	47	0	479	57	138	167	0	362	165	368	166	0	699	1948
1:00 PM	35	54	10	0	99	14	95	13	0	122	5	36	46	0	87	55	92	26	0	173	481
1:15 PM	50	43	12	0	105	6	91	14	0	111	15	20	41	0	76	50	95	30	0	175	467
1:30 PM	36	37	12	0	85	11	96	11	0	118	19	22	44	0	85	43	89	35	0	167	455
1:45 PM	33	51	4	0	88	6	88	11	0	105	10	41	41	0	92	48	102	45	0	195	480
Total	154	185	38	0	377	37	370	49	0	456	49	119	172	0	340	196	378	136	0	710	1883
Grand Total	326	381	78	0	785	78	761	96	0	935	106	257	339	0	702	361	746	302	0	1409	3831
Approach %	41.5	48.5	9.9	0.0		8.3	81.4	10.3	0.0		15.1	36.6	48.3	0.0		25.6	52.9	21.4	0.0		
Total %	8.5	9.9	2.0	0.0	20.5	2.0	19.9	2.5	0.0	24.4	2.8	6.7	8.8	0.0	18.3	9.4	19.5	7.9	0.0	36.8	
Exiting Leg Total					637					930					838					1426	3831
Cars	321	379	77	0	777	78	754	96	0	928	104	254	337	0	695	357	731	299	0	1387	3787
% Cars	98.5	99.5	98.7	0.0	99.0	100.0	99.1	100.0	0.0	99.3	98.1	98.8	99.4	0.0	99.0	98.9	98.0	99.0	0.0	98.4	98.9
Exiting Leg Total					631					912					832					1412	3787
Heavy Vehicles	5	2	1	0	8	0	7	0	0	7	2	3	2	0	7	4	15	3	0	22	44
% Heavy Vehicles	1.5	0.5	1.3	0.0	1.0	0.0	0.9	0.0	0.0	0.7	1.9	1.2	0.6	0.0	1.0	1.1	2.0	1.0	0.0	1.6	1.1
Exiting Leg Total					6					18					6					14	44

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:15 PM	Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:15 PM	56	49	10	0	115	7	97	11	0	115	17	34	40	0	91	45	64	44	0	153	474
12:30 PM	41	37	15	0	93	11	102	14	0	127	22	38	39	0	99	48	114	50	0	212	531
12:45 PM	40	66	8	0	114	13	108	15	0	136	11	35	46	0	92	43	89	37	0	169	511
1:00 PM	35	54	10	0	99	14	95	13	0	122	5	36	46	0	87	55	92	26	0	173	481
Total Volume	172	206	43	0	421	45	402	53	0	500	55	143	171	0	369	191	359	157	0	707	1997
% Approach Total	40.9	48.9	10.2	0.0		9.0	80.4	10.6	0.0		14.9	38.8	46.3	0.0		27.0	50.8	22.2	0.0		
PHF	0.768	0.780	0.717	0.000	0.915	0.804	0.931	0.883	0.000	0.919	0.625	0.941	0.929	0.000	0.932	0.868	0.787	0.785	0.000	0.834	0.940
Cars	171	206	42	0	419	45	397	53	0	495	54	141	169	0	364	190	349	155	0	694	1972
Cars %	99.4	100.0	97.7	0.0	99.5	100.0	98.8	100.0	0.0	99.0	98.2	98.6	98.8	0.0	98.6	99.5	97.2	98.7	0.0	98.2	98.7
Heavy Vehicles	1	0	1	0	2	0	5	0	0	5	1	2	2	0	5	1	10	2	0	13	25
Heavy Vehicles %	0.6	0.0	2.3	0.0	0.5	0.0	1.2	0.0	0.0	1.0	1.8	1.4	1.2	0.0	1.4	0.5	2.8	1.3	0.0	1.8	1.3
Cars Enter Leg	171	206	42	0	419	45	397	53	0	495	54	141	169	0	364	190	349	155	0	694	1972
Heavy Enter Leg	1	0	1	0	2	0	5	0	0	5	1	2	2	0	5	1	10	2	0	13	25
Total Entering Leg	172	206	43	0	421	45	402	53	0	500	55	143	171	0	369	191	359	157	0	707	1997
Cars Exiting Leg					341					445					449					737	1972
Heavy Exiting Leg					4					12					1					8	25
Total Exiting Leg					345					457					450					745	1997

PDI File #: **175824 (21) Sat**
Location: **N: Oakland Beach Avenue (Route 117A) S: Oakland Beach Avenue (Rou**
Location: **E: West Shore Road (Route 117) W: West Shore Road (Route 117)**
City, State: **Warwick, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	34	43	7	0	84	10	83	7	0	100	7	30	42	0	79	29	99	35	0	163	426
12:15 PM	55	49	10	0	114	7	96	11	0	114	17	34	39	0	90	44	59	44	0	147	465
12:30 PM	41	37	14	0	92	11	100	14	0	125	21	37	38	0	96	48	111	50	0	209	522
12:45 PM	40	66	8	0	114	13	107	15	0	135	11	35	46	0	92	43	88	35	0	166	507
Total	170	195	39	0	404	41	386	47	0	474	56	136	165	0	357	164	357	164	0	685	1920
1:00 PM	35	54	10	0	99	14	94	13	0	121	5	35	46	0	86	55	91	26	0	172	478
1:15 PM	48	43	12	0	103	6	91	14	0	111	15	20	41	0	76	49	93	30	0	172	462
1:30 PM	36	37	12	0	85	11	96	11	0	118	19	22	44	0	85	43	88	35	0	166	454
1:45 PM	32	50	4	0	86	6	87	11	0	104	9	41	41	0	91	46	102	44	0	192	473
Total	151	184	38	0	373	37	368	49	0	454	48	118	172	0	338	193	374	135	0	702	1867
Grand Total	321	379	77	0	777	78	754	96	0	928	104	254	337	0	695	357	731	299	0	1387	3787
Approach %	41.3	48.8	9.9	0.0		8.4	81.3	10.3	0.0		15.0	36.5	48.5	0.0		25.7	52.7	21.6	0.0		
Total %	8.5	10.0	2.0	0.0	20.5	2.1	19.9	2.5	0.0	24.5	2.7	6.7	8.9	0.0	18.4	9.4	19.3	7.9	0.0	36.6	
Exiting Leg Total					631					912					832					1412	3787

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:15 PM	Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:15 PM	55	49	10	0	114	7	96	11	0	114	17	34	39	0	90	44	59	44	0	147	465
12:30 PM	41	37	14	0	92	11	100	14	0	125	21	37	38	0	96	48	111	50	0	209	522
12:45 PM	40	66	8	0	114	13	107	15	0	135	11	35	46	0	92	43	88	35	0	166	507
1:00 PM	35	54	10	0	99	14	94	13	0	121	5	35	46	0	86	55	91	26	0	172	478
Total Volume	171	206	42	0	419	45	397	53	0	495	54	141	169	0	364	190	349	155	0	694	1972
% Approach Total	40.8	49.2	10.0	0.0		9.1	80.2	10.7	0.0		14.8	38.7	46.4	0.0		27.4	50.3	22.3	0.0		
PHF	0.777	0.780	0.750	0.000	0.919	0.804	0.928	0.883	0.000	0.917	0.643	0.953	0.918	0.000	0.948	0.864	0.786	0.775	0.000	0.830	0.944
Entering Leg	171	206	42	0	419	45	397	53	0	495	54	141	169	0	364	190	349	155	0	694	1972
Exiting Leg					341					445					449					737	1972
Total					760					940					813					1431	3944

PDI File #: **175824 (21) Sat**
Location: **N: Oakland Beach Avenue (Route 117A) S: Oakland Beach Avenue (Rou**
Location: **E: West Shore Road (Route 117) W: West Shore Road (Route 117)**
City, State: **Warwick, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Heavy Vehicles (Combined-Large Trucks and Buses)

	Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	1	1	0	0	2	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	6
12:15 PM	1	0	0	0	1	0	1	0	0	1	0	0	1	0	1	1	5	0	0	6	9
12:30 PM	0	0	1	0	1	0	2	0	0	2	1	1	1	0	3	0	3	0	0	3	9
12:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	2	0	3	4
Total	2	1	1	0	4	0	5	0	0	5	1	2	2	0	5	1	11	2	0	14	28
1:00 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	3
1:15 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	5
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1:45 PM	1	1	0	0	2	0	1	0	0	1	1	0	0	0	1	2	0	1	0	3	7
Total	3	1	0	0	4	0	2	0	0	2	1	1	0	0	2	3	4	1	0	8	16
Grand Total	5	2	1	0	8	0	7	0	0	7	2	3	2	0	7	4	15	3	0	22	44
Approach %	62.5	25.0	12.5	0.0		0.0	100.0	0.0	0.0		28.6	42.9	28.6	0.0		18.2	68.2	13.6	0.0		
Total %	11.4	4.5	2.3	0.0	18.2	0.0	15.9	0.0	0.0	15.9	4.5	6.8	4.5	0.0	15.9	9.1	34.1	6.8	0.0	50.0	
Exiting Leg Total					6					18					6					14	44
Large Trucks	5	0	0	0	5	0	7	0	0	7	2	2	2	0	6	4	14	3	0	21	39
% Large Trucks	100.0	0.0	0.0	0.0	62.5	0.0	100.0	0.0	0.0	100.0	100.0	66.7	100.0	0.0	85.7	100.0	93.3	100.0	0.0	95.5	88.6
Exiting Leg Total					5					16					4					14	39
Buses	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	5
% Buses	0.0	100.0	100.0	0.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	14.3	0.0	6.7	0.0	0.0	4.5	11.4
Exiting Leg Total					1					2					2					0	5

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:00 PM	Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	1	1	0	0	2	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	6
12:15 PM	1	0	0	0	1	0	1	0	0	1	0	0	1	0	1	1	5	0	0	6	9
12:30 PM	0	0	1	0	1	0	2	0	0	2	1	1	1	0	3	0	3	0	0	3	9
12:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	2	0	3	4
Total Volume	2	1	1	0	4	0	5	0	0	5	1	2	2	0	5	1	11	2	0	14	28
% Approach Total	50.0	25.0	25.0	0.0		0.0	100.0	0.0	0.0		20.0	40.0	40.0	0.0		7.1	78.6	14.3	0.0		
PHF	0.500	0.250	0.250	0.000	0.500	0.000	0.625	0.000	0.000	0.625	0.250	0.500	0.500	0.000	0.417	0.250	0.550	0.250	0.000	0.583	0.778
Large Trucks	2	0	0	0	2	0	5	0	0	5	1	1	2	0	4	1	11	2	0	14	25
Large Trucks %	100.0	0.0	0.0	0.0	50.0	0.0	100.0	0.0	0.0	100.0	100.0	50.0	100.0	0.0	80.0	100.0	100.0	100.0	0.0	100.0	89.3
Buses	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Buses %	0.0	100.0	100.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	10.7
Trucks Enter Leg	2	0	0	0	2	0	5	0	0	5	1	1	2	0	4	1	11	2	0	14	25
Bus Enter Leg	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total Entering Leg	2	1	1	0	4	0	5	0	0	5	1	2	2	0	5	1	11	2	0	14	28
Trucks Exiting Leg					3					12					1					9	25
Buses Exiting Leg					1					1					1					0	3
Total Exiting Leg					4					13					2					9	28

PDI File #: **175824 (21) Sat**
Location: **N: Oakland Beach Avenue (Route 117A) S: Oakland Beach Avenue (Rou**
Location: **E: West Shore Road (Route 117) W: West Shore Road (Route 117)**
City, State: **Warwick, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Large Trucks

	Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	5
12:15 PM	1	0	0	0	1	0	1	0	0	1	0	0	1	0	1	1	5	0	0	6	9
12:30 PM	0	0	0	0	0	0	2	0	0	2	1	0	1	0	2	0	3	0	0	3	7
12:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	2	0	3	4
Total	2	0	0	0	2	0	5	0	0	5	1	1	2	0	4	1	11	2	0	14	25
1:00 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	3
1:15 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	5
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	1	0	0	0	1	0	1	0	0	1	1	0	0	0	1	2	0	1	0	3	6
Total	3	0	0	0	3	0	2	0	0	2	1	1	0	0	2	3	3	1	0	7	14
Grand Total	5	0	0	0	5	0	7	0	0	7	2	2	2	0	6	4	14	3	0	21	39
Approach %	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		33.3	33.3	33.3	0.0		19.0	66.7	14.3	0.0		
Total %	12.8	0.0	0.0	0.0	12.8	0.0	17.9	0.0	0.0	17.9	5.1	5.1	5.1	0.0	15.4	10.3	35.9	7.7	0.0	53.8	
Exiting Leg Total					5					16					4					14	39

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:00 PM	Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	5
12:15 PM	1	0	0	0	1	0	1	0	0	1	0	0	1	0	1	1	5	0	0	6	9
12:30 PM	0	0	0	0	0	0	2	0	0	2	1	0	1	0	2	0	3	0	0	3	7
12:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	2	0	3	4
Total Volume	2	0	0	0	2	0	5	0	0	5	1	1	2	0	4	1	11	2	0	14	25
% Approach Total	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		25.0	25.0	50.0	0.0		7.1	78.6	14.3	0.0		
PHF	0.500	0.000	0.000	0.000	0.500	0.000	0.625	0.000	0.000	0.625	0.250	0.250	0.500	0.000	0.500	0.250	0.550	0.250	0.000	0.583	0.694
Entering Leg	2	0	0	0	2	0	5	0	0	5	1	1	2	0	4	1	11	2	0	14	25
Exiting Leg					3					12					1					9	25
Total					5					17					5					23	50

PDI File #: **175824 (21) Sat**
Location: **N: Oakland Beach Avenue (Route 117A) S: Oakland Beach Avenue (Rou**
Location: **E: West Shore Road (Route 117) W: West Shore Road (Route 117)**
City, State: **Warwick, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Grand Total	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	5
Approach %	0.0	66.7	33.3	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	40.0	20.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0	20.0	0.0	0.0	20.0	
Exiting Leg Total					1					2					2					0	5

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:00 PM	Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
% Approach Total	0.0	50.0	50.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.375
Entering Leg	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Exiting Leg					1					1					1					0	3
Total					3					1					2					0	6

PDI File #: **175824 (21) Sat**
Location: **N: Oakland Beach Avenue (Route 117A) S: Oakland Beach Avenue (R**
Location: **E: West Shore Road (Route 117) W: West Shore Road (Route 117)**
City, State: **Warwick, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Oakland Beach Avenue (Route 117A)							West Shore Road (Route 117)							Oakland Beach Avenue (Route 117A)							West Shore Road (Route 117)							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	1	2	3
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2	0	1	0	0	0	1	2	5
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	1	0	0	0	0	1	0	1	0	0	0	1	2	0	2	0	0	0	0	2	0	1	0	0	0	1	2	7
Approach %	0.0	100.0	0.0	0.0	0.0	0.0		0.0	50.0	0.0	0.0	0.0	50.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	50.0	0.0	0.0	0.0	50.0		
Total %	0.0	14.3	0.0	0.0	0.0	0.0	14.3	0.0	14.3	0.0	0.0	0.0	14.3	28.6	0.0	28.6	0.0	0.0	0.0	0.0	28.6	0.0	14.3	0.0	0.0	0.0	14.3	28.6	
Exiting Leg Total							2							2							1							2	7

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:00 PM	Oakland Beach Avenue (Route 117A)							West Shore Road (Route 117)							Oakland Beach Avenue (Route 117A)							West Shore Road (Route 117)							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	1	2	3
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2	0	1	0	0	0	1	2	5
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	50.0	0.0	0.0	0.0	50.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.500	0.000	0.250	0.000	0.000	0.000	0.250	0.250	0.417
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2	0	1	0	0	0	1	2	5
Exiting Leg							2							2							0							1	5
Total							2							3							2							3	10

PDI File #: **175824 (21) Sat**
Location: **N: Oakland Beach Avenue (Route 117A) S: Oakland Beach Avenue (R**
Location: **E: West Shore Road (Route 117) W: West Shore Road (Route 117)**
City, State: **Warwick, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Saturday, September 23, 2017**
Start Time: **12:00 PM**
End Time: **2:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Oakland Beach Avenue (Route 117A)							West Shore Road (Route 117)							Oakland Beach Avenue (Route 117A)							West Shore Road (Route 117)							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	3	0	3	4
Grand Total	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	1	2	0	0	0	0	3	0	3	6
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	100.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.7	0.0	16.7	0.0	0.0	0.0	0.0	16.7	16.7	33.3	0.0	0.0	0.0	0.0	50.0	0.0	50.0	
Exiting Leg Total							0							1							2							3	6

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

1:00 PM	Oakland Beach Avenue (Route 117A)							West Shore Road (Route 117)							Oakland Beach Avenue (Route 117A)							West Shore Road (Route 117)							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	3	0	3	4
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	100.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.333
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	3	0	3	4
Exiting Leg							0							0							1							3	4
Total							0							0							2							6	8

PDI File #: **175824 (21) Tues-AM**
Location: **N: Oakland Beach Avenue (Route 117A) S: Oakland Beach Avenue (Rou**
Location: **E: West Shore Road (Route 117) W: West Shore Road (Route 117)**
City, State: **Warwick, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	12	18	8	0	38	7	84	5	0	96	6	42	16	0	64	11	26	24	0	61	259
7:15 AM	20	25	8	0	53	12	90	6	0	108	4	12	38	0	54	15	45	28	0	88	303
7:30 AM	28	20	1	0	49	6	108	5	0	119	7	28	44	0	79	23	48	53	0	124	371
7:45 AM	29	34	3	0	66	19	84	9	0	112	11	37	30	0	78	26	71	70	0	167	423
Total	89	97	20	0	206	44	366	25	0	435	28	119	128	0	275	75	190	175	0	440	1356
8:00 AM	27	27	10	0	64	8	101	11	0	120	9	33	29	0	71	29	62	55	0	146	401
8:15 AM	24	17	6	0	47	12	75	11	0	98	11	41	33	0	85	11	52	36	0	99	329
8:30 AM	21	21	5	0	47	12	85	3	0	100	6	31	23	0	60	14	58	22	0	94	301
8:45 AM	24	19	9	0	52	6	79	5	0	90	6	19	22	0	47	21	73	24	0	118	307
Total	96	84	30	0	210	38	340	30	0	408	32	124	107	0	263	75	245	137	0	457	1338
Grand Total	185	181	50	0	416	82	706	55	0	843	60	243	235	0	538	150	435	312	0	897	2694
Approach %	44.5	43.5	12.0	0.0		9.7	83.7	6.5	0.0		11.2	45.2	43.7	0.0		16.7	48.5	34.8	0.0		
Total %	6.9	6.7	1.9	0.0	15.4	3.0	26.2	2.0	0.0	31.3	2.2	9.0	8.7	0.0	20.0	5.6	16.1	11.6	0.0	33.3	
Exiting Leg Total					637					545					386					1126	2694
Cars	167	173	47	0	387	81	671	52	0	804	53	230	227	0	510	143	405	300	0	848	2549
% Cars	90.3	95.6	94.0	0.0	93.0	98.8	95.0	94.5	0.0	95.4	88.3	94.7	96.6	0.0	94.8	95.3	93.1	96.2	0.0	94.5	94.6
Exiting Leg Total					611					505					368					1065	2549
Heavy Vehicles	18	8	3	0	29	1	35	3	0	39	7	13	8	0	28	7	30	12	0	49	145
% Heavy Vehicles	9.7	4.4	6.0	0.0	7.0	1.2	5.0	5.5	0.0	4.6	11.7	5.3	3.4	0.0	5.2	4.7	6.9	3.8	0.0	5.5	5.4
Exiting Leg Total					26					40					18					61	145

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:30 AM	28	20	1	0	49	6	108	5	0	119	7	28	44	0	79	23	48	53	0	124	371
7:45 AM	29	34	3	0	66	19	84	9	0	112	11	37	30	0	78	26	71	70	0	167	423
8:00 AM	27	27	10	0	64	8	101	11	0	120	9	33	29	0	71	29	62	55	0	146	401
8:15 AM	24	17	6	0	47	12	75	11	0	98	11	41	33	0	85	11	52	36	0	99	329
Total Volume	108	98	20	0	226	45	368	36	0	449	38	139	136	0	313	89	233	214	0	536	1524
% Approach Total	47.8	43.4	8.8	0.0		10.0	82.0	8.0	0.0		12.1	44.4	43.5	0.0		16.6	43.5	39.9	0.0		
PHF	0.931	0.721	0.500	0.000	0.856	0.592	0.852	0.818	0.000	0.935	0.864	0.848	0.773	0.000	0.921	0.767	0.820	0.764	0.000	0.802	0.901
Cars	98	96	19	0	213	45	349	35	0	429	32	133	132	0	297	85	215	207	0	507	1446
Cars %	90.7	98.0	95.0	0.0	94.2	100.0	94.8	97.2	0.0	95.5	84.2	95.7	97.1	0.0	94.9	95.5	92.3	96.7	0.0	94.6	94.9
Heavy Vehicles	10	2	1	0	13	0	19	1	0	20	6	6	4	0	16	4	18	7	0	29	78
Heavy Vehicles %	9.3	2.0	5.0	0.0	5.8	0.0	5.2	2.8	0.0	4.5	15.8	4.3	2.9	0.0	5.1	4.5	7.7	3.3	0.0	5.4	5.1
Cars Enter Leg	98	96	19	0	213	45	349	35	0	429	32	133	132	0	297	85	215	207	0	507	1446
Heavy Enter Leg	10	2	1	0	13	0	19	1	0	20	6	6	4	0	16	4	18	7	0	29	78
Total Entering Leg	108	98	20	0	226	45	368	36	0	449	38	139	136	0	313	89	233	214	0	536	1524
Cars Exiting Leg					385					266					216					579	1446
Heavy Exiting Leg					13					25					7					33	78
Total Exiting Leg					398					291					223					612	1524

PDI File #: **175824 (21) Tues-AM**
Location: **N: Oakland Beach Avenue (Route 117A) S: Oakland Beach Avenue (Rou**
Location: **E: West Shore Road (Route 117) W: West Shore Road (Route 117)**
City, State: **Warwick, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	12	15	8	0	35	7	81	5	0	93	6	39	16	0	61	11	24	24	0	59	248
7:15 AM	19	23	8	0	50	11	83	5	0	99	4	11	37	0	52	14	42	27	0	83	284
7:30 AM	23	20	1	0	44	6	103	5	0	114	6	28	42	0	76	22	43	50	0	115	349
7:45 AM	27	33	3	0	63	19	77	9	0	105	8	36	30	0	74	26	67	68	0	161	403
Total	81	91	20	0	192	43	344	24	0	411	24	114	125	0	263	73	176	169	0	418	1284
8:00 AM	25	26	9	0	60	8	98	11	0	117	8	31	28	0	67	26	59	53	0	138	382
8:15 AM	23	17	6	0	46	12	71	10	0	93	10	38	32	0	80	11	46	36	0	93	312
8:30 AM	19	21	4	0	44	12	80	2	0	94	5	30	21	0	56	14	54	19	0	87	281
8:45 AM	19	18	8	0	45	6	78	5	0	89	6	17	21	0	44	19	70	23	0	112	290
Total	86	82	27	0	195	38	327	28	0	393	29	116	102	0	247	70	229	131	0	430	1265
Grand Total	167	173	47	0	387	81	671	52	0	804	53	230	227	0	510	143	405	300	0	848	2549
Approach %	43.2	44.7	12.1	0.0		10.1	83.5	6.5	0.0		10.4	45.1	44.5	0.0		16.9	47.8	35.4	0.0		
Total %	6.6	6.8	1.8	0.0	15.2	3.2	26.3	2.0	0.0	31.5	2.1	9.0	8.9	0.0	20.0	5.6	15.9	11.8	0.0	33.3	
Exiting Leg Total					611					505					368					1065	2549

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:30 AM	23	20	1	0	44	6	103	5	0	114	6	28	42	0	76	22	43	50	0	115	349
7:45 AM	27	33	3	0	63	19	77	9	0	105	8	36	30	0	74	26	67	68	0	161	403
8:00 AM	25	26	9	0	60	8	98	11	0	117	8	31	28	0	67	26	59	53	0	138	382
8:15 AM	23	17	6	0	46	12	71	10	0	93	10	38	32	0	80	11	46	36	0	93	312
Total Volume	98	96	19	0	213	45	349	35	0	429	32	133	132	0	297	85	215	207	0	507	1446
% Approach Total	46.0	45.1	8.9	0.0		10.5	81.4	8.2	0.0		10.8	44.8	44.4	0.0		16.8	42.4	40.8	0.0		
PHF	0.907	0.727	0.528	0.000	0.845	0.592	0.847	0.795	0.000	0.917	0.800	0.875	0.786	0.000	0.928	0.817	0.802	0.761	0.000	0.787	0.897
Entering Leg	98	96	19	0	213	45	349	35	0	429	32	133	132	0	297	85	215	207	0	507	1446
Exiting Leg					385					266					216					579	1446
Total					598					695					513					1086	2892

PDI File #: **175824 (21) Tues-AM**
Location: **N: Oakland Beach Avenue (Route 117A) S: Oakland Beach Avenue (Rou**
Location: **E: West Shore Road (Route 117) W: West Shore Road (Route 117)**
City, State: **Warwick, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Heavy Vehicles (Combined-Large Trucks and Buses)

	Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	3	0	0	3	0	3	0	0	3	0	3	0	0	3	0	2	0	0	2	11
7:15 AM	1	2	0	0	3	1	7	1	0	9	0	1	1	0	2	1	3	1	0	5	19
7:30 AM	5	0	0	0	5	0	5	0	0	5	1	0	2	0	3	1	5	3	0	9	22
7:45 AM	2	1	0	0	3	0	7	0	0	7	3	1	0	0	4	0	4	2	0	6	20
Total	8	6	0	0	14	1	22	1	0	24	4	5	3	0	12	2	14	6	0	22	72
8:00 AM	2	1	1	0	4	0	3	0	0	3	1	2	1	0	4	3	3	2	0	8	19
8:15 AM	1	0	0	0	1	0	4	1	0	5	1	3	1	0	5	0	6	0	0	6	17
8:30 AM	2	0	1	0	3	0	5	1	0	6	1	1	2	0	4	0	4	3	0	7	20
8:45 AM	5	1	1	0	7	0	1	0	0	1	0	2	1	0	3	2	3	1	0	6	17
Total	10	2	3	0	15	0	13	2	0	15	3	8	5	0	16	5	16	6	0	27	73
Grand Total	18	8	3	0	29	1	35	3	0	39	7	13	8	0	28	7	30	12	0	49	145
Approach %	62.1	27.6	10.3	0.0		2.6	89.7	7.7	0.0		25.0	46.4	28.6	0.0		14.3	61.2	24.5	0.0		
Total %	12.4	5.5	2.1	0.0	20.0	0.7	24.1	2.1	0.0	26.9	4.8	9.0	5.5	0.0	19.3	4.8	20.7	8.3	0.0	33.8	
Exiting Leg Total					26					40					18					61	145
Large Trucks	9	5	2	0	16	1	22	2	0	25	4	3	4	0	11	3	23	4	0	30	82
% Large Trucks	50.0	62.5	66.7	0.0	55.2	100.0	62.9	66.7	0.0	64.1	57.1	23.1	50.0	0.0	39.3	42.9	76.7	33.3	0.0	61.2	56.6
Exiting Leg Total					8					29					10					35	82
Buses	9	3	1	0	13	0	13	1	0	14	3	10	4	0	17	4	7	8	0	19	63
% Buses	50.0	37.5	33.3	0.0	44.8	0.0	37.1	33.3	0.0	35.9	42.9	76.9	50.0	0.0	60.7	57.1	23.3	66.7	0.0	38.8	43.4
Exiting Leg Total					18					11					8					26	63

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	1	2	0	0	3	1	7	1	0	9	0	1	1	0	2	1	3	1	0	5	19
7:30 AM	5	0	0	0	5	0	5	0	0	5	1	0	2	0	3	1	5	3	0	9	22
7:45 AM	2	1	0	0	3	0	7	0	0	7	3	1	0	0	4	0	4	2	0	6	20
8:00 AM	2	1	1	0	4	0	3	0	0	3	1	2	1	0	4	3	3	2	0	8	19
Total Volume	10	4	1	0	15	1	22	1	0	24	5	4	4	0	13	5	15	8	0	28	80
% Approach Total	66.7	26.7	6.7	0.0		4.2	91.7	4.2	0.0		38.5	30.8	30.8	0.0		17.9	53.6	28.6	0.0		
PHF	0.500	0.500	0.250	0.000	0.750	0.250	0.786	0.250	0.000	0.667	0.417	0.500	0.500	0.000	0.813	0.417	0.750	0.667	0.000	0.778	0.909
Large Trucks	2	2	1	0	5	1	13	0	0	14	3	1	2	0	6	2	9	1	0	12	37
Large Trucks %	20.0	50.0	100.0	0.0	33.3	100.0	59.1	0.0	0.0	58.3	60.0	25.0	50.0	0.0	46.2	40.0	60.0	12.5	0.0	42.9	46.3
Buses	8	2	0	0	10	0	9	1	0	10	2	3	2	0	7	3	6	7	0	16	43
Buses %	80.0	50.0	0.0	0.0	66.7	0.0	40.9	100.0	0.0	41.7	40.0	75.0	50.0	0.0	53.8	60.0	40.0	87.5	0.0	57.1	53.8
Trucks Enter Leg	2	2	1	0	5	1	13	0	0	14	3	1	2	0	6	2	9	1	0	12	37
Bus Enter Leg	8	2	0	0	10	0	9	1	0	10	2	3	2	0	7	3	6	7	0	16	43
Total Entering Leg	10	4	1	0	15	1	22	1	0	24	5	4	4	0	13	5	15	8	0	28	80
Trucks Exiting Leg					3					13					4					17	37
Buses Exiting Leg					10					8					6					19	43
Total Exiting Leg					13					21					10					36	80

PDI File #: **175824 (21) Tues-AM**
Location: **N: Oakland Beach Avenue (Route 117A) S: Oakland Beach Avenue (Rou**
Location: **E: West Shore Road (Route 117) W: West Shore Road (Route 117)**
City, State: **Warwick, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Large Trucks

	Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	8
7:15 AM	0	2	0	0	2	1	7	0	0	8	0	1	1	0	2	0	2	0	0	2	14
7:30 AM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	5
7:45 AM	1	0	0	0	1	0	4	0	0	4	1	0	0	0	1	0	1	0	0	1	7
Total	2	5	0	0	7	1	14	0	0	15	2	1	1	0	4	0	8	0	0	8	34
8:00 AM	0	0	1	0	1	0	2	0	0	2	1	0	1	0	2	2	3	1	0	6	11
8:15 AM	0	0	0	0	0	0	3	1	0	4	0	1	1	0	2	0	6	0	0	6	12
8:30 AM	2	0	0	0	2	0	2	1	0	3	1	0	1	0	2	0	4	2	0	6	13
8:45 AM	5	0	1	0	6	0	1	0	0	1	0	1	0	0	1	1	2	1	0	4	12
Total	7	0	2	0	9	0	8	2	0	10	2	2	3	0	7	3	15	4	0	22	48
Grand Total	9	5	2	0	16	1	22	2	0	25	4	3	4	0	11	3	23	4	0	30	82
Approach %	56.3	31.3	12.5	0.0		4.0	88.0	8.0	0.0		36.4	27.3	36.4	0.0		10.0	76.7	13.3	0.0		
Total %	11.0	6.1	2.4	0.0	19.5	1.2	26.8	2.4	0.0	30.5	4.9	3.7	4.9	0.0	13.4	3.7	28.0	4.9	0.0	36.6	
Exiting Leg Total					8					29					10					35	82

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	0	0	1	0	1	0	2	0	0	2	1	0	1	0	2	2	3	1	0	6	11
8:15 AM	0	0	0	0	0	0	3	1	0	4	0	1	1	0	2	0	6	0	0	6	12
8:30 AM	2	0	0	0	2	0	2	1	0	3	1	0	1	0	2	0	4	2	0	6	13
8:45 AM	5	0	1	0	6	0	1	0	0	1	0	1	0	0	1	1	2	1	0	4	12
Total Volume	7	0	2	0	9	0	8	2	0	10	2	2	3	0	7	3	15	4	0	22	48
% Approach Total	77.8	0.0	22.2	0.0		0.0	80.0	20.0	0.0		28.6	28.6	42.9	0.0		13.6	68.2	18.2	0.0		
PHF	0.350	0.000	0.500	0.000	0.375	0.000	0.667	0.500	0.000	0.625	0.500	0.500	0.750	0.000	0.875	0.375	0.625	0.500	0.000	0.917	0.923
Entering Leg	7	0	2	0	9	0	8	2	0	10	2	2	3	0	7	3	15	4	0	22	48
Exiting Leg					6					19					5					18	48
Total					15					29					12					40	96

PDI File #: **175824 (21) Tues-AM**
Location: **N: Oakland Beach Avenue (Route 117A) S: Oakland Beach Avenue (Rou**
Location: **E: West Shore Road (Route 117) W: West Shore Road (Route 117)**
City, State: **Warwick, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class: **Buses**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

	Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
7:15 AM	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	1	1	1	0	3	5
7:30 AM	4	0	0	0	4	0	5	0	0	5	0	0	2	0	2	1	2	3	0	6	17
7:45 AM	1	1	0	0	2	0	3	0	0	3	2	1	0	0	3	0	3	2	0	5	13
Total	6	1	0	0	7	0	8	1	0	9	2	4	2	0	8	2	6	6	0	14	38
8:00 AM	2	1	0	0	3	0	1	0	0	1	0	2	0	0	2	1	0	1	0	2	8
8:15 AM	1	0	0	0	1	0	1	0	0	1	1	2	0	0	3	0	0	0	0	0	5
8:30 AM	0	0	1	0	1	0	3	0	0	3	0	1	1	0	2	0	0	1	0	1	7
8:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	1	1	0	0	2	5
Total	3	2	1	0	6	0	5	0	0	5	1	6	2	0	9	2	1	2	0	5	25
Grand Total	9	3	1	0	13	0	13	1	0	14	3	10	4	0	17	4	7	8	0	19	63
Approach %	69.2	23.1	7.7	0.0		0.0	92.9	7.1	0.0		17.6	58.8	23.5	0.0		21.1	36.8	42.1	0.0		
Total %	14.3	4.8	1.6	0.0	20.6	0.0	20.6	1.6	0.0	22.2	4.8	15.9	6.3	0.0	27.0	6.3	11.1	12.7	0.0	30.2	
Exiting Leg Total					18					11					8					26	63

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	1	1	1	0	3	5
7:30 AM	4	0	0	0	4	0	5	0	0	5	0	0	2	0	2	1	2	3	0	6	17
7:45 AM	1	1	0	0	2	0	3	0	0	3	2	1	0	0	3	0	3	2	0	5	13
8:00 AM	2	1	0	0	3	0	1	0	0	1	0	2	0	0	2	1	0	1	0	2	8
Total Volume	8	2	0	0	10	0	9	1	0	10	2	3	2	0	7	3	6	7	0	16	43
% Approach Total	80.0	20.0	0.0	0.0		0.0	90.0	10.0	0.0		28.6	42.9	28.6	0.0		18.8	37.5	43.8	0.0		
PHF	0.500	0.500	0.000	0.000	0.625	0.000	0.450	0.250	0.000	0.500	0.250	0.375	0.250	0.000	0.583	0.750	0.500	0.583	0.000	0.667	0.632
Entering Leg	8	2	0	0	10	0	9	1	0	10	2	3	2	0	7	3	6	7	0	16	43
Exiting Leg					10					8					6					19	43
Total					20					18					13					35	86

PDI File #: **175824 (21) Tues-AM**
Location: **N: Oakland Beach Avenue (Route 117A) S: Oakland Beach Avenue (R**
Location: **E: West Shore Road (Route 117) W: West Shore Road (Route 117)**
City, State: **Warwick, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Oakland Beach Avenue (Route 117A)							West Shore Road (Route 117)							Oakland Beach Avenue (Route 117A)							West Shore Road (Route 117)							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							0							2							0							0	2

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Oakland Beach Avenue (Route 117A)							West Shore Road (Route 117)							Oakland Beach Avenue (Route 117A)							West Shore Road (Route 117)							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Exiting Leg							0							2							0							0	2
Total							0							4							0							0	4

PDI File #: **175824 (21) Tues-AM**
Location: **N: Oakland Beach Avenue (Route 117A) S: Oakland Beach Avenue (R**
Location: **E: West Shore Road (Route 117) W: West Shore Road (Route 117)**
City, State: **Warwick, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Oakland Beach Avenue (Route 117A)							West Shore Road (Route 117)							Oakland Beach Avenue (Route 117A)							West Shore Road (Route 117)							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	3
Approach %	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	66.7	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							2							0							1							0	3

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Oakland Beach Avenue (Route 117A)							West Shore Road (Route 117)							Oakland Beach Avenue (Route 117A)							West Shore Road (Route 117)							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:15 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	3
% Approach Total	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750
Entering Leg	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	3
Exiting Leg							2							0							1							0	3
Total							4							0							2							0	6

PDI File #: **175824 (21) Tues-PM**
Location: **N: Oakland Beach Avenue (Route 117A) S: Oakland Beach Avenue (Rou**
Location: **E: West Shore Road (Route 117) W: West Shore Road (Route 117)**
City, State: **Warwick, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	40	61	12	0	113	5	74	13	0	92	18	42	46	0	106	46	108	37	0	191	502
4:45 PM	38	48	13	0	99	9	82	11	0	102	22	48	29	0	99	46	109	26	0	181	481
Total	78	109	25	0	212	14	156	24	0	194	40	90	75	0	205	92	217	63	0	372	983
5:00 PM	40	42	18	0	100	11	73	24	0	108	13	39	28	0	80	52	99	32	0	183	471
5:15 PM	49	60	21	0	130	8	92	18	0	118	20	35	44	0	99	52	110	38	0	200	547
5:30 PM	49	74	11	0	134	8	87	20	0	115	15	38	35	0	88	50	94	30	0	174	511
5:45 PM	53	40	10	0	103	12	91	11	0	114	16	32	42	0	90	56	110	41	0	207	514
Total	191	216	60	0	467	39	343	73	0	455	64	144	149	0	357	210	413	141	0	764	2043
6:00 PM	41	63	17	0	121	7	67	26	0	100	17	41	50	0	108	48	91	19	0	158	487
6:15 PM	41	60	7	0	108	17	69	15	0	101	14	35	33	0	82	66	84	37	0	187	478
Total	82	123	24	0	229	24	136	41	0	201	31	76	83	0	190	114	175	56	0	345	965
Grand Total	351	448	109	0	908	77	635	138	0	850	135	310	307	0	752	416	805	260	0	1481	3991
Approach %	38.7	49.3	12.0	0.0		9.1	74.7	16.2	0.0		18.0	41.2	40.8	0.0		28.1	54.4	17.6	0.0		
Total %	8.8	11.2	2.7	0.0	22.8	1.9	15.9	3.5	0.0	21.3	3.4	7.8	7.7	0.0	18.8	10.4	20.2	6.5	0.0	37.1	
Exiting Leg Total					647					1049					1002					1293	3991
Cars	350	442	108	0	900	77	623	136	0	836	133	308	303	0	744	416	799	254	0	1469	3949
% Cars	99.7	98.7	99.1	0.0	99.1	100.0	98.1	98.6	0.0	98.4	98.5	99.4	98.7	0.0	98.9	100.0	99.3	97.7	0.0	99.2	98.9
Exiting Leg Total					639					1040					994					1276	3949
Heavy Vehicles	1	6	1	0	8	0	12	2	0	14	2	2	4	0	8	0	6	6	0	12	42
% Heavy Vehicles	0.3	1.3	0.9	0.0	0.9	0.0	1.9	1.4	0.0	1.6	1.5	0.6	1.3	0.0	1.1	0.0	0.7	2.3	0.0	0.8	1.1
Exiting Leg Total					8					9					8					17	42

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

5:15 PM	Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
5:15 PM	49	60	21	0	130	8	92	18	0	118	20	35	44	0	99	52	110	38	0	200	547
5:30 PM	49	74	11	0	134	8	87	20	0	115	15	38	35	0	88	50	94	30	0	174	511
5:45 PM	53	40	10	0	103	12	91	11	0	114	16	32	42	0	90	56	110	41	0	207	514
6:00 PM	41	63	17	0	121	7	67	26	0	100	17	41	50	0	108	48	91	19	0	158	487
Total Volume	192	237	59	0	488	35	337	75	0	447	68	146	171	0	385	206	405	128	0	739	2059
% Approach Total	39.3	48.6	12.1	0.0		7.8	75.4	16.8	0.0		17.7	37.9	44.4	0.0		27.9	54.8	17.3	0.0		
PHF	0.906	0.801	0.702	0.000	0.910	0.729	0.916	0.721	0.000	0.947	0.850	0.890	0.855	0.000	0.891	0.920	0.920	0.780	0.000	0.893	0.941
Cars	191	235	59	0	485	35	332	74	0	441	67	145	168	0	380	206	403	123	0	732	2038
Cars %	99.5	99.2	100.0	0.0	99.4	100.0	98.5	98.7	0.0	98.7	98.5	99.3	98.2	0.0	98.7	100.0	99.5	96.1	0.0	99.1	99.0
Heavy Vehicles	1	2	0	0	3	0	5	1	0	6	1	1	3	0	5	0	2	5	0	7	21
Heavy Vehicles %	0.5	0.8	0.0	0.0	0.6	0.0	1.5	1.3	0.0	1.3	1.5	0.7	1.8	0.0	1.3	0.0	0.5	3.9	0.0	0.9	1.0
Cars Enter Leg	191	235	59	0	485	35	332	74	0	441	67	145	168	0	380	206	403	123	0	732	2038
Heavy Enter Leg	1	2	0	0	3	0	5	1	0	6	1	1	3	0	5	0	2	5	0	7	21
Total Entering Leg	192	237	59	0	488	35	337	75	0	447	68	146	171	0	385	206	405	128	0	739	2059
Cars Exiting Leg					303					529					515					691	2038
Heavy Exiting Leg					6					3					3					9	21
Total Exiting Leg					309					532					518					700	2059

PDI File #: **175824 (21) Tues-PM**
Location: **N: Oakland Beach Avenue (Route 117A) S: Oakland Beach Avenue (Rou**
Location: **E: West Shore Road (Route 117) W: West Shore Road (Route 117)**
City, State: **Warwick, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	40	60	12	0	112	5	72	13	0	90	17	42	46	0	105	46	106	37	0	189	496
4:45 PM	38	48	12	0	98	9	80	11	0	100	22	48	29	0	99	46	108	26	0	180	477
Total	78	108	24	0	210	14	152	24	0	190	39	90	75	0	204	92	214	63	0	369	973
5:00 PM	40	41	18	0	99	11	72	23	0	106	13	38	27	0	78	52	98	31	0	181	464
5:15 PM	48	60	21	0	129	8	89	18	0	115	19	35	43	0	97	52	109	38	0	199	540
5:30 PM	49	73	11	0	133	8	85	20	0	113	15	38	34	0	87	50	93	29	0	172	505
5:45 PM	53	39	10	0	102	12	91	10	0	113	16	31	42	0	89	56	110	38	0	204	508
Total	190	213	60	0	463	39	337	71	0	447	63	142	146	0	351	210	410	136	0	756	2017
6:00 PM	41	63	17	0	121	7	67	26	0	100	17	41	49	0	107	48	91	18	0	157	485
6:15 PM	41	58	7	0	106	17	67	15	0	99	14	35	33	0	82	66	84	37	0	187	474
Total	82	121	24	0	227	24	134	41	0	199	31	76	82	0	189	114	175	55	0	344	959
Grand Total	350	442	108	0	900	77	623	136	0	836	133	308	303	0	744	416	799	254	0	1469	3949
Approach %	38.9	49.1	12.0	0.0		9.2	74.5	16.3	0.0		17.9	41.4	40.7	0.0		28.3	54.4	17.3	0.0		
Total %	8.9	11.2	2.7	0.0	22.8	1.9	15.8	3.4	0.0	21.2	3.4	7.8	7.7	0.0	18.8	10.5	20.2	6.4	0.0	37.2	
Exiting Leg Total					639					1040					994					1276	3949

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

5:15 PM	Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
5:15 PM	48	60	21	0	129	8	89	18	0	115	19	35	43	0	97	52	109	38	0	199	540
5:30 PM	49	73	11	0	133	8	85	20	0	113	15	38	34	0	87	50	93	29	0	172	505
5:45 PM	53	39	10	0	102	12	91	10	0	113	16	31	42	0	89	56	110	38	0	204	508
6:00 PM	41	63	17	0	121	7	67	26	0	100	17	41	49	0	107	48	91	18	0	157	485
Total Volume	191	235	59	0	485	35	332	74	0	441	67	145	168	0	380	206	403	123	0	732	2038
% Approach Total	39.4	48.5	12.2	0.0		7.9	75.3	16.8	0.0		17.6	38.2	44.2	0.0		28.1	55.1	16.8	0.0		
PHF	0.901	0.805	0.702	0.000	0.912	0.729	0.912	0.712	0.000	0.959	0.882	0.884	0.857	0.000	0.888	0.920	0.916	0.809	0.000	0.897	0.944
Entering Leg	191	235	59	0	485	35	332	74	0	441	67	145	168	0	380	206	403	123	0	732	2038
Exiting Leg					303					529					515					691	2038
Total					788					970					895					1423	4076

PDI File #: **175824 (21) Tues-PM**
Location: **N: Oakland Beach Avenue (Route 117A) S: Oakland Beach Avenue (Rou**
Location: **E: West Shore Road (Route 117) W: West Shore Road (Route 117)**
City, State: **Warwick, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Heavy Vehicles (Combined-Large Trucks and Buses)

	Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	1	0	0	1	0	2	0	0	2	1	0	0	0	1	0	2	0	0	2	6
4:45 PM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	4
Total	0	1	1	0	2	0	4	0	0	4	1	0	0	0	1	0	3	0	0	3	10
5:00 PM	0	1	0	0	1	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	7
5:15 PM	1	0	0	0	1	0	3	0	0	3	1	0	1	0	2	0	1	0	0	1	7
5:30 PM	0	1	0	0	1	0	2	0	0	2	0	0	1	0	1	0	1	1	0	2	6
5:45 PM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	3	0	3	6
Total	1	3	0	0	4	0	6	2	0	8	1	2	3	0	6	0	3	5	0	8	26
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	2
6:15 PM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
Total	0	2	0	0	2	0	2	0	0	2	0	0	1	0	1	0	0	1	0	1	6
Grand Total	1	6	1	0	8	0	12	2	0	14	2	2	4	0	8	0	6	6	0	12	42
Approach %	12.5	75.0	12.5	0.0		0.0	85.7	14.3	0.0		25.0	25.0	50.0	0.0		0.0	50.0	50.0	0.0		
Total %	2.4	14.3	2.4	0.0	19.0	0.0	28.6	4.8	0.0	33.3	4.8	4.8	9.5	0.0	19.0	0.0	14.3	14.3	0.0	28.6	
Exiting Leg Total					8					9					8					17	42
Large Trucks	1	3	1	0	5	0	11	0	0	11	0	0	4	0	4	0	6	5	0	11	31
% Large Trucks	100.0	50.0	100.0	0.0	62.5	0.0	91.7	0.0	0.0	78.6	0.0	0.0	100.0	0.0	50.0	0.0	100.0	83.3	0.0	91.7	73.8
Exiting Leg Total					5					7					3					16	31
Buses	0	3	0	0	3	0	1	2	0	3	2	2	0	0	4	0	0	1	0	1	11
% Buses	0.0	50.0	0.0	0.0	37.5	0.0	8.3	100.0	0.0	21.4	100.0	100.0	0.0	0.0	50.0	0.0	0.0	16.7	0.0	8.3	26.2
Exiting Leg Total					3					2					5					1	11

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

5:00 PM	Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
5:00 PM	0	1	0	0	1	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	7
5:15 PM	1	0	0	0	1	0	3	0	0	3	1	0	1	0	2	0	1	0	0	1	7
5:30 PM	0	1	0	0	1	0	2	0	0	2	0	0	1	0	1	0	1	1	0	2	6
5:45 PM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	3	0	3	6
Total Volume	1	3	0	0	4	0	6	2	0	8	1	2	3	0	6	0	3	5	0	8	26
% Approach Total	25.0	75.0	0.0	0.0		0.0	75.0	25.0	0.0		16.7	33.3	50.0	0.0		0.0	37.5	62.5	0.0		
PHF	0.250	0.750	0.000	0.000	1.000	0.000	0.500	0.500	0.000	0.667	0.250	0.500	0.750	0.000	0.750	0.000	0.750	0.417	0.000	0.667	0.929
Large Trucks	1	1	0	0	2	0	5	0	0	5	0	0	3	0	3	0	3	5	0	8	18
Large Trucks %	100.0	33.3	0.0	0.0	50.0	0.0	83.3	0.0	0.0	62.5	0.0	0.0	100.0	0.0	50.0	0.0	100.0	100.0	0.0	100.0	69.2
Buses	0	2	0	0	2	0	1	2	0	3	1	2	0	0	3	0	0	0	0	0	8
Buses %	0.0	66.7	0.0	0.0	50.0	0.0	16.7	100.0	0.0	37.5	100.0	100.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	30.8
Trucks Enter Leg	1	1	0	0	2	0	5	0	0	5	0	0	3	0	3	0	3	5	0	8	18
Bus Enter Leg	0	2	0	0	2	0	1	2	0	3	1	2	0	0	3	0	0	0	0	0	8
Total Entering Leg	1	3	0	0	4	0	6	2	0	8	1	2	3	0	6	0	3	5	0	8	26
Trucks Exiting Leg					5					3					1					9	18
Buses Exiting Leg					2					1					4					1	8
Total Exiting Leg					7					4					5					10	26

PDI File #: **175824 (21) Tues-PM**
Location: **N: Oakland Beach Avenue (Route 117A) S: Oakland Beach Avenue (Rou**
Location: **E: West Shore Road (Route 117) W: West Shore Road (Route 117)**
City, State: **Warwick, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Large Trucks

	Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	5
4:45 PM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	4
Total	0	1	1	0	2	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	9
5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	1	1	0	2	4
5:15 PM	1	0	0	0	1	0	3	0	0	3	0	0	1	0	1	0	1	0	0	1	6
5:30 PM	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	0	1	1	0	2	5
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
Total	1	1	0	0	2	0	5	0	0	5	0	0	3	0	3	0	3	5	0	8	18
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
6:15 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
Total	0	1	0	0	1	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	4
Grand Total	1	3	1	0	5	0	11	0	0	11	0	0	4	0	4	0	6	5	0	11	31
Approach %	20.0	60.0	20.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	54.5	45.5	0.0		
Total %	3.2	9.7	3.2	0.0	16.1	0.0	35.5	0.0	0.0	35.5	0.0	0.0	12.9	0.0	12.9	0.0	19.4	16.1	0.0	35.5	
Exiting Leg Total					5					7					3					16	31

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:30 PM	Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	5
4:45 PM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	4
5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	1	1	0	2	4
5:15 PM	1	0	0	0	1	0	3	0	0	3	0	0	1	0	1	0	1	0	0	1	6
Total Volume	1	1	1	0	3	0	8	0	0	8	0	0	2	0	2	0	5	1	0	6	19
% Approach Total	33.3	33.3	33.3	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	83.3	16.7	0.0		
PHF	0.250	0.250	0.250	0.000	0.750	0.000	0.667	0.000	0.000	0.667	0.000	0.000	0.500	0.000	0.500	0.000	0.625	0.250	0.000	0.750	0.792
Entering Leg	1	1	1	0	3	0	8	0	0	8	0	0	2	0	2	0	5	1	0	6	19
Exiting Leg					1					6					1					11	19
Total					4					14					3					17	38

PDI File #: **175824 (21) Tues-PM**
Location: **N: Oakland Beach Avenue (Route 117A) S: Oakland Beach Avenue (Rou**
Location: **E: West Shore Road (Route 117) W: West Shore Road (Route 117)**
City, State: **Warwick, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
5:00 PM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3
Total	0	2	0	0	2	0	1	2	0	3	1	2	0	0	3	0	0	0	0	0	8
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
6:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
Grand Total	0	3	0	0	3	0	1	2	0	3	2	2	0	0	4	0	0	1	0	1	11
Approach %	0.0	100.0	0.0	0.0		0.0	33.3	66.7	0.0		50.0	50.0	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	0.0	27.3	0.0	0.0	27.3	0.0	9.1	18.2	0.0	27.3	18.2	18.2	0.0	0.0	36.4	0.0	0.0	9.1	0.0	9.1	
Exiting Leg Total					3					2					5					1	11

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:30 PM	Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total Volume	0	1	0	0	1	0	0	1	0	1	2	1	0	0	3	0	0	0	0	0	5
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		66.7	33.3	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.250	0.500	0.250	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.417
Entering Leg	0	1	0	0	1	0	0	1	0	1	2	1	0	0	3	0	0	0	0	0	5
Exiting Leg					1					2					2					0	5
Total					2					3					5					0	10

PDI File #: **175824 (21) Tues-PM**
Location: **N: Oakland Beach Avenue (Route 117A) S: Oakland Beach Avenue (R**
Location: **E: West Shore Road (Route 117) W: West Shore Road (Route 117)**
City, State: **Warwick, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Oakland Beach Avenue (Route 117A)							West Shore Road (Route 117)							Oakland Beach Avenue (Route 117A)							West Shore Road (Route 117)							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:30 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	2	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	1	1	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	1	2
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	1	2
Grand Total	0	0	0	0	0	0	0	0	2	0	0	0	1	3	1	0	0	0	0	0	1	0	0	0	0	1	2	3	7
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	66.7	0.0	0.0	0.0	33.3		100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	33.3	66.7		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.6	0.0	0.0	0.0	14.3	42.9	14.3	0.0	0.0	0.0	0.0	0.0	14.3	0.0	0.0	0.0	0.0	14.3	28.6	42.9	
Exiting Leg Total							0							2							0							5	7

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:30 PM	Oakland Beach Avenue (Route 117A)							West Shore Road (Route 117)							Oakland Beach Avenue (Route 117A)							West Shore Road (Route 117)							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:30 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	2	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	2	2	5
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	66.7	0.0	0.0	0.0	33.3		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.417
Entering Leg	0	0	0	0	0	0	0	0	2	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	2	2	5
Exiting Leg							0							1							0							4	5
Total							0							4							0							6	10

PDI File #: **175824 (21) Tues-PM**
Location: **N: Oakland Beach Avenue (Route 117A) S: Oakland Beach Avenue (R**
Location: **E: West Shore Road (Route 117) W: West Shore Road (Route 117)**
City, State: **Warwick, RI**
Client: **VHB/ J. Wanat**
Site Code: **TBA**
Count Date: **Tuesday, September 26, 2017**
Start Time: **4:30 PM**
End Time: **6:30 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Oakland Beach Avenue (Route 117A)							West Shore Road (Route 117)							Oakland Beach Avenue (Route 117A)							West Shore Road (Route 117)							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	2
6:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	1	1	4
Approach %	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	0.0	100.0		
Total %	0.0	0.0	0.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	25.0	25.0	
Exiting Leg Total							1							0							2							1	4

Peak Hour Analysis from 04:30 PM to 06:30 PM begins at:

4:30 PM	Oakland Beach Avenue (Route 117A)							West Shore Road (Route 117)							Oakland Beach Avenue (Route 117A)							West Shore Road (Route 117)							
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
Exiting Leg							0							0							1							0	1
Total							0							0							2							0	2



RHODE ISLAND

MOVING FORWARD

STATEWIDE BICYCLE MOBILITY PLAN

APPENDIX

A4. Barrier Maps

1.1 Barriers to Bicycling

The barriers to bicycling analysis maps were generated using input from the public meetings, the online interactive bicycle map, comments made during stakeholder meetings, and the planning team's analysis. Over 170 elements were added to the Barriers Analysis Maps and tables on the following pages, with a description of each barrier. The analysis included three categories among the barriers: Challenging Corridors, Challenging Intersections and Physical Barriers.

The **Challenging Corridor Barrier** type describes scenarios that typically include one or more of the following:

- Wide roadways that encourage high motorist speeds
- Lack of bicycle facilities
- Heavy traffic volume, especially trucks
- Busy roadways that represent gaps between shared use path or bike lane segments



Although Allens Avenue/Rt. 1 in Providence has a striped bike lane, it is a challenging corridor for many bicyclists due to the volume of truck traffic and high vehicle speeds

The **Challenging Intersection Barrier** type describes a barrier that typically includes one or more of the following:

- Lack of bicycle-facility continuity through the intersection
- Crossing of railroad tracks at non-right angles with a roadway
- Large corner radii that can lead to high speed turns by motorists
- Narrow road bridges or underpasses to cross highways, rivers or railroad tracks



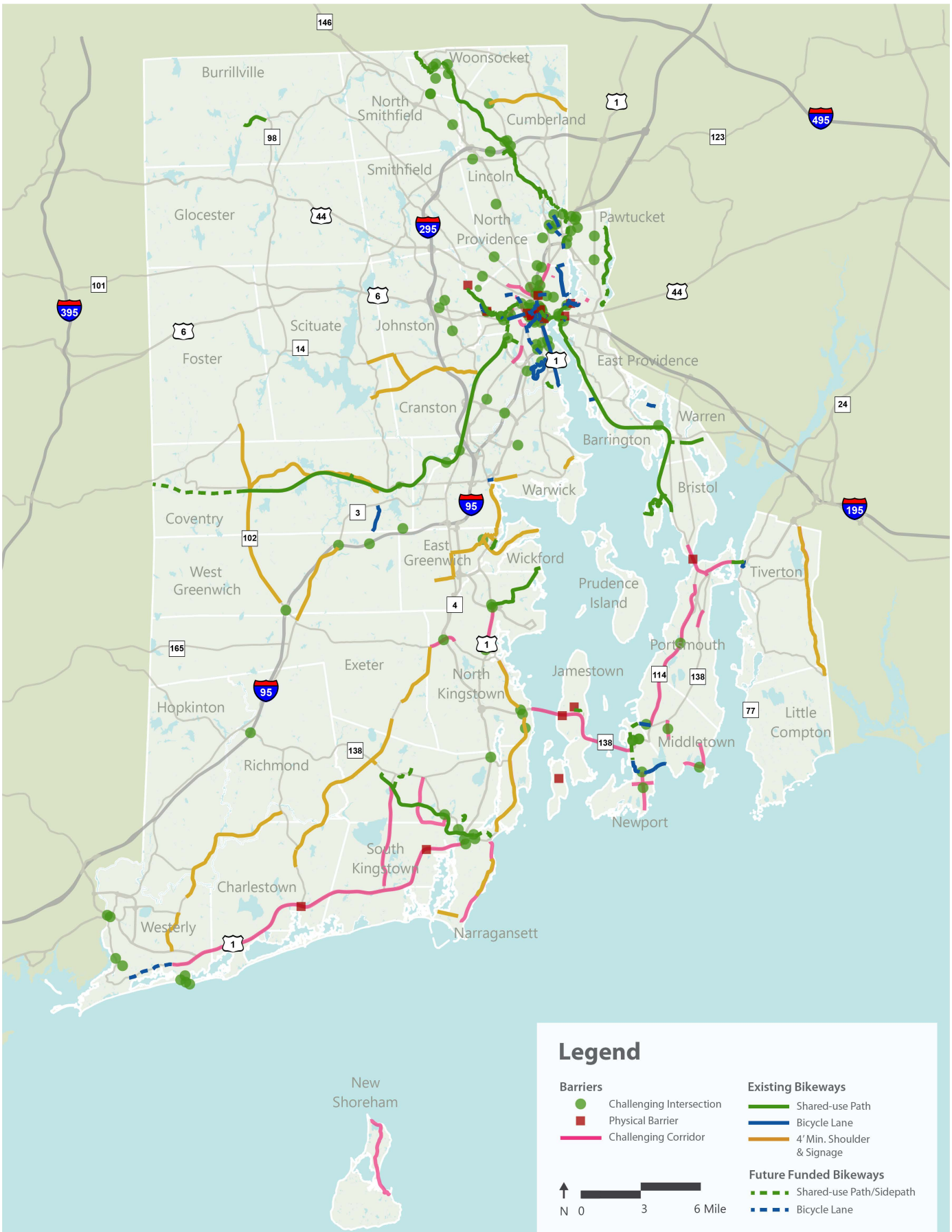
Large curb radii, vehicle slip lanes and discontinuous bicycle lanes at the intersection of Memorial Blvd and Bellevue Avenue creates a challenging intersection for bicyclists in Newport

The **Physical Barrier** type describes how existing transportation infrastructure, land uses, or other factors can impede a desired travel route for bicyclists:



The Jamestown Verrazzano Bridge is legally open to bicyclists but is a significant barrier between Jamestown and North Kingstown

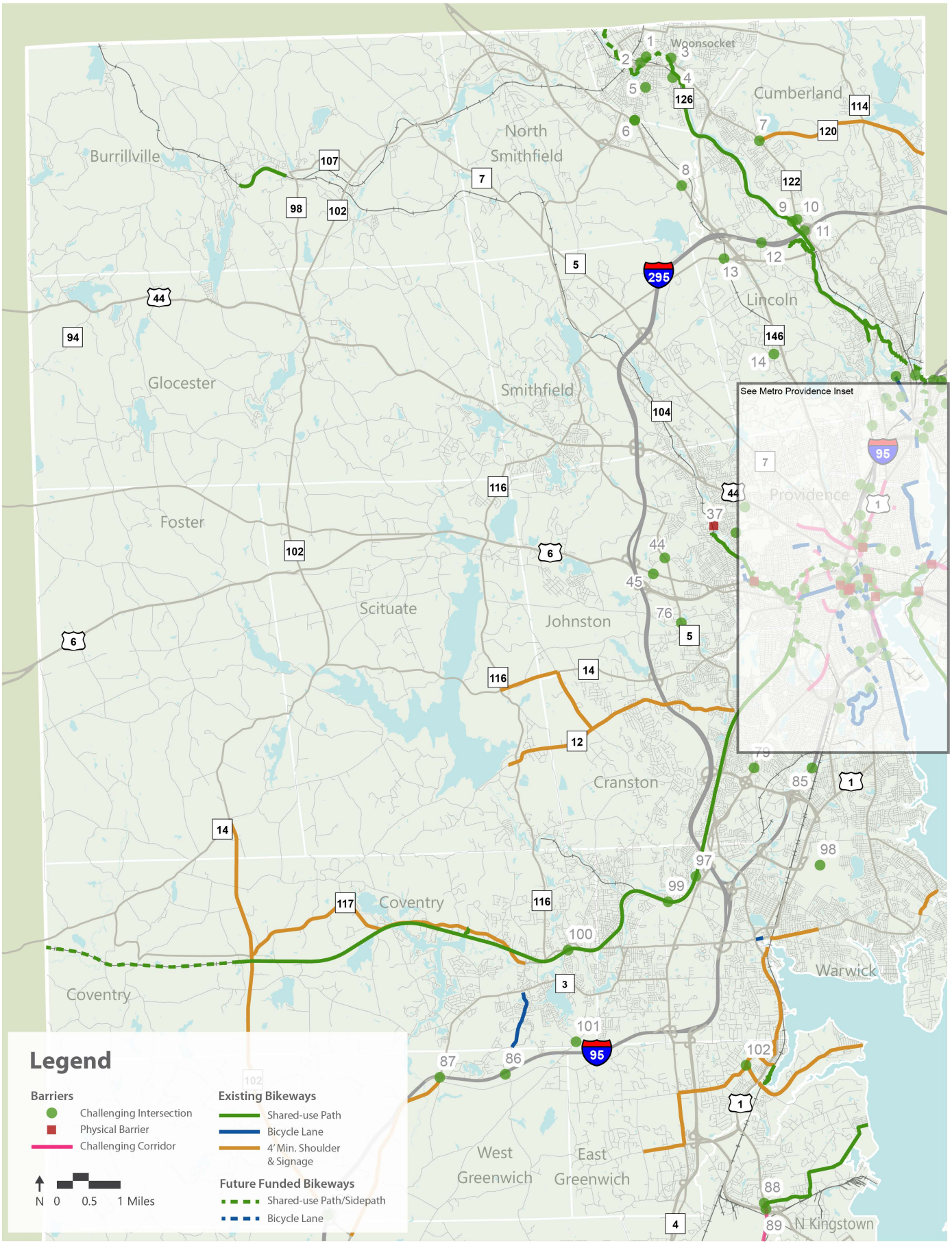
- Large bridges that either prohibit bicycling or otherwise create an uncomfortable environment for riders
- Above or below grade highways and roadways with heavy traffic
- Stairs and steep ramps
- Active rail lines with few crossing points
- Environmental or geographic features such as lakes, rivers or steep slopes


Burrillville
Woonsocket
North Smithfield
Cumberland
Smithfield
Lincoln
Glocester
Pawtucket
North Providence
Scituate
Johnston
Foster
East Providence
Cranston
Warren
Barrington
Warwick
Bristol
Coventry
East Greenwich
Wickford
Tiverton
West Greenwich
Prudence Island
Portsmouth
Exeter
North Kingstown
Jamestown
Middletown
Little Compton
Hopkinton
Richmond
Newport
South Kingstown
Charlestown
Westerly
Narragansett
New Shoreham
Legend
Barriers
Challenging Intersection
Physical Barrier
Challenging Corridor
Existing Bikeways
Shared-use Path
Bicycle Lane
4' Min. Shoulder & Signage
Future Funded Bikeways
Shared-use Path/Sidepath
Bicycle Lane
N
0
3
6 Mile

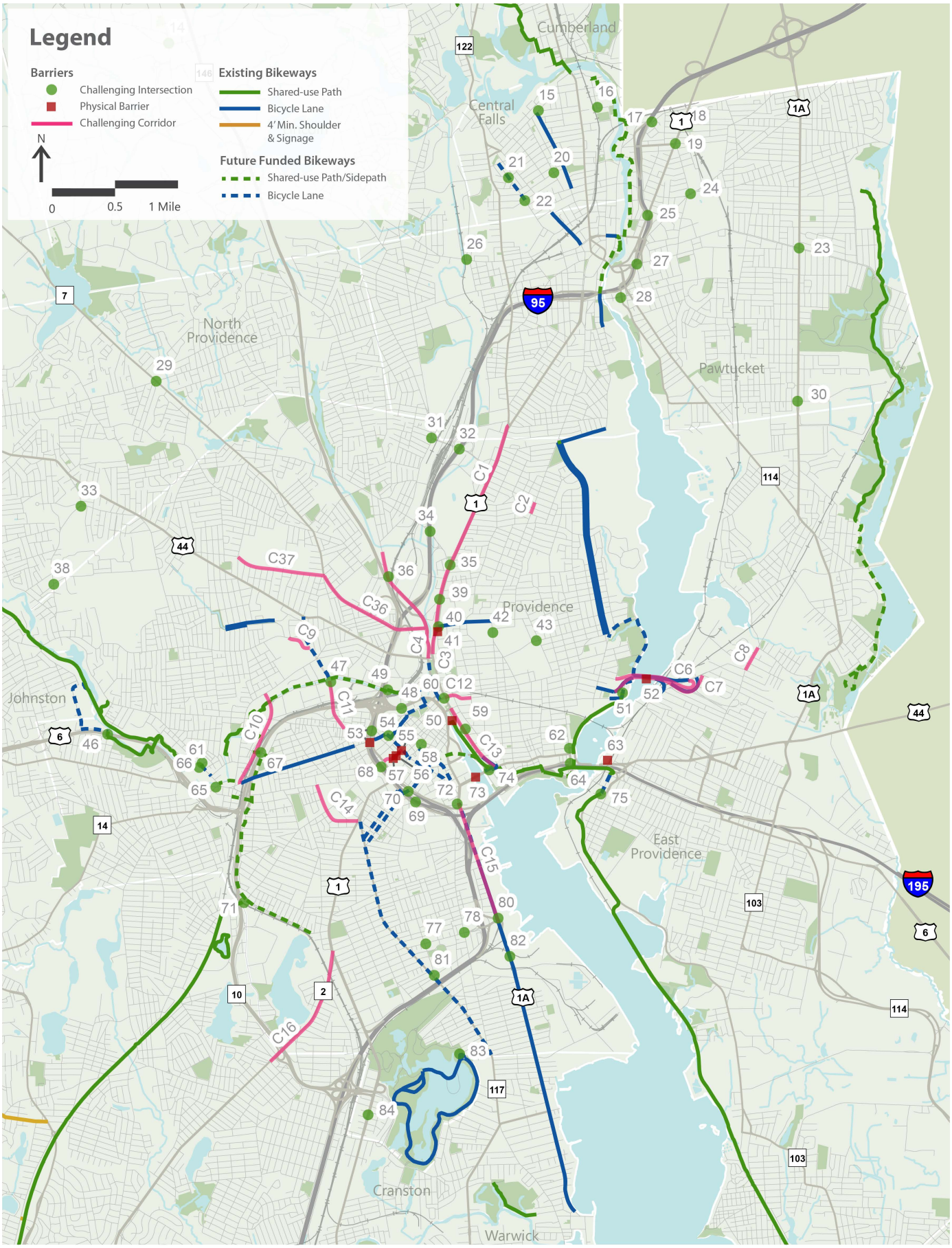
ID	Barrier Description	Municipality	Map 1
94	narrow road, fast driving, poor pavement, poor drainage: barrier to bicycling	Jamestown	East
96	narrow road with high-speed driving is a barrier to biking to Beavertail State Park	Jamestown	East
103	Sharp curve and no shoulder on key road access to East Bay Bike Path.	Barrington	East
104	Uncomfortable bridge crossing due to 2 lanes of high speed traffic. Best access to Aquidneck Island from the East Bay Bike Path.	Bristol	East
105	Safer crossing needed from West Main Road to Mill Lane.	Portsmouth	East
106	rotary is a barrier to cycling	Newport	East
107	challenging intersection is a barrier	Newport	East
108	Cyclists should have access to the sidewalks on the Jamestown bridge	North Kingstown	East
128	Very uncomfortable crossing here (if headed to points north via Burma Road.)	Middletown	East
129	There are so many great local businesses on this road, but no bike facilities exist and speeds are too high.	Middletown	East
130	No bikes allowed on Pell Bridge creates major barrier to cycling through or around Jamestown or Newport.	Jamestown	East
131	The rotary is uncomfortable for bicycling, preventing many north/south connections.	Newport	East
132	This intersection could be greatly improved, as it is currently very unfriendly to bicycling.	Newport	East
133	Dangerous intersection - needs signal improvements, bike infrastructure including painted bike boxes and lanes.	Newport	East
134	Barrier here on Bellevue Avenue is the concrete substrate is badly deteriorated and puts bicyclists at risk of crashing.	Newport	East
135	Narrow roads quite uncomfortable for cycling. Need side paths here!	Middletown	East
C18	Extremely uncomfortable bridge crossing due to no bicycle infrastructure	Bristol, Portsmouth	East
C19	From Sakonnet river bridge heading west, no good connection to continue cycling south on Aquidneck	Portsmouth	East
C20	Stafford Rd has high traffic speeds and no bike infra.	Tiverton	East
C23	Challenging corridor to travel N-S at all on Aquidneck Island	Portsmouth, Middletown	East
C24	Rte 138 from Church Ln to Middle rd is uncomfortable.	Portsmouth	East
C25	Aquidneck Ae from East Main Rd to Green End Ave has many destinations, but unsafe for bikes.	Middletown	East
C26	Challenging corridor due to bicycles not being allowed on bridges between Newport and N Kingstown	Jamestown, Newport	East
C27	Third Beach Rd and Sachuset Point Rd both uncomfortable for bicycling.	Middletown	East
C32	Bellevue Ave is in disrepair. Substrate puts many cyclists at risk of crashing.	Newport	East
C33	Narragansett Ave uncomfortable due to width. Reduce width by adding BLs.	Newport	East
15	Cottage St at Hunt St is a tough intersection with bad sightlines and no bike infra.	Central Falls	Metro
16	Wayfinding needed at uncomfortable intersection to guide novice cyclists to bike path.	Central Falls	Metro
17	Middle Street is a great connection for N-S bicyclists but has no bike infra. Plenty of space here at Fountain St intersection for bike lan	Pawtucket	Metro
18	Off-set intersection and train tracks crossing make this intersection uncomfortable.	Pawtucket	Metro
19	Extremely busy off-set intersection has bad geometry. Uncomfortable for bicycling. Great candidate for roundabout with bike lanes.	Pawtucket	Metro
20	Illinois St at Summer St has no travel lane definition, crosswalks, or bike infra at this important intersection adjacent to High School.	Central Falls	Metro
21	Pine St at Park St is an uncomfortable intersection that needs travel lane definition.	Central Falls	Metro
22	Uncomfortable intersection geometry on desirable N-S bike corridor.	Central Falls	Metro
23	Armistice Blvd at Newport Rd has no bike infra. All roads could use a road diet.	Pawtucket	Metro
24	Central Ave here is extremely wide and unwelcoming for bicyclists. Large concrete / paved central median could be removed for bike l	Pawtucket	Metro
25	Space exists for BL's here. This is a high demand corridor for bicyclists.	Pawtucket	Metro
26	No bike infra on central E-W corridor at intersection with heavy tractor trailer turn movements.	Pawtucket	Metro
27	Walcott St has unnecessary raised median over I-95. Removing median and replacing it with small roundabout would enhance bicyclir	Pawtucket	Metro
28	Water St represents a desirable N-S connection for bicycling and could be improved by reducing the turning radii on this corner.	Pawtucket	Metro
29	Uncomfortable, busy intersection with no bike infrastructure.	North Providence	Metro
30	Important E-W and N-S corridors cross here at intersection with wide geometry and potentially unnecessary slip lane.	Pawtucket	Metro
31	Wide and busy intersection at Smithfield at Silver Spring. Uncomfortable for bikes.	Providence	Metro
32	on-ramps and off-ramps make Smithfield Ave bridge ovr I-95 a barrier to bicycling	Providence	Metro
33	No bike infra through this neighborhood roundabout.	North Providence	Metro
34	Intersection has inadequate sidewalks (only one side) no safe way for people walking or biking to cross the highway.	Providence	Metro
35	Extremely uncomfortable crossing of N. Main.	Providence	Metro
36	No bike lanes through this challenging intersection.	Providence	Metro
37	Consider bike/ped bridge to access N. Prov	North Providence	Metro
38	Extremely wide intersection with unnecessary slip lane to Rhode Island College needs travel lane striping and bike infrastructure.	North Providence	Metro
39	Intersection improvements needed at this uncomfortable crossing on North Main.	Providence	Metro
40	Difficult to cross I-95 here. Difficult to get from E Side/downtown to Home Depot/Wal-Mart area.	Providence	Metro
40	lack of connection from Olney St westbound onto Benefit St or N Main southbound is a barrier	Providence	Metro
41	Left turns from westbound Olney onto North Main are not currently possible. With bike infrastructure coming to Olney, bicyclists shou	Providence	Metro
42	There are 2 very uneven pavement areas along the right shoulder. Very difficult to avoid because of drivers passing close and fast.	Providence	Metro
43	Pavement condition very rough with frequent potholes results in barrier to cycling here.	Providence	Metro
46	Crossing Glenbridge feels unsafe.	Providence	Metro
47	The slip lane coming off the highway encourages motorists to enter Providence Place at high speed, very dangerous / uncomfortable f	Providence	Metro
48	Intersection of Francis and Memorial is a barrier to bicycling between downtown and the Mall & state offices	Providence	Metro
49	Barrier here is Woonasquatucket Bike Lane abrupt ending at the mall. There is no connection or infrastructure on Francis St. the angle	Providence	Metro
50	Bicyclist desire to take left onto N Main. Intersection improvements needed for this critical upgrade.	Providence	Metro
51	No signage or indication of where/how to connect to Blackstone Blvd bike path when traveling north. Wayfinding needed.	Providence	Metro
52	Motor vehicle traffic too fast, too close.	Providence	Metro
53	Bike-friendly pavement markings for overpasses would reduce crossing I-95 barriers on Broadway and Atwells Ave.	Providence	Metro
53	lack of bike lanes on this bridge, are a barrier to bicycling for those who feel unsafe riding without dedicated space	Providence	Metro
54	Challenging intersection to cross to get to Fountain St. Merging across Empire to reach the left turn lane is very daunting with lots of f	Providence	Metro
55	stairs here are a barrier to cycling	Providence	Metro
56	stairs here are a barrier to bicycling	Providence	Metro

ID	Barrier Description	Municipality	Map 1
57	stairs: a barrier to bicycling through	Providence	Metro
58	Wide intersection and wide turn lanes onto Page Street. Consider bike lanes here.	Providence	Metro
59	steps here interrupt the Canal Walk / Riverwalk route for bicyclists	Providence	Metro
60	Cars park illegally here on Hopkins sidewalk at night.	Providence	Metro
61	Large bump at bottom of hill.	Providence	Metro
61	The intersection of Manton and Aleppo are a barrier to safely cycling between sections of the Woony Bike Path	Providence	Metro
62	No safe connection from Gano Park bike path to India Point Park.	Providence	Metro
63	Expand north as E. Prov develops	East Providence	Metro
64	Intersection improvements needed at uncomfortable crossing.	Providence	Metro
65	Hartford Ave at Manton Ave in Prov. has wide slip lanes for cars, but no bike infrastructure.	Providence	Metro
66	Difficult left turn. Cyclists have to take over the lane and vehicles do not stop at the cross walk.	Providence	Metro
67	Tobey Street / bridge should be for pedestrians, bicyclists, and local traffic only. Close Tobey St Rte 6 SB on-ramp. Drivers have other a	Providence	Metro
68	Uncomfortable bridge crossing.	Providence	Metro
69	Clifford St bridge needs to be fixed to provide safe bicycle infrastructure.	Providence	Metro
70	This is the most direct bike access from South Side to East Side / East Bay Bike Path, but the Point St. intersection and bridge crossing I	Providence	Metro
71	complicated intersection and highway entrance/exit are barriers to biking to the Cranston Bike Path	Providence	Metro
72	Uncomfortable crossing over from Eddy St towards Allens Ave. Install skip lane striping.	Providence	Metro
73	Uncomfortable bridge crossing.	Providence	Metro
74	Confusing transition, feels dangerous	Providence	Metro
75	Site lines for both bicyclists and drivers are bad. Driver tends to look left while bicyclist is coming from right. This uncomfortable gap n	Providence	Metro
77	Challenging intersection.	Providence	Metro
78	Significant motorist pressure on this intersection to beat the light to access I-95 makes this Thurbers Avenue intersection uncomfortat	Providence	Metro
80	Railroad tracks represent a barrier to cycling, especially on rainy days, since when flooding occurs, crashing lands you in a busy interse	Providence	Metro
81	Car dealer parks vehicles on sidewalk obstructing bike and pedestrian travel. Makes this intersection unsafe for bikes and pedestrians.	Providence	Metro
82	Barrier to bicycling here include old rail road track crossings at tough angle, and car parking in bike lanes.	Providence	Metro
83	Crossing improvements needed to make entry to Roger Williams Park greenway safe and obvious.	Providence	Metro
84	Lower Elmwood Ave uncomfortable due to 6-10 on-ramp. No bicycle facilities exist here.	Providence	Metro
C1	North Main St uncomfortable for bicycling. does not need 3 lanes / parking northbound.	Pawtucket, Providence	Metro
C2	Hope Street bump-outs leave no room for bike lanes from 4th to Burlington.	Providence	Metro
C3	Steep hill on N Main St from Star St to Olney St has no bike lanes, and is a big barrier.	Providence	Metro
C4	conditions here (hwy on-ramps, high speeds, lane configurations) are barriers to bicycling between Smith St and Home Depot	Providence	Metro
C5	Westminster Promenade has multiple sets of stairs, terrible surface condition - would otherwise be a great, safe part of a route to ride	Providence	Metro
C6	westbound Henderson Bridge bike lanes full of grit and garbage, high speeds, terrible bridge joints	Providence, East Providence	Metro
C7	Henderson Bridge eastbound: grit and garbage, high speeds, horrible bridge joints	Providence, East Providence	Metro
C8	North Broadway frm Center to Massasoit needs bike facilities.	Providence	Metro
C9	Davis Park path from Raymond St to Chalkstone Ave needs formalizing.	Providence	Metro
C10	Eagle St entire extents uncomfortable, good location for protected bike infra.	Providence	Metro
C11	Dean St from Atwells Ave to Kinsley Ave is unsafe. Complete Streets redesign badly needed.	Providence	Metro
C12	Waterman St hill from N Main St to Prospect St is uncomfortable, needs bike lanes.	Providence	Metro
C13	South Main St from College St to Point St is uncomfortable for biking.	Providence	Metro
C14	Bridgham St from Westminster St to Elmwood Ave is too wide, encouraging speeding. Add BLs.	Providence	Metro
C15	Allens Ave BL from Globe St to Thurbers Ave feels unsafe, angled RR tracks and fast moving cars.	Providence	Metro
C16	Rte 2 / Reservoir Ave needs bike infra for Alvarez High School students.	Providence	Metro
C36	Douglas Ave from downtown to Eaton St needs bike lanes.	Providence	Metro
C37	Eaton St from River Ave to Douglas Ave needs bike lanes.	Providence	Metro
1	Clinton St at Truman Dr is uncomfortable for cycling.	Woonsocket	North
2	Uncomfortable intersection for bicycling through.	Woonsocket	North
3	Cass Ave at Cumberland St is an uncomfortable intersection to bike through.	Woonsocket	North
4	Bernon St at Manville Rd has tough sight lines, and motorists don't always stop at Bernon St stop sign.	Woonsocket	North
5	Wide lanes have plenty of space for bike lanes. Motorists speed here.	Woonsocket	North
6	Busy roadway with long crossing distance and no bike facilities make this intersection uncomfortable.	North Smithfield	North
6	complex intersection is a barrier to bicycling	North Smithfield	North
7	Unnecessary striped median could be remove and replaced with Bike Lanes here on Mendon Road.	Cumberland	North
8	Tough intersection for bicyclists	North Smithfield	North
9	Unnecessarily wide intersection encourages motorist speeding. Striped median could be removed for bike lanes.	Cumberland	North
10	Re-paving needed here due to root upheaval.	Cumberland	North
11	Mendon Rd overpass over I-295 is crumbling with many potholes. Wide concrete center median could be removed for bike lanes. Min	Cumberland	North
12	Old River Road is important bike connection for Lincoln High School students. The bridge over I-295 is quite narrow. Bikes May Use Fu	Lincoln	North
13	Important retail destination has no bike infra on George Washington Hwy.	Lincoln	North
14	Unnecessarily wide intersection with large turning radii encourages motorist speeding at turns at traffic light. No bike infra at this loca	Lincoln	North
44	Tough intersection to cross by bike to access High School. Atwood Ave could use a road diet. No bike infra here.	Johnstown	North
45	Memorial Ave is a great connection for bicyclists to get to Johnston High School, but there is no travel lane definition or bike lanes.	Johnston	North
45	Conditions on Glenbridge are a barrier to safely connecting two sections of the Woony bike path	Johnston	North
76	Busy intersection with narrow right-of-way needs road diet for bike lanes.	Johnston	North
79	challenging intersection is a barrier to biking to Chapel View and Garden City shopping	Cranston	North
85	There is no bicycle/pedestrian crossing of I-95 for nearly 4 miles in Warwick/Cranston, from Greenwich Avenue to Woodbine St.	Warwick	North
86	highway crossing is a barrier to riding through on Hopkins Hill Rd: residential to the north, recreational destinations to the south	West Warwick	North
87	on-ramps and off-ramps are a barrier to cycling this section of Nooseneck Hill Rd	West Warwick	North

ID	Barrier Description	Municipality	Map 1
88	generous shoulders replaced by turn-only lanes make this a barrier intersection	North Kingstown	North
89	slip lanes and vanishing shoulders make this intersection a barrier	North Kingstown	North
97	Sight lines could be opened up by removing 1-2 small trees and fencing. Crossing would be enhanced by an RRFB.	Warwick	North
98	Needs better transit and bike access.	Warwick	North
99	Path is offset from intersection and crosswalks. No curb ramps for bike path users on west edge of Providence Street and curb cut is t	West Warwick	North
100	Unnecessarily wide turning radii for southbound traffic turning from Laurel onto Pilgrim encourages motorist speeding at important p	Coventry	North
101	Wide, busy intersection has no bike infra.	Coventry	North
102	Uncomfortable intersection.	East Greenwich	North
90	highway ramps and shopping center access are barriers to biking to Wickford Junction RR Station	North Kingstown	West
91	slip lanes make this intersection challenging	North Kingstown	West
92	on-ramps, off-ramps, and local street make this a challenging spot	North Kingstown	West
93	on-ramps, off-ramps, and parking lot driveway make this a challenging spot	North Kingstown	West
95	complex multi-lane intersection is a barrier to bicycling	South Kingstown	West
109	The bike lane is cluttered with debris., and there are cracks and potholes that represent major hazards for cyclists.	North Kingstown	West
110	Dangerous intersection	South Kingstown	West
111	Dangerous intersection	Narragansett	West
112	Dangerous, offset intersection used by bicyclists to access South County Bike Path at Mumford Road. Blind curve to the west of this ir	Narragansett	West
113	This intersection is extremely uncomfortable.	Westerly	West
114	Uncomfortable intersection with no bicycle infrastructure.	Westerly	West
115	complex multi-lane intersection is a barrier to bicycling	South Kingstown	West
116	rotary + hwy on-ramps and off-ramps make this a barrier for bicycling	Narragansett	West
117	very complex intersection	Narragansett	West
118	no easy/safe way to cross US1 on Post Road	South Kingstown	West
119	US1 is a barrier for cyclists living in communities to the north who wish to visit the beach	Charlestown	West
121	on-ramps and off-ramps are a barrier to cycling through this section of Rt 138	Richmond	West
122	Uncomfortable intersection--motorists often do not stop at stop sign.	Westerly	West
123	Wide shoulder, but deep sand is often present and represents a barrier to cycling here.	Westerly	West
124	Intersection has a stop sign that is frequently ignored. Uncomfortable intersection is a barrier to cycling.	Westerly	West
125	Poor visibility for cyclists and drivers due to slope, curve and two offset intersections in same spot.	Westerly	West
126	Traveling downhill into Noyes Neck traffic is uncomfortable. Poor visibility/sightlines make intersection very uncomfortable.	Westerly	West
127	Large intersection with few roadway markings and much confusion between motorists and cyclists in this intersection.	Westerly	West
C17	challenging corridor for connecting Wickford to Quonset	North Kingstown	West
C21	Lack of bike infra on Rte 102 is a barrier to accessing Wickford Junction area.	North Kingstown	West
C22	Boston Neck Rd from Beach St to Annaquatucket Rd is extremely uncomfortable for families.	North Kingstown	West
C28	Ministerial Rd from Rte 1 to the bike path is busy, narrow, and in need of bike lanes.	South Kingstown	West
C29	S Rd, from Kingstown Rd to bike path is busy and narrow.	South Kingstown	West
C30	Wayfinding needed on South Rd, Allen Ave, and High St to bike path.	South Kingstown	West
C31	Boston Neck Rd from South Ferry Rd to Mettatuxet Rd unsafe due to parking and lots of driveways.	Narragansett	West
C34	Challenging corridor to get from Narragansett to Westerly and points in between	Westerly, Charlestown, South Kingst	West
C35	Ocean Rd in Narragansett needs additional signage, and wayfinding and skip lane striping at Xings.	Narragansett	West
C38	Corn Neck Road should include bike lanes or a path from the ferry to lighthouse	New Shoreham	West
120	Not Used.	n/a	


Woonsocket
Cumberland
North Smithfield
Burrillville
Lincoln
Glocester
Smithfield
Foster
Scituate
Johnston
Cranston
Coventry
Warwick
West Greenwich
East Greenwich
N Kingstown
See Metro Providence Inset
Providence
Legend
Barriers
Challenging Intersection
Physical Barrier
Challenging Corridor
Existing Bikeways
Shared-use Path
Bicycle Lane
4' Min. Shoulder & Signage
Future Funded Bikeways
Shared-use Path/Sidepath
Bicycle Lane
N 0 0.5 1 Miles

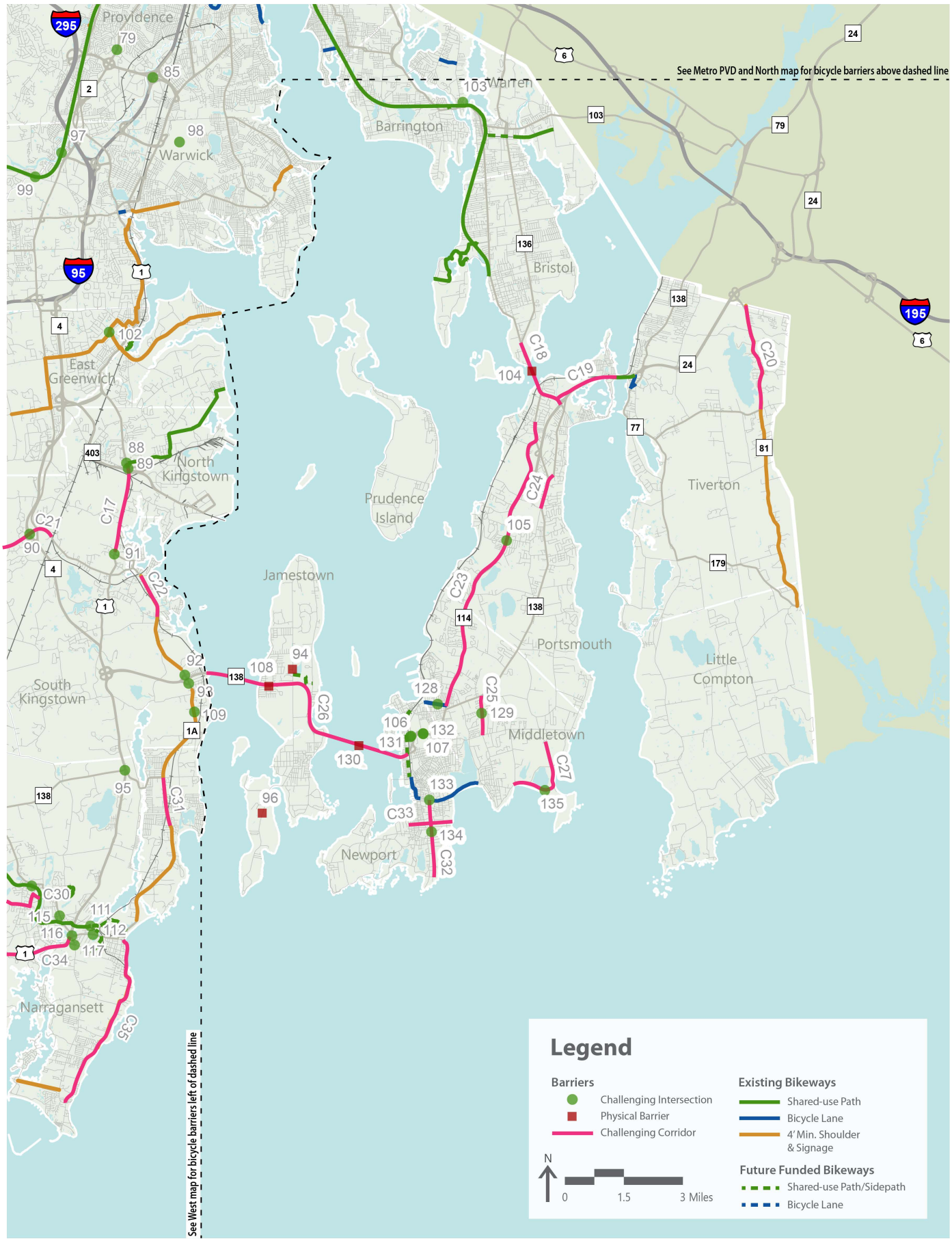
ID	Barrier Description	Municipality
1	Clinton St at Truman Dr is uncomfortable for cycling.	Woonsocket
2	Uncomfortable intersection for bicycling through.	Woonsocket
3	Cass Ave at Cumberland St is an uncomfortable intersection to bike through.	Woonsocket
4	Bernon St at Manville Rd has tough sight lines, and motorists don't always stop at Bernon St stop sign.	Woonsocket
5	Wide lanes have plenty of space for bike lanes. Motorists speed here.	Woonsocket
6	Busy roadway with long crossing distance and no bike facilities make this intersection uncomfortable.	North Smithfield
6	complex intersection is a barrier to bicycling	North Smithfield
7	Unnecessary striped median could be remove and replaced with Bike Lanes here on Mendon Road.	Cumberland
8	Tough intersection for bicyclists	North Smithfield
9	Unnecessarily wide intersection encourages motorist speeding. Striped median could be removed for bike lanes.	Cumberland
10	Re-paving needed here due to root upheaval.	Cumberland
11	Mendon Rd overpass over I-295 is crumbling with many potholes. Wide concrete center median could be removed for bike lanes. Minimal shoulder / fog line uncomfortable for bikes.	Cumberland
12	Old River Road is important bike connection for Lincoln High School students. The bridge over I-295 is quite narrow. Bikes May Use Full Lane signage recommended.	Lincoln
13	Important retail destination has no bike infra on George Washington Hwy.	Lincoln
14	Unnecessarily wide intersection with large turning radii encourages motorist speeding at turns at traffic light. No bike infra at this location.	Lincoln
44	Tough intersection to cross by bike to access High School. Atwood Ave could use a road diet. No bike infra here.	Johnstown
45	Memorial Ave is a great connection for bicyclists to get to Johnston High School, but there is no travel lane definition or bike lanes.	Johnston
45	Conditions on Glenbridge are a barrier to safely connecting two sections of the Woony bike path	Johnston
76	Busy intersection with narrow right-of-way needs road diet for bike lanes.	Johnston
79	challenging intersection is a barrier to biking to Chapel View and Garden City shopping	Cranston
85	There is no bicycle/pedestrian crossing of I-95 for nearly 4 miles in Warwick/Cranston, from Greenwich Avenue to Woodbine St.	Warwick
86	highway crossing is a barrier to riding through on Hopkins Hill Rd: residential to the north, recreational destinations to the south	West Warwick
87	on-ramps and off-ramps are a barrier to cycling this section of Nooseneck Hill Rd	West Warwick
88	generous shoulders replaced by turn-only lanes make this a barrier intersection	North Kingstown
89	slip lanes and vanishing shoulders make this intersection a barrier	North Kingstown
97	Sight lines could be opened up by removing 1-2 small trees and fencing. Crossing would be enhanced by an RRFB.	Warwick
98	Needs better transit and bike access.	Warwick
99	Path is offset from intersection and crosswalks. No curb ramps for bike path users on west edge of Providence Street and curb cut is too narrow on east side of Providence Street. Reorient crosswalk to align with bike path.	West Warwick
100	Unnecessarily wide turning radii for southbound traffic turning from Laurel onto Pilgrim encourages motorist speeding at important path crossing.	Coventry
101	Wide, busy intersection has no bike infra.	Coventry
102	Uncomfortable intersection.	East Greenwich


Legend
Barriers
Challenging Intersection
Physical Barrier
Challenging Corridor
Existing Bikeways
Shared-use Path
Bicycle Lane
4' Min. Shoulder & Signage
Future Funded Bikeways
Shared-use Path/Sidepath
Bicycle Lane
N
0
0.5
1 Mile
Cumberland
Central Falls
North Providence
Pawtucket
Providence
Johnston
East Providence
Cranston
Warwick
95
195
1
1A
2
6
7
10
14
44
103
114
117
122
C1
C2
C3
C4
C6
C7
C8
C9
C10
C11
C12
C13
C14
C15
C16
C36
C37

ID	Barrier Description	Municipality
15	Cottage St at Hunt St is a tough intersection with bad sightlines and no bike infra.	Central Falls
16	Wayfinding needed at uncomfortable intersection to guide novice cyclists to bike path.	Central Falls
17	Middle Street is a great connection for N-S bicyclists but has no bike infra. Plenty of space here at Fountain St intersection for bike lanes.	Pawtucket
18	Off-set intersection and train tracks crossing make this intersection uncomfortable.	Pawtucket
19	Extremely busy off-set intersection has bad geometry. Uncomfortable for bicycling. Great candidate for roundabout with bike lanes.	Pawtucket
20	Illinois St at Summer St has no travel lane definition, crosswalks, or bike infra at this important intersection adjacent to High School.	Central Falls
21	Pine St at Park St is an uncomfortable intersection that needs travel lane definition.	Central Falls
22	Uncomfortable intersection geometry on desirable N-S bike corridor.	Central Falls
23	Armistice Blvd at Newport Rd has no bike infra. All roads could use a road diet.	Pawtucket
24	Central Ave here is extremely wide and unwelcoming for bicyclists. Large concrete / paved central median could be removed for bike lanes.	Pawtucket
25	Space exists for BL's here. This is a high demand corridor for bicyclists.	Pawtucket
26	No bike infra on central E-W corridor at intersection with heavy tractor trailer turn movements.	Pawtucket
27	Walcott St has unnecessary raised median over I-95. Removing median and replacing it with small roundabout would enhance bicycling here.	Pawtucket
28	Water St represents a desirable N-S connection for bicycling and could be improved by reducing the turning radii on this corner.	Pawtucket
29	Uncomfortable, busy intersection with no bike infrastructure.	North Providence
30	Important E-W and N-S corridors cross here at intersection with wide geometry and potentially unnecessary slip lane.	Pawtucket
31	Wide and busy intersection at Smithfield at Silver Spring. Uncomfortable for bikes.	Providence
32	on-ramps and off-ramps make Smithfield Ave bridge ovr I-95 a barrier to bicycling	Providence
33	No bike infra through this neighborhood roundabout.	North Providence
34	Intersection has inadequate sidewalks (only one side) no safe way for people walking or biking to cross the highway.	Providence
35	Extremely uncomfortable crossing of N. Main.	Providence
36	No bike lanes through this challenging intersection.	Providence
37	Consider bike/ped bridge to access N. Prov	North Providence
38	Extremely wide intersection with unnecessary slip lane to Rhode Island College needs travel lane striping and bike infrastructure.	North Providence
39	Intersection improvements needed at this uncomfortable crossing on North Main.	Providence
40	Difficult to cross I-95 here. Difficult to get from E Side/downtown to Home Depot/Wal-Mart area.	Providence
40	lack of connection from Olney St westbound onto Benefit St or N Main southbound is a barrier	Providence
41	Left turns from westbound Olney onto North Main are not currently possible. With bike infrastructure coming to Olney, bicyclists should be given an option to turn left on N. Main to reach downtown. New cycle path frequently blocked by parked cars.	Providence
42	There are 2 very uneven pavement areas along the right shoulder. Very difficult to avoid because of drivers passing close and fast.	Providence
43	Pavement condition very rough with frequent potholes results in barrier to cycling here.	Providence
46	Crossing Glenbridge feels unsafe.	Providence
47	The slip lane coming off the highway encourages motorists to enter Providence Place at high speed, very dangerous / uncomfortable for bicyclists. Dean St renovation leaves bicycle wayfinding confusing.	Providence
48	Intersection of Francis and Memorial is a barrier to bicycling between downtown and the Mall & state offices	Providence
49	Barrier here is Woonasquatucket Bike Lane abrupt ending at the mall. There is no connection or infrastructure on Francis St. the angle of the ramp / stairs is a barrier for cycling.	Providence
50	Bicyclist desire to take left onto N Main. Intersection improvements needed for this critical upgrade.	Providence
51	No signage or indication of where/how to connect to Blackstone Blvd bike path when traveling north. Wayfinding needed.	Providence
52	Motor vehicle traffic too fast, too close.	Providence
53	Bike-friendly pavement markings for overpasses would reduce crossing I-95 barriers on Broadway and Atwells Ave.	Providence
53	lack of bike lanes on this bridge, are a barrier to bicycling for those who feel unsafe riding without dedicated space	Providence
54	Challenging intersection to cross to get to Fountain St. Merging across Empire to reach the left turn lane is very daunting with lots of fast moving cars.	Providence
55	stairs here are a barrier to cycling	Providence
56	stairs here are a barrier to bicycling	Providence
57	stairs: a barrier to bicycling through	Providence
58	Wide intersection and wide turn lanes onto Page Street. Consider bike lanes here.	Providence
59	steps here interrupt the Canal Walk / Riverwalk route for bicyclists	Providence
60	Cars park illegally here on Hopkins sidewalk at night.	Providence
61	Large bump at bottom of hill.	Providence
61	The intersection of Manton and Aleppo are a barrier to safely cycling between sections of the Woony Bike Path	Providence

ID	Barrier Description	Municipality
62	No safe connection from Gano Park bike path to India Point Park.	Providence
63	Expand north as E. Prov develops	East Providence
64	Intersection improvements needed at uncomfortable crossing.	Providence
65	Hartford Ave at Manton Ave in Prov. has wide slip lanes for cars, but no bike infrastructure.	Providence
66	Difficult left turn. Cyclists have to take over the lane and vehicles do not stop at the cross walk.	Providence
67	Tobey Street / bridge should be for pedestrians, bicyclists, and local traffic only. Close Tobey St Rte 6 SB on-ramp. Drivers have other access points.	Providence
68	Uncomfortable bridge crossing.	Providence
69	Clifford St bridge needs to be fixed to provide safe bicycle infrastructure.	Providence
70	This is the most direct bike access from South Side to East Side / East Bay Bike Path, but the Point St. intersection and bridge crossing I-95 are not bike friendly.	Providence
71	complicated intersection and highway entrance/exit are barriers to biking to the Cranston Bike Path	Providence
72	Uncomfortable crossing over from Eddy St towards Allens Ave. Install skip lane striping.	Providence
73	Uncomfortable bridge crossing.	Providence
74	Confusing transition, feels dangerous	Providence
75	Site lines for both bicyclists and drivers are bad. Driver tends to look left while bicyclist is coming from right. This uncomfortable gap needs a continuation of bike path onto 1st Street so cyclists can safely proceed from bike path.	Providence
77	Challenging intersection.	Providence
78	Significant motorist pressure on this intersection to beat the light to access I-95 makes this Thurbers Avenue intersection uncomfortable.	Providence
80	Railroad tracks represent a barrier to cycling, especially on rainy days, since when flooding occurs, crashing lands you in a busy intersection.	Providence
81	Car dealer parks vehicles on sidewalk obstructing bike and pedestrian travel. Makes this intersection unsafe for bikes and pedestrians.	Providence
82	Barrier to bicycling here include old rail road track crossings at tough angle, and car parking in bike lanes.	Providence
83	Crossing improvements needed to make entry to Roger Williams Park greenway safe and obvious.	Providence
84	Lower Elmwood Ave uncomfortable due to 6-10 on-ramp. No bicycle facilities exist here.	Providence

ID	**Challenging Corridor Description**	**Municipality**
C1	North Main St uncomfortable for bicycling. does not need 3 lanes / parking northbound.	Pawtucket, Providence
C2	Hope Street bump-outs leave no room for bike lanes from 4th to Burlington.	Providence
C3	Steep hill on N Main St from Star St to Olney St has no bike lanes, and is a big barrier.	Providence
C4	conditions here (hwy on-ramps, high speeds, lane configurations) are barriers to bicycling between Smith St and Home Depot	Providence
C5	Westminster Promenade has multiple sets of stairs, terrible surface condition - would otherwise be a great, safe part of a route to ride from downtown to the West Side	Providence
C6	westbound Henderson Bridge bike lanes full of grit and garbage, high speeds, terrible bridge joints	Providence, East Providence
C7	Henderson Bridge eastbound: grit and garbage, high speeds, horrible bridge joints	Providence, East Providence
C8	North Broadway frm Center to Massasoit needs bike facilities.	Providence
C9	Davis Park path from Raymond St to Chalkstone Ave needs formalizing.	Providence
C10	Eagle St entire extents uncomfortable, good location for protected bike infra.	Providence
C11	Dean St from Atwells Ave to Kinsley Ave is unsafe. Complete Streets redesign badly needed.	Providence
C12	Waterman St hill from N Main St to Prospect St is uncomfortable, needs bike lanes.	Providence
C13	South Main St from College St to Point St is uncomfortable for biking.	Providence
C14	Bridgham St from Westminster St to Elmwood Ave is too wide, encouraging speeding. Add BLs.	Providence
C15	Allens Ave BL from Globe St to Thurbers Ave feels unsafe, angled RR tracks and fast moving cars.	Providence
C16	Rte 2 / Reservoir Ave needs bike infra for Alvarez High School students.	Providence
C36	Douglas Ave from downtown to Eaton St needs bike lanes.	Providence
C37	Eaton St from River Ave to Douglas Ave needs bike lanes.	Providence


See Metro PVD and North map for bicycle barriers above dashed line
See West map for bicycle barriers left of dashed line
Providence
Warwick
Barrington
Warren
Bristol
East Greenwich
North Kingstown
Prudence Island
Jamestown
Portsmouth
Middletown
Newport
Tiverton
Little Compton
South Kingstown
Narragansett
Legend
Barriers
Challenging Intersection
Physical Barrier
Challenging Corridor
Existing Bikeways
Shared-use Path
Bicycle Lane
4' Min. Shoulder & Signage
Future Funded Bikeways
Shared-use Path/Sidepath
Bicycle Lane
N
0
1.5
3 Miles

ID	Barrier Description	Municipality
94	narrow road, fast driving, poor pavement, poor drainage: barrier to bicycling	Jamestown
96	narrow road with high-speed driving is a barrier to biking to Beavertail State Park	Jamestown
103	Sharp curve and no shoulder on key road access to East Bay Bike Path.	Barrington
104	Uncomfortable bridge crossing due to 2 lanes of high speed traffic. Best access to Aquidneck Island from the East Bay Bike Path.	Bristol
105	Safer crossing needed from West Main Road to Mill Lane.	Portsmouth
106	rotary is a barrier to cycling	Newport
107	challenging intersection is a barrier	Newport
108	Cyclists should have access to the sidewalks on the Jamestown bridge	North Kingstown
128	Very uncomfortable crossing here (if headed to points north via Burma Road.)	Middletown
129	There are so many great local businesses on this road, but no bike facilities exist and speeds are too high.	Middletown
130	No bikes allowed on Pell Bridge creates major barrier to cycling through or around Jamestown or Newport.	Jamestown
131	The rotary is uncomfortable for bicycling, preventing many north/south connections.	Newport
132	This intersection could be greatly improved, as it is currently very unfriendly to bicycling.	Newport
133	Dangerous intersection - needs signal improvements, bike infrastructure including painted bike boxes and lanes.	Newport
134	Barrier here on Bellevue Avenue is the concrete substrate is badly deteriorated and puts bicyclists at risk of crashing.	Newport
135	Narrow roads quite uncomfortable for cycling. Need side paths here!	Middletown

ID	Challenging Corridor Description	Municipality
C18	Extremely uncomfortable bridge crossing due to no bicycle infrastructure	Bristol, Portsmouth
C19	From Sakonnet river bridge heading west, no good connection to continue cycling south on Aquidneck	Portsmouth
C20	Stafford Rd has high traffic speeds and no bike infra.	Tiverton
C23	Challenging corridor to travel N-S at all on Aquidneck Island	Portsmouth, Middletown
C24	Rte 138 from Church Ln to Middle rd is uncomfortable.	Portsmouth
C25	Aquidneck Ae from East Main Rd to Green End Ave has many destinations, but unsafe for bikes.	Middletown
C26	Challenging corridor due to bicycles not being allowed on bridges between Newport and N Kingstown	Jamestown, Newport
C27	Third Beach Rd and Sachuset Point Rd both uncomfortable for bicycling.	Middletown
C32	Bellevue Ave is in disrepair. Substrate puts many cyclists at risk of crashing.	Newport
C33	Narragansett Ave uncomfortable due to width. Reduce width by adding BLs.	Newport


Cow Neck
C38
New Shoreham
See North map for bicycle barriers above dashed line
West Warwick
Warwick
Coventry
West Greenwich
East Greenwich
Exeter
North Kingstown
Hopkinton
Richmond
South Kingstown
Charlestown
Narragansett
Westerly
Legend
Barriers
Challenging Intersection
Physical Barrier
Challenging Corridor
Existing Bikeways
Shared-use Path
Bicycle Lane
4' Min. Shoulder & Signage
Future Funded Bikeways
Shared-use Path/Sidepath
Bicycle Lane
0 1 2 Miles
N

ID	Barrier Description	Municipality
90	highway ramps and shopping center access are barriers to biking to Wickford Junction RR Station	North Kingstown
91	slip lanes make this intersection challenging	North Kingstown
92	on-ramps, off-ramps, and local street make this a challenging spot	North Kingstown
93	on-ramps, off-ramps, and parking lot driveway make this a challenging spot	North Kingstown
95	complex multi-lane intersection is a barrier to bicycling	South Kingstown
109	The bike lane is cluttered with debris., and there are cracks and potholes that represent major hazards for	North Kingstown
110	Dangerous intersection	South Kingstown
111	Dangerous intersection	Narragansett
112	Dangerous, offset intersection used by bicyclists to access South County Bike Path at Mumford Road. Blind curve to the west of this irregular intersection. No signage or crosswalk. Wayfinding needed.	Narragansett
113	This intersection is extremely uncomfortable.	Westerly
114	Uncomfortable intersection with no bicycle infrastructure.	Westerly
115	complex multi-lane intersection is a barrier to bicycling	South Kingstown
116	rotary + hwy on-ramps and off-ramps make this a barrier for bicycling	Narragansett
117	very complex intersection	Narragansett
118	no easy/safe way to cross US1 on Post Road	South Kingstown
119	US1 is a barrier for cyclists living in communities to the north who wish to visit the beach	Charlestown
121	on-ramps and off-ramps are a barrier to cycling through this section of Rt 138	Richmond
122	Uncomfortable intersection--motorists often do not stop at stop sign.	Westerly
123	Wide shoulder, but deep sand is often present and represents a barrier to cycling here.	Westerly
124	Intersection has a stop sign that is frequently ignored. Uncomfortable intersection is a barrier to cycling.	Westerly
125	Poor visibility for cyclists and drivers due to slope, curve and two offset intersections in same spot.	Westerly
126	Traveling downhill into Noyes Neck traffic is uncomfortable. Poor visibility/sightlines make intersection very uncomfortable.	Westerly
127	Large intersection with few roadway markings and much confusion between motorists and cyclists in this	Westerly

ID	Challenging Corridor Description	Municipality
C17	challenging corridor for connecting Wickford to Quonset	North Kingstown
C21	Lack of bike infra on Rte 102 is a barrier to accessing Wickford Junction area.	North Kingstown
C22	Boston Neck Rd from Beach St to Annaquatucket Rd is extremely uncomfortable for families.	North Kingstown
C28	Ministerial Rd from Rte 1 to the bike path is busy, narrow, and in need of bike lanes.	South Kingstown
C29	S Rd, from Kingstown Rd to bike path is busy and narrow.	South Kingstown
C30	Wayfinding needed on South Rd, Allen Ave, and High St to bike path.	South Kingstown
C31	Boston Neck Rd from South Ferry Rd to Mettatuxet Rd unsafe due to parking and lots of driveways.	Narragansett
C34	Challenging corridor to get from Narragansett to Westerly and points in between	Westerly, Charlestown, South Kingstown
C35	Ocean Rd in Narragansett needs additional signage, and wayfinding and skip lane striping at Xings.	Narragansett
C38	Corn Neck Road should include bike lanes or a path from the ferry to lighthouse	New Shoreham
120	Not Used.	n/a



RHODE ISLAND

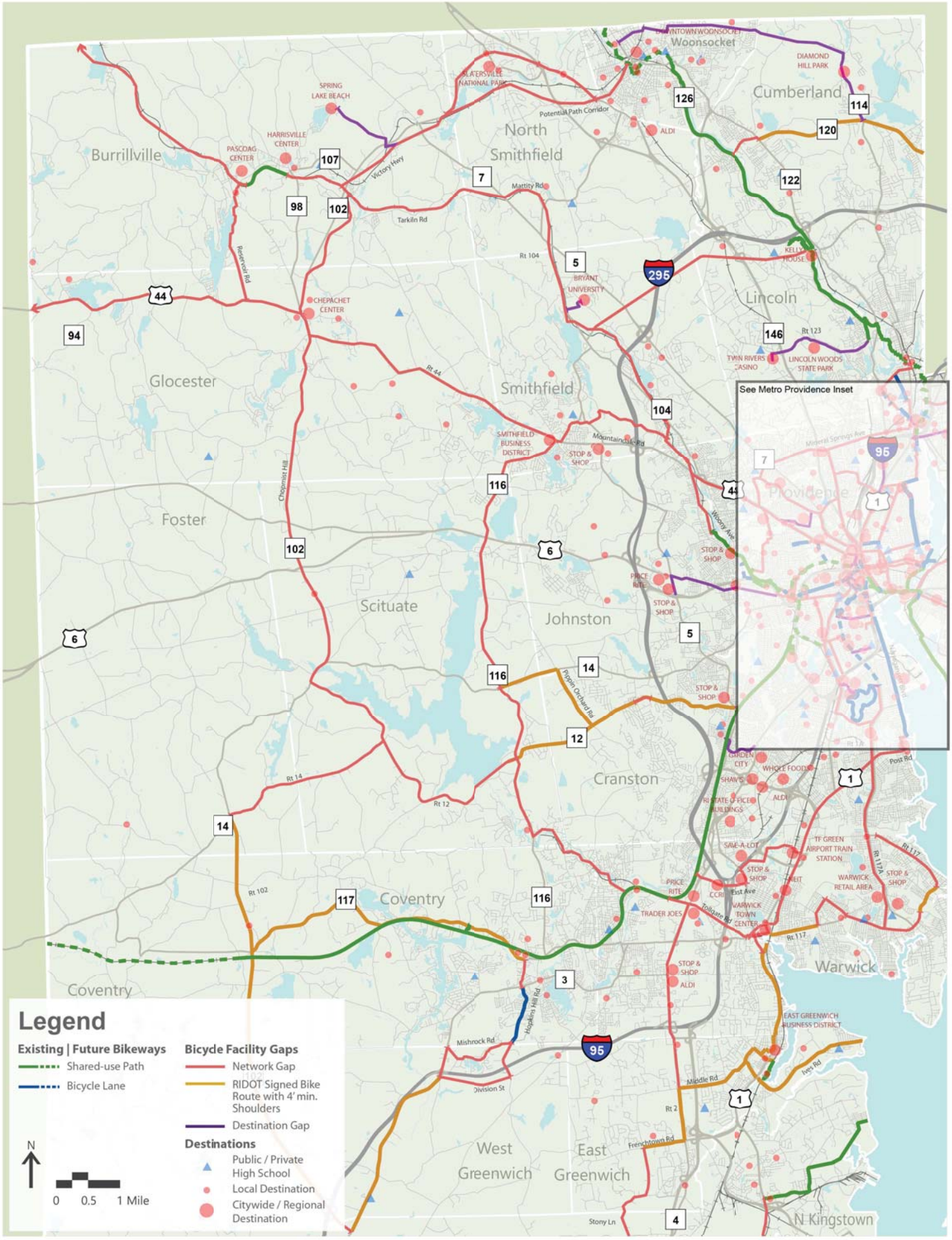
MOVING FORWARD

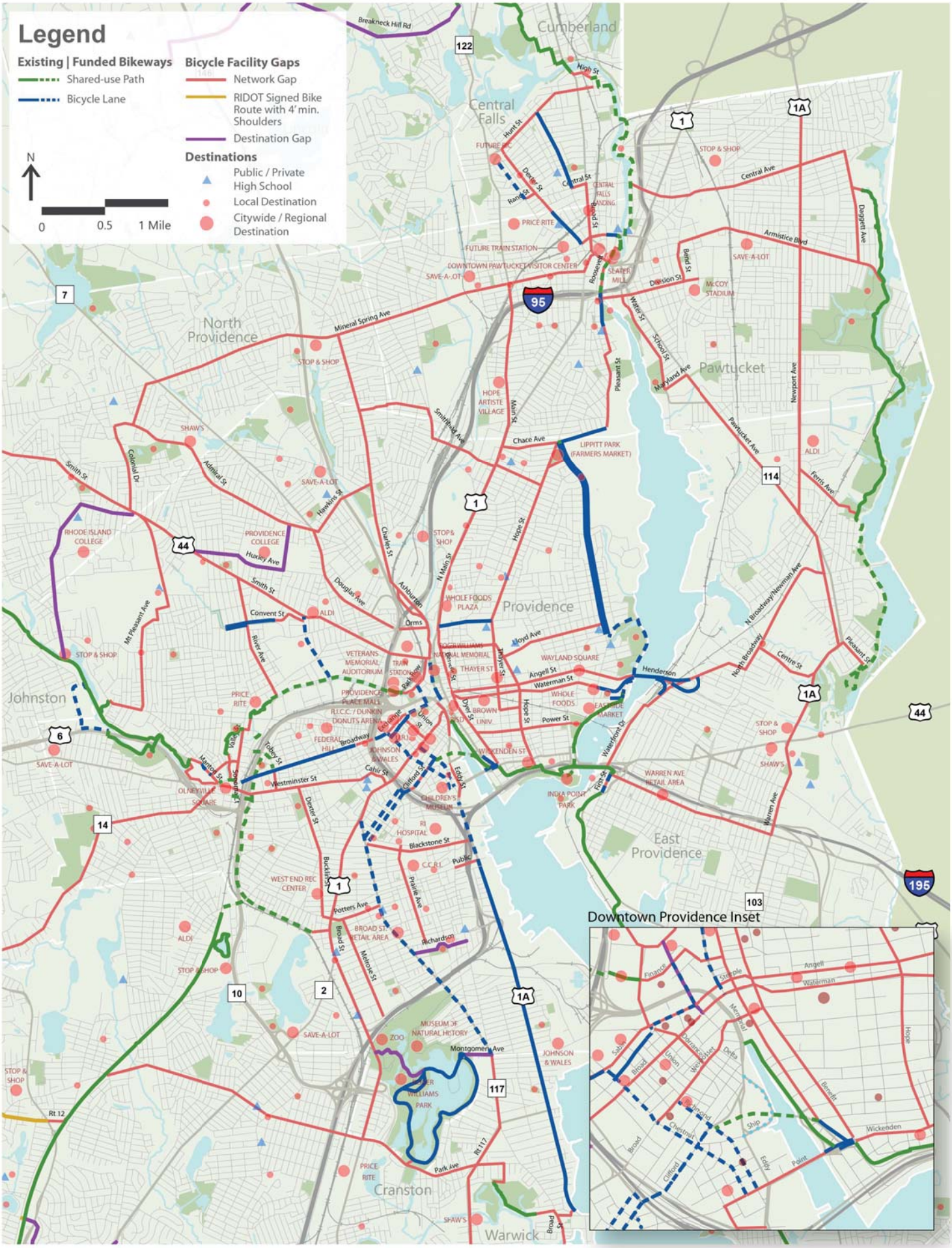
STATEWIDE BICYCLE MOBILITY PLAN

APPENDIX

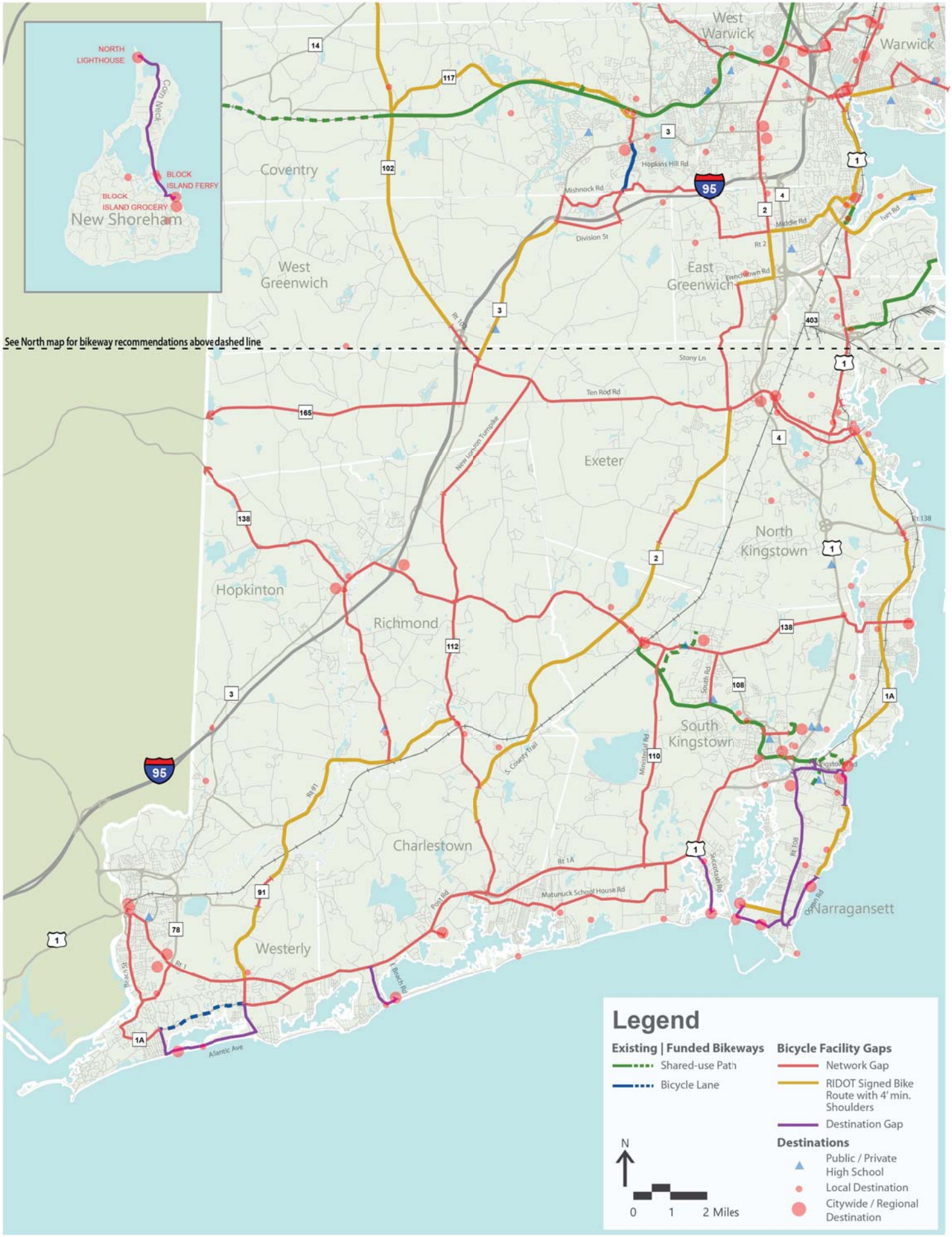
A5. Gap/Destination Maps


Burrillville
Woonsocket
North Smithfield
Cumberland
Smithfield
Lincoln
Glocester
North Providence
Pawtucket
Scituate
Johnston
Foster
East Providence
Cranston
Warren
Barrington
Warwick
Bristol
Coventry
East Greenwich
Wickford
Tiverton
West Greenwich
Prudence Island
Portsmouth
Exeter
North Kingstown
Jamestown
Middletown
Little Compton
Hopkinton
Richmond
Newport
South Kingstown
Charlestown
Westerly
Narragansett
New Shoreham
Legend
Existing | Funded Bikeways
Shared-use Path
Bicycle Lane
Bicycle Facility Gaps
Network Gap
RIDOT Signed Bike Route with 4' min. Shoulders
Destination Gap
Destinations
Public / Private High School
Local Destination
Citywide / Regional Destination
N 0 3 6 Mile


Legend
Existing | Future Bikeways
Shared-use Path
Bicycle Lane
Bicycle Facility Gaps
Network Gap
RIDOT Signed Bike Route with 4' min. Shoulders
Destination Gap
Destinations
Public / Private High School
Local Destination
Citywide / Regional Destination
N
0 0.5 1 Mile
See Metro Providence Inset
Burrillville
Glocester
Foster
Scituate
Coventry
North Smithfield
Smithfield
Woonsocket
Cumberland
Lincoln
Johnston
Cranston
Warwick
West Greenwich
East Greenwich
N Kingstown
Providence
Potential Path Corridor
Victory Hwy
Tarkiln Rd
Mattity Rd
Reservoir Rd
Rt 104
Rt 44
Chopmist Hill
Mountaindale Rd
Woony Ave
Pippin Orchard Rd
Rt 14
Rt 12
Rt 102
Tollgate Rd
Hopkins Hill Rd
Mishnock Rd
Division St
Middle Rd
Ives Rd
Frenchtown Rd
Stony Ln
Post Rd
Rt 117
Rt 117A
Rt 2
Rt 123
Rt 1A
Mineral Spring Ave
Narragansett Blvd
East Ave
SPRING LAKE BEACH
HARRISVILLE CENTER
PASCOAG CENTER
SLATERSVILLE NATIONAL PARK
DOWNTOWN WOONSOCKET
DIAMOND HILL PARK
ALDI
CHEPACHET CENTER
BRYANT UNIVERSITY
KELLY HOUSE
TWIN RIVERS CASINO
LINCOLN WOODS STATE PARK
SMITHFIELD BUSINESS DISTRICT
STOP & SHOP
PRICE RITE
GARDEN CITY
WHOLE FOODS
SHAW'S
RI STATE OFFICE BUILDINGS
SAVE-A-LOT
TF GREEN AIRPORT TRAIN STATION
WARWICK RETAIL AREA
CCRI
WARWICK TOWN CENTER
TRADER JOES
EAST GREENWICH BUSINESS DISTRICT
95
295
44
6
14
102
116
117
146
120
122
114
126
107
98
94
5
7
104
12
3
4
1


Legend
Existing | Funded Bikeways
Shared-use Path
Bicycle Lane
Bicycle Facility Gaps
Network Gap
RIDOT Signed Bike Route with 4' min. Shoulders
Destination Gap
Destinations
Public / Private High School
Local Destination
Citywide / Regional Destination
N
0
0.5
1 Mile
Downtown Providence Inset
Cumberland
Central Falls
North Providence
Pawtucket
Providence
Johnston
East Providence
Cranston
Warwick
95
195
1
1A
2
6
7
10
14
44
103
114
117
122


See Metro PVD and North map for recommended bikeways above dashed line
See West map for recommended bikeways left of dashed line
Central Newport Inset
Providence
Warwick
Barrington
Warren
Bristol
East Greenwich
North Kingstown
South Kingstown
Narragansett
Jamestown
Prudence Island
Portsmouth
Middletown
Newport
Tiverton
Little Compton
Legend
Existing | Funded Bikeways
Shared-use Path
Bicycle Lane
Bicycle Facility Gaps
Network Gap
RIDOT Signed Bike Route with 4' min. Shoulders
Destination Gap
Destinations
Public / Private High School
Local Destination
Citywide / Regional Destination
N
0 1 2 Miles


NORTH LIGHTHOUSE
Corn Neck
BLOCK ISLAND FERRY
BLOCK ISLAND GROCERY
New Shoreham
West Warwick
Warwick
Coventry
West Greenwich
East Greenwich
Exeter
North Kingstown
Hopkinton
Richmond
South Kingstown
Charlestown
Westerly
Narragansett
See North map for bikeway recommendations above dashed line
Legend
Existing | Funded Bikeways
Shared-use Path
Bicycle Lane
Bicycle Facility Gaps
Network Gap
RIDOT Signed Bike Route with 4' min. Shoulders
Destination Gap
Destinations
Public / Private High School
Local Destination
Citywide / Regional Destination
N
0 1 2 Miles



RHODE ISLAND

MOVING FORWARD

STATEWIDE BICYCLE MOBILITY PLAN

APPENDIX

A6. Summary of Public Input

Rhode Island Moving Forward Long-Range Transportation Plan 2040
Discovery Public Workshop Series
www.PlanRI.com | PlanRI2040@gmail.com

Discovery Public Workshop Series
Staff Overview – Working Draft

Date/time: Thursday, Sept. 21st, 2017 6:30 PM to 8:30 PM **Location:** Blackstone Valley Visitor Center 175 Main Street Pawtucket, RI	**Date/time:** Monday, Sept. 25th, 2017 6:30 PM to 8:30 PM **Location:** Narragansett Town Hall 25 5th Avenue Narragansett, RI	**Date/time:** Thursday, Sept. 28th, 2017 6:30 PM to 8:30 PM **Location:** Burnside Memorial Building 400 Hope Street Bristol, RI

The Discovery Public Workshop was intended to give the public an opportunity to comment on the upcoming Long-Range Transportation Plan and Bicycle Mobility Plan efforts and to tell the project team about the state transportation system from a user perspective. This public workshop series was held in three locations around the state in geographically diverse areas: Metro Providence, South County, and East Bay. The same agenda and activities were completed at each workshop.

The workshop was set up in an open house format, allowing visitors to freely circulate and visit seven different input stations throughout the evening. Stations used dot voting, open comment boards (complete the sentence), and similar activities to gain feedback from participants.

A summary of the workshop findings is attached.

Station 1- Why are you here?

- A brief overview of the RI Moving Forward project including the purpose and expectations for the Long-Range Transportation Plan and Bicycle Mobility Plan.
- Participants were provided with a handout describing each station and a scorecard that they could complete as they visited each station. Completed score cards were used as an entry in a raffle for one of three $10.00 Dunkin' Donuts gift cards.

Station 2- Choices, Choices…

- Participants had the opportunity to provide feedback about different modes of transportation they use in Rhode Island and what their experiences are while traveling. This station also included a display describing evolving transportation technologies and asked for public views of such technology and the future.

Station 3- Tell us about yourself

- An opportunity to take two anonymous surveys on general transportation and bicycle-specific behavior, habits, and mobility. Both surveys were made available on tablets and on paper.



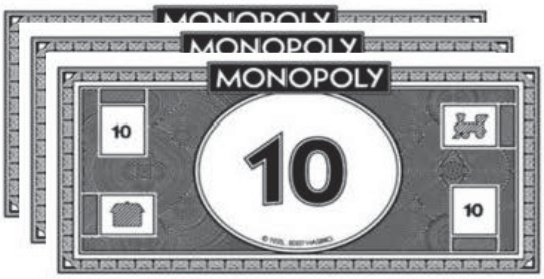
Station 4- All about bikes

- A station dedicated to cycling throughout Rhode Island. Visitors discussed bicycle facility use, cycling comfort, areas for improvement, and system gaps and needs.

Station 5- All aboard!

- A station dedicated to public transportation. Participants shared their thoughts on public transportation in Rhode Island including facility gaps and amenities, service needs, enhancements to existing systems and opportunities to expand transit networks.

Station 6- You're the Governor

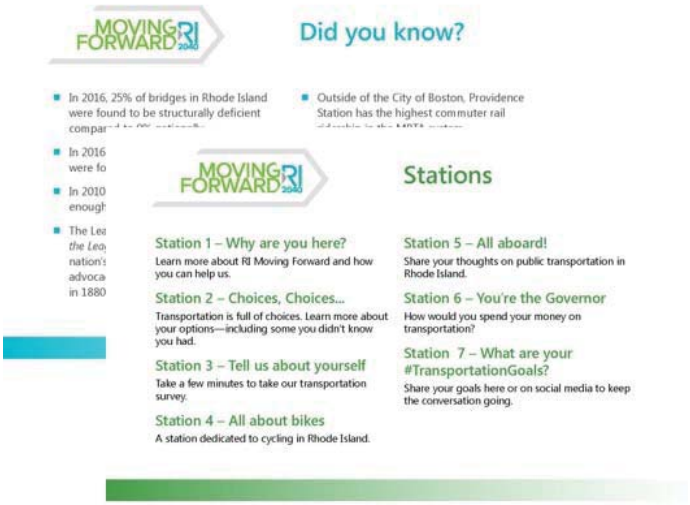


- The goal of this station was to learn how the public would invest in transportation. At this station, visitors were asked to consider how they would spend transportation funds if they were the Governor. Each person was given $100 to invest across eight different categories in any way they wished. All of the money could be placed in a single category or invested in various areas. The investment areas were: Improving Roadways and Easing Congestion, Bicycle and Pedestrian Facilities, Improving Existing Public Transportation, Climate Change and Resiliency, Maintaining Existing Systems, Safety, Future Technologies, and New/Expanded Public Transportation Options.

Station 7- What are your #TransportationGoals?

- The final station gave participants an opportunity to share additional thoughts that may not have been captured elsewhere on an open comment board and encouraged them to stay connected to the project through social media and the project website.

A brief overview of the findings and observations at each station follows. No findings or observations are reported for Station 1 as the purpose of this station was to provide introductory and background information about the workshop.





Station 2- Choices, choices…

My commute is…

A sample of some comments shared at this station is below.

- Quick ride down I-95. Would love more bike/bus options
- Dangerous. I'm a bike commuter, and even though I like 1 mile from my office, it's still sketchy
- MBTA to Boston from Warwick- better Wifi. 1 hour 20 minutes, 3 days a week, 2 days at home
- Short, but frustrating- lots of congestion on 95
- By car but I would love to take the bus to North Kingstown and Providence
- I'm a lucky one… 5-minute commute by bike on bike path! "Be the change you want to see".
- About 20 minutes, provided the Mount Hope Bridge is clear (this feels reasonable and isn't bad).
- Trips to Providence during rush hour are exhausting

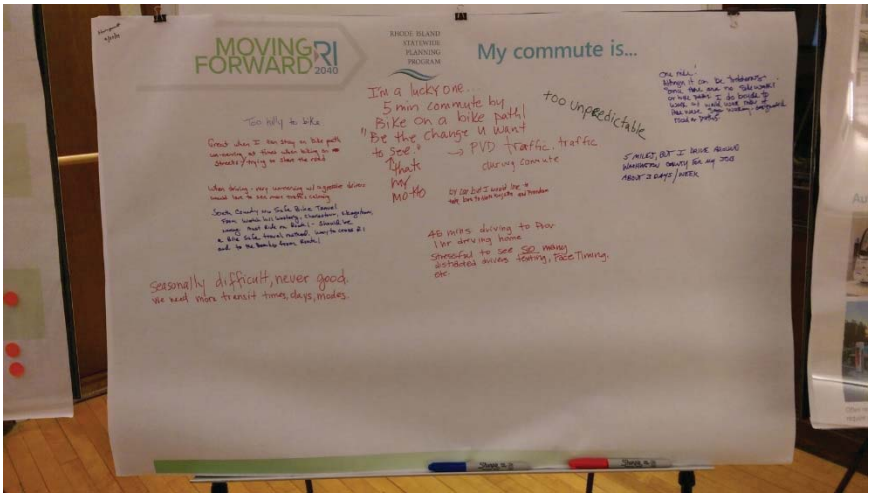


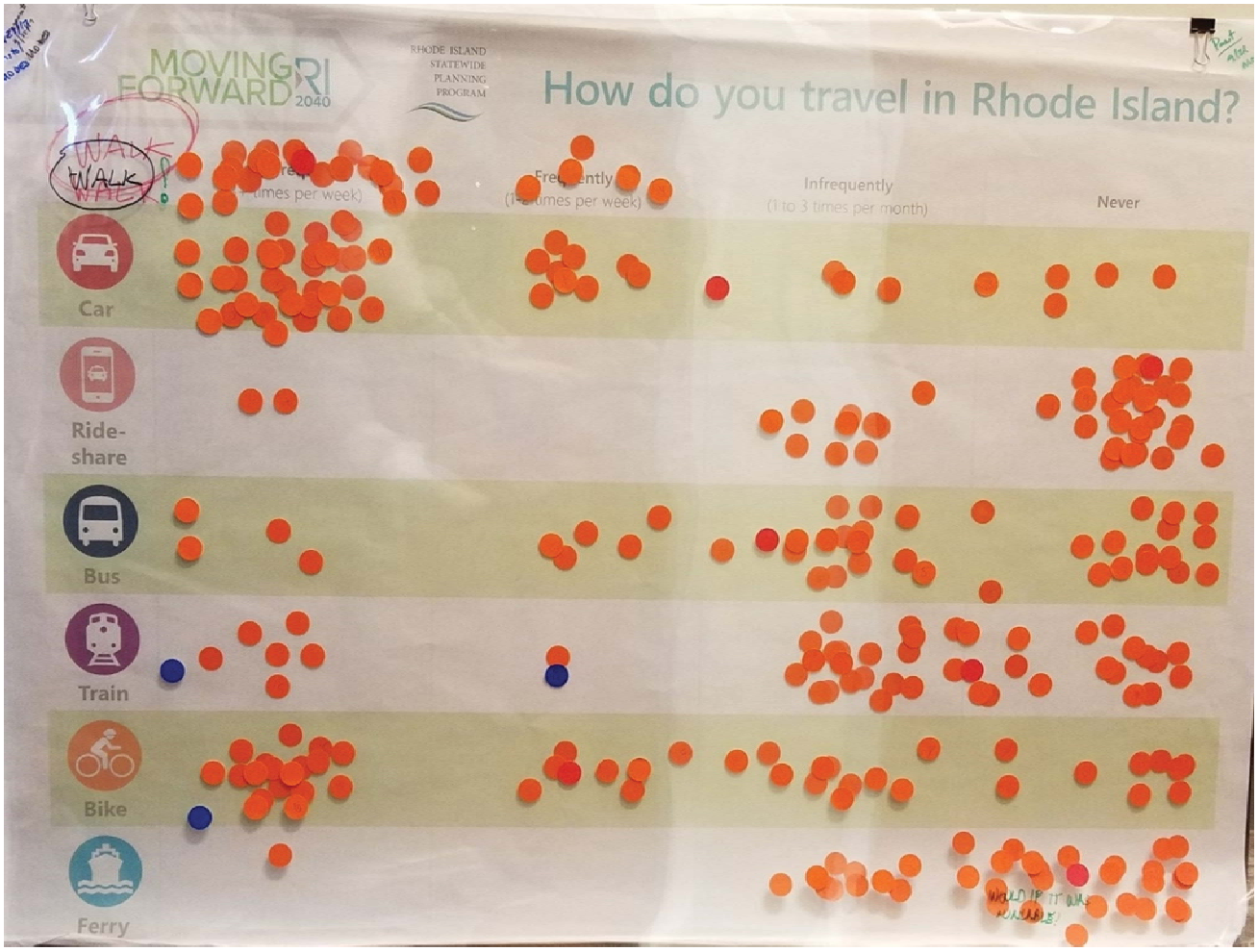


Figure 1 Bristol Public Workshop, September 28, 2017

How do you travel in Rhode Island?

Participants identified their use of each mode as one of the following frequencies: Most Frequently (greater than 3 times per week), Frequently (1-2 times per week), Infrequently (1-3 times per month), or Never

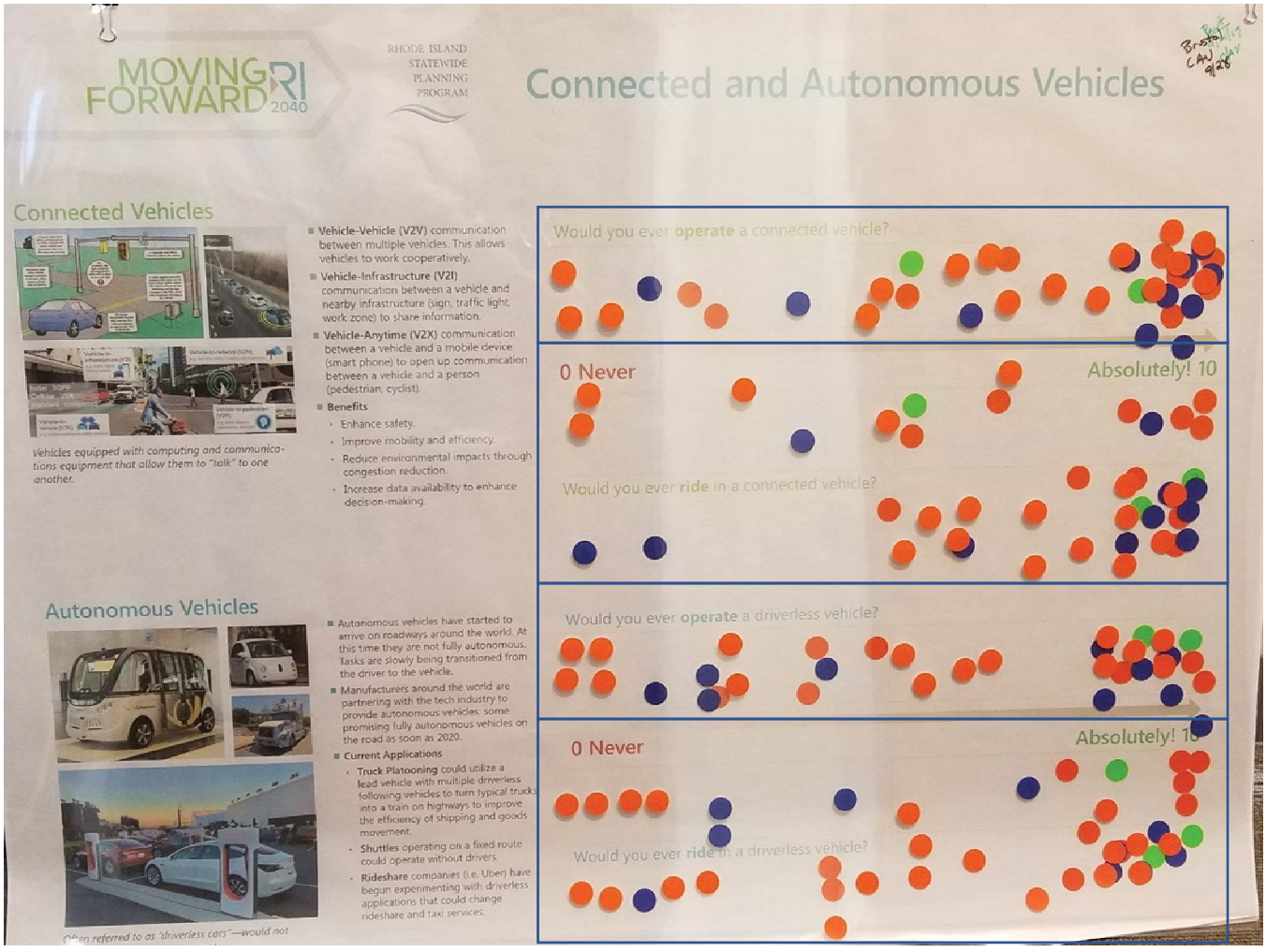
- Many workshop participants identified that they use a personal automobile very frequently to travel in Rhode Island. This was followed next by bicycle.
- Bus, train, and ferry use were most commonly used 'Infrequently'.
- It should be noted that ferry service is provided year round to Block Island and Prudence Island and seasonally between Providence and Newport; therefore, only specific populations would be able to use Ferry service Very Frequently or Frequently.
- Most participants indicated that they never use rideshare services.



Connected and Autonomous Vehicles

Participants identified how interested they would be in operating connected or driverless vehicles or riding in connected or "driverless vehicles".

- Through conversations with participants it was observed that most people were not aware of connected vehicles and prior to this discussion would not have distinguished them as different from autonomous or "driverless" vehicles, which are more commonly discussed in the media.
- Less familiarity with connected vehicles likely lead to a more mixed response to the thought of operating or riding in a connected vehicle.
- Through discussion, participants often voiced clear support or rejection of autonomous vehicles.
- Feedback from the dot voting exercise indicated that participants are mostly receptive to operating or riding in connected vehicles. However, participants showed more reservations to autonomous vehicles.



By 2040, transportation technology could…

A sample of some representative comments shared at this station is below.

- Make my commute effortless
- Be a distraction from emissions and traffic reduction of a good public and intermodal transit system
- Mean flying drone vehicles
- Be run on renewable energy
- Automatically correct course for accidents to reduce congestion at critical junctions

Station 3- Tell us about yourself

Two surveys were available for participants to answer, one concerning general transportation habits, behavior, and needs across all modes geared toward informing the Long-Range Transportation Plan and one specific to cycling habits, behaviors, and needs geared toward informing the Bicycle Mobility Plan. In addition to encouraging participants to answer the survey it has also been made available on the project website, socialized through twitter and facebook and distributed electronically with assistance from stakeholders.

As of October 4, 2017 the Long-Range Transportation Plan survey has been answered 60 times and the Bicycle Mobility Plan survey has been answered 115 times.



Figure 2 Narragansett Public Workshop September 25, 2017

Station 4- All about bikes

I use my bike to…

A sample of some representative comments shared at this station is below.

- Exercise/recreation
- Short commutes to the train station
- Explore the state
- Engage with the community
- Run Errands

Where's your comfort level?

Participants identified their level of comfort riding on various types of bicycle facilities on a scale from 0 (not comfortable) to 10 (comfortable). The colored dot used to by each participant indicates the individual's strength as a cyclist with red indicating someone is not confident. Confidence increased from red to yellow to green and to blue for the strongest cyclists.

Working from top to bottom, the facilities evaluated were: Two-way cycle track, Contraflow bicycle lane (opposing traffic), Buffered bicycle lane with vertical delineation, buffered bicycle lane, bicycle lane, bike sharrows (share the road), rural signed bicycle route, and urban signed bicycle route.

- The majority of participants would be comfortable using a two-way cycle track, buffered bicycle lanes with vertical delineators, and buffered bicycle lanes without vertical delineation.
- Contraflow bicycle lanes and typical bicycle lanes were found to be comfortable for over half of participants, and most participants indicated they were at least somewhat comfortable on each of these facilities.
- Many participants suggested they would be comfortable in a bicycle lane or a contraflow bicycle lane but feedback was mixed. RI has had little exposure to contraflow lanes, one recently opened in Central Falls.
- Comfort using shared bicycle facilities (sharrows) was mixed across all comfort levels.
- Signed bicycle routes (rural and urban) were found to be not comfortable by about half of participants.



Facility Type	TOTAL	Not Interested 0	1	2	3	4	Somewhat Comfortable 5	6	7	8	9	Comfortable 10
Two way	50	0	1	0	2	5	5	2	7	8	5	15
Contraflow	45	0	3	1	3	3	8	1	4	6	5	11
Buffered, Vertical delineation	48	0	0	0	2	4	2	0	0	9	11	20
Buffered bike lane	42	0	0	0	2	5	3	3	3	5	7	14
Bike Lane	46	0	0	1	2	7	6	4	6	7	3	10
Bike Sharrows	48	0	6	4	6	8	9	1	5	2	2	5
Rural Signed route	50	1	9	10	1	7	11	2	3	3	1	2
Urban signed route	50	0	14	9	2	9	7	0	1	3	2	3

I would like to use my bike to…

A sample of some representative comments shared at this station is below.

- Commute to work
- Make connections to peak trains on Amtrak and MBTA
- Ride on safer and contiguous bike infrastructure
- Recreation/exercise
- Explore the state (including the beaches and coast)

Network gaps and needs

Finally, participants were given an opportunity to illustrate and comment on network gaps, needs, and opportunities on statewide maps. The five county maps used for this exercise are attached to this deliverable.

Station 5- All aboard!

Public Transportation is…

A sample of some representative comments shared at this station is below.

- Essential but network can be improved (route coverage and frequency)
- Not very popular
- Freedom from having to drive and park
- Essential to reducing greenhouse gas emissions and climate change impacts
- Needed in Washington County
- Unknown by many- need more public awareness i.e. 6 o'clock news, MBTA commuter line



I would like to use public transportation to…

A sample of some representative comments shared at this station is below.

- Reduce car dependency
- Light rail in Providence and surrounding towns
- In general more ferries crossing the Bay from east to west, north to south
- Hop on/hop off bus in Providence for winter nights out.
- Expand my choices
- Serve health centers, put health clinics on transit routes

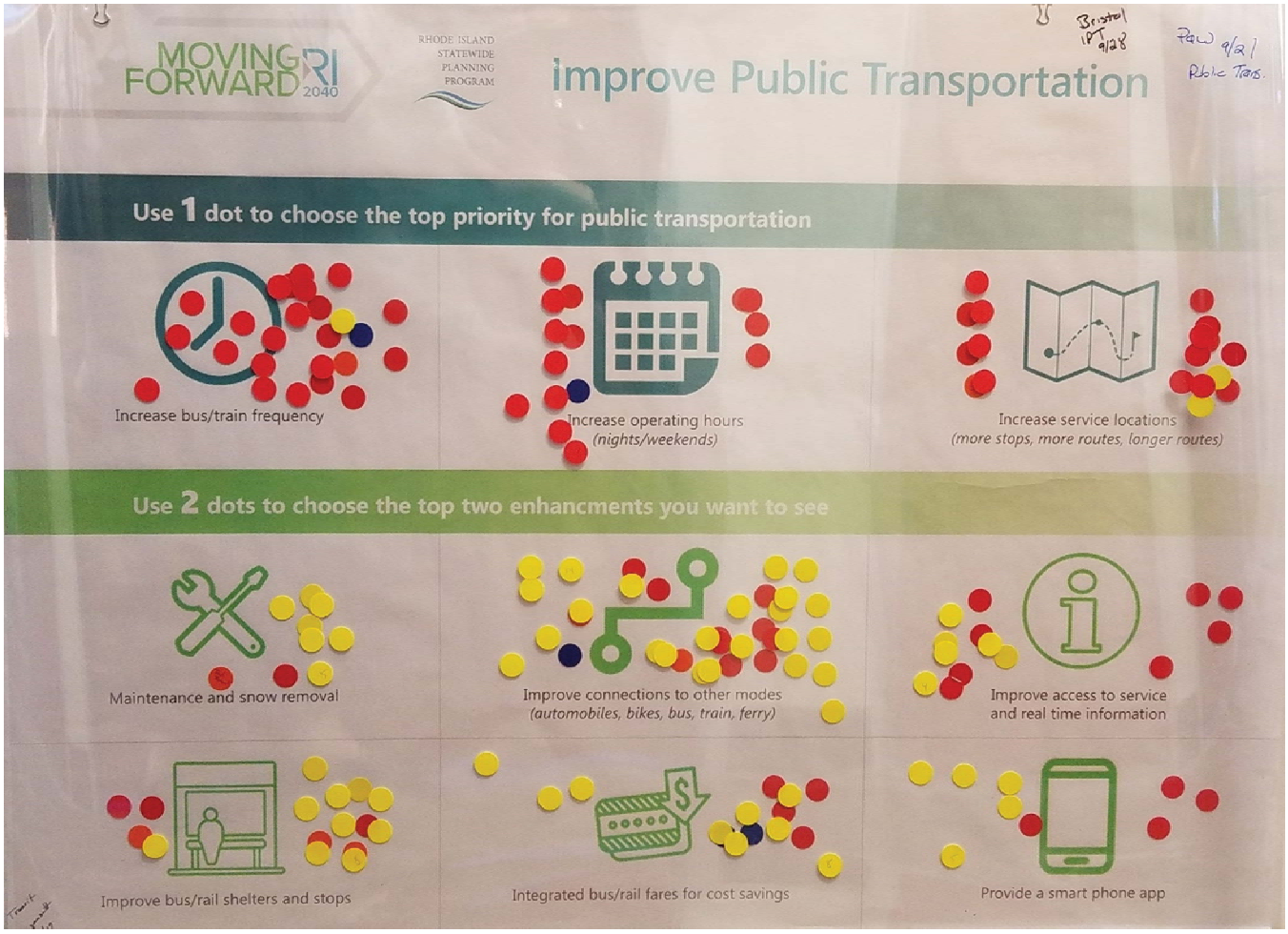
Network gaps and needs

Finally, participants were given an opportunity to illustrate and comment on network gaps, needs, and opportunities on a statewide map. The map used for this exercise is attached to this deliverable.

Improving Public Transportation

Participants identified how they would improve public transportation service and amenities through dot voting and discussion with facilitators.

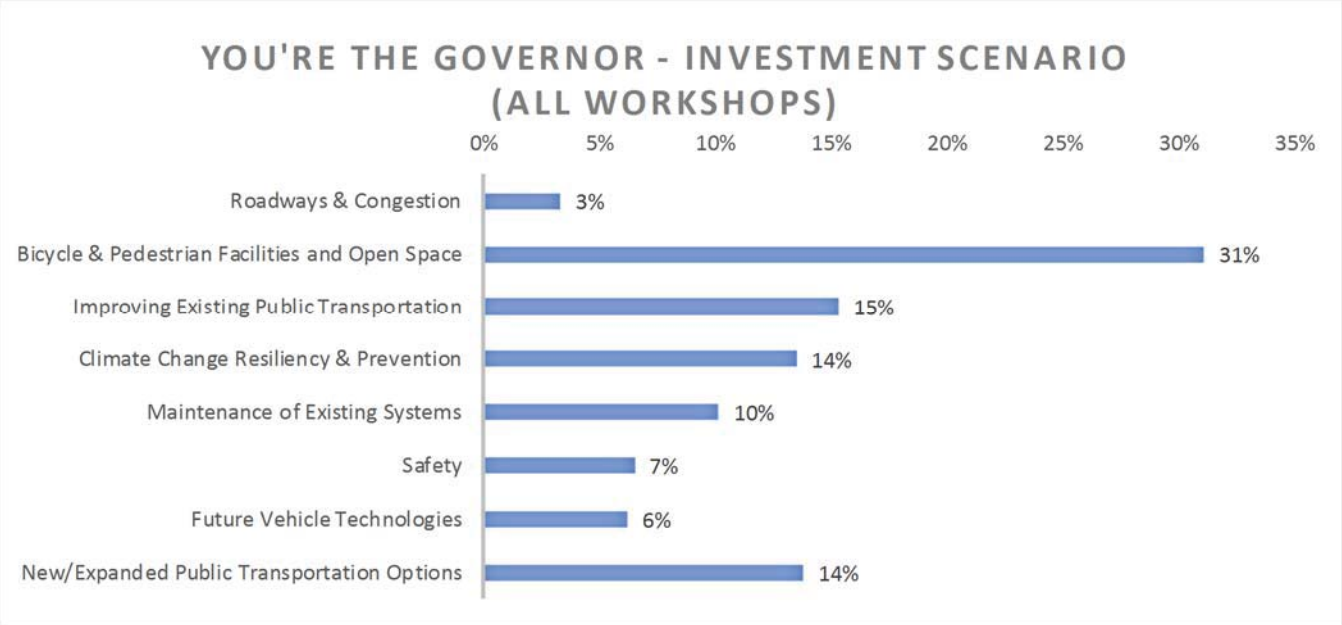
- Increasing service frequency was the most common top priority identified.
- Improving intermodal connections was the top enhancement identified by participants while improved access to information, improved bus shelters and stops, and integrated fares all ranked closely as a second priority. Maintenance/snow removal and a smart phone application ranked as the lowest priorities.
- New public transportation hubs, where riders could access major residential and employment areas were a commonly identified need.
- Improved access to rural communities through some form of public service
- Improving linkages during planning between housing and transportation to ensure adequate access by public transportation.



Station 6 - You're the Governor

This station challenges participants to choose between various transportation needs by investing in each improvement in a fiscally constrained exercise

- Bicycle and pedestrian needs ranked highest with 31 percent of funds.
- Improving existing public transportation and expanded public transportation received 15 percent and 14 percent respectively, summing to 29 percent of funds.
- Climate change and resiliency received 14 percent of funds.



If I were Governor I would build…

A sample of some representative comments shared at this station is below.

- Connections from neighborhoods to shopping/businesses
- Ride the Bus campaign to increase ridership
- Dedicated right-of-way for bikes/pedestrians/bus- shifted over from roads
- Convene stakeholders to get sidewalks and bus stops cleared of snow
- Pedestrian district in Providence
- Enforce speeding violations and improve pedestrian safety
- A southern bus hub that allows folks of all incomes the freedom to work and travel freely
- Additional pathways specifically to ease congestion south of Providence during rush hour
- Improve safety and comfort for non-automobile traffic

Station 7- What are your Transportation Goals?

The final comment board gave participants an opportunity to share any remaining thoughts that had not been addressed at prior stations and encourages everyone to think toward the future of the big picture of transportation. Finally, this station tries to connect with the public online to keep the conversation going. Key takeaways from this station are summarized below.

What are your Transportation Goals?

A sample of some representative comments shared at this station is below.

- Connectivity with no congestion (roads, bridges for bikes, cars, etc.)
- Walkable communities
- Safer mobility
- Reduce environmental impacts
- Car-free future
- More bike friendly businesses
- Expanded routes in the northern and western parts of Rhode Island
- Safe comprehensive RI Intermodal transit system



Attendees were encouraged to visit the project website www.PlanRI.com or to contact the project lead if they have any questions or additional comments.



Long Range Transportation Plan & Bicycle Mobility Plan

Discovery Workshop Summary

October 2017

September Discovery Workshops

MOVING FORWARD RI 2040

Stations

Station 1 – Why are you here?

Learn more about RI Moving Forward and how you can help us.

Station 2 – Choices, Choices...

Transportation is full of choices. Learn more about your options—including some you didn't know you had.

Station 3 – Tell us about yourself

Take a few minutes to take our transportation survey.

Station 4 – All about bikes

A station dedicated to cycling in Rhode Island.

Station 5 – All aboard!

Share your thoughts on public transportation in Rhode Island.

Station 6 – You're the Governor

How would you spend your money on transportation?

Station 7 – What are your #TransportationGoals?

Share your goals here or on social media to keep the conversation going.

Station 1 – Why are you here?













Station 2 – Choices, Choices



- Many workshop participants identified that they use a personal automobile very frequently to travel in Rhode Island. This was followed next by bicycle.
- Bus, train, and ferry use 'Infrequently'.
- Most participants indicated that they never use rideshare services.

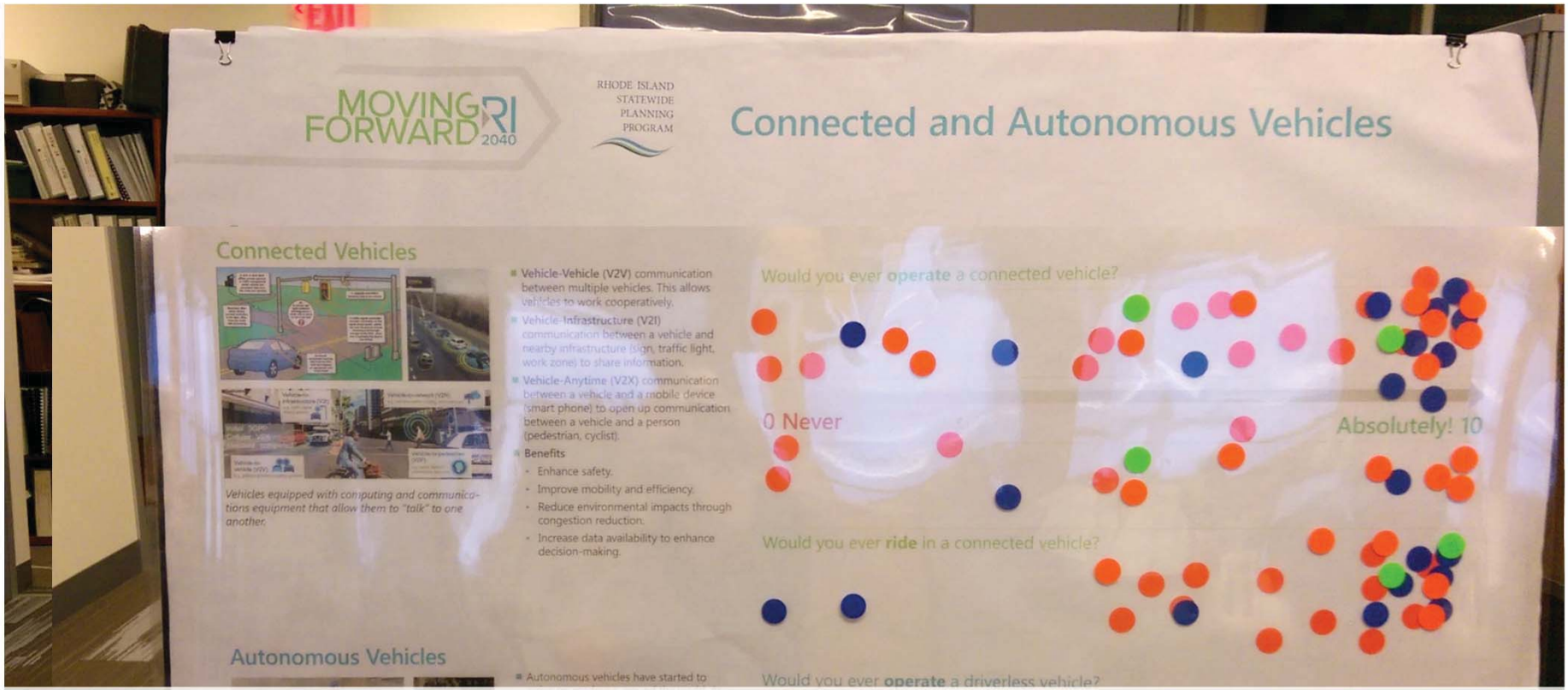
MOVING FORWARD RI 2040

RHODE ISLAND STATEWIDE PLANNING PROGRAM

My commute is...

- Short, but frustrating- lots of congestion on 95
- Quick ride down I-95. Would love more bike/bus options
- Bike to train station, train to Boston. Wish I had bus option when it rains or when working late. Bus schedule is limited.
- Walking/taking RIPTA, about ½ hour
- Drive solo only 5 miles. Should but don't bike more. Downtown traffic
- MBTA to Boston
- Work from home in Pawtucket
- Mostly walking with some biking (where its flat) and Lyft when it's over 2 miles. I wish I took the bus more often!
- Too hilly to bike
- I'm a lucky one… 5-minute commute by bike on bike path! "Be the change you want to see".
- 45 minutes driving to Providence, 1 hour driving home by car but I would love to take the bus to North Kingstown and Providence
- Too unpredictable
- Is it worthwhile to use smaller buses rather than huge (i.e. 1 size does not fit all or cost is prohibitive)
- Slow, unbearably long
- A delightful 10 minute bike ride punctuated by 2 minutes of horror on Elmwood Ave.
- Trips to Providence during rush hour are exhausting

Station 2 – Choices, Choices



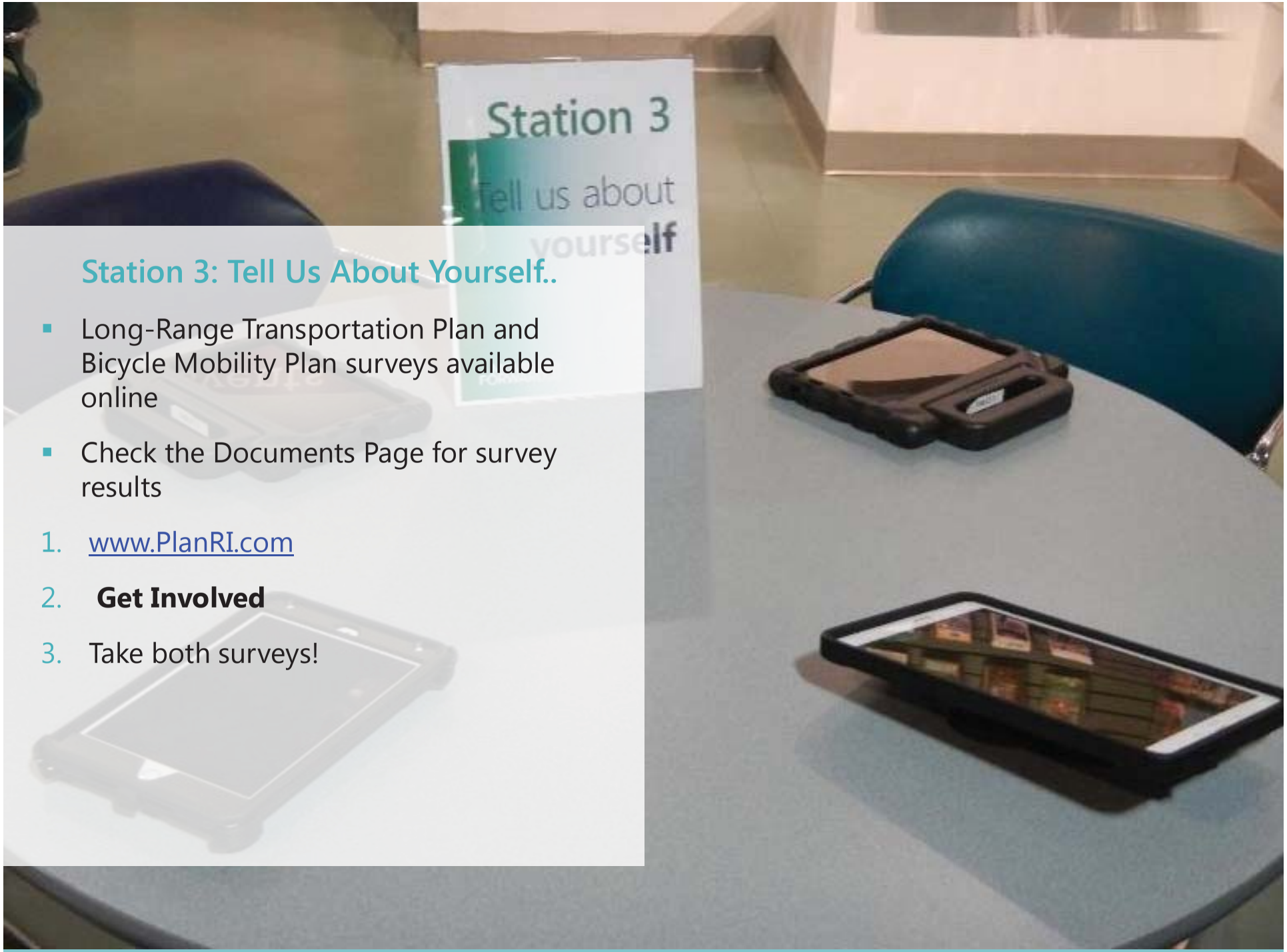
- Most people were not aware of connected vehicles and would not have distinguished them as different from autonomous or "driverless" vehicles.
- Less familiarity with connected vehicles resulted in a mixed response to operating a connected vehicle.
- No grey area….participants noted either total support or total rejection of driverless vehicles.
- Participants are mostly receptive to operating or riding in connected vehicles. However, more reservations toward driverless vehicles.

MOVING FORWARD RI 2040

RHODE ISLAND STATEWIDE PLANNING PROGRAM

By 2040, transportation technology could...

- Make my commute effortless
- Be a distraction from emissions and traffic reduction of a good public and intermodal transit system
- Eliminate traffic crashes and deaths/injury
- Enable much more connectivity transit hubs
- Keep transportation moving
- Prioritize ped, bike, bus and lights on roads
- Reduce the demand for parking and free up land for parks and development opportunities
- Reduce greenhouse gas emissions
- Electric bicycles
- Make more use of ferries to Providence- get people off the road and into beauty
- Be run on renewable energy
- Be driverless
- Be the end of single occupancy autos
- Improved traffic flow
- No one will own cars- just call to have one bring you where you want to go
- Be flying drone vehicles

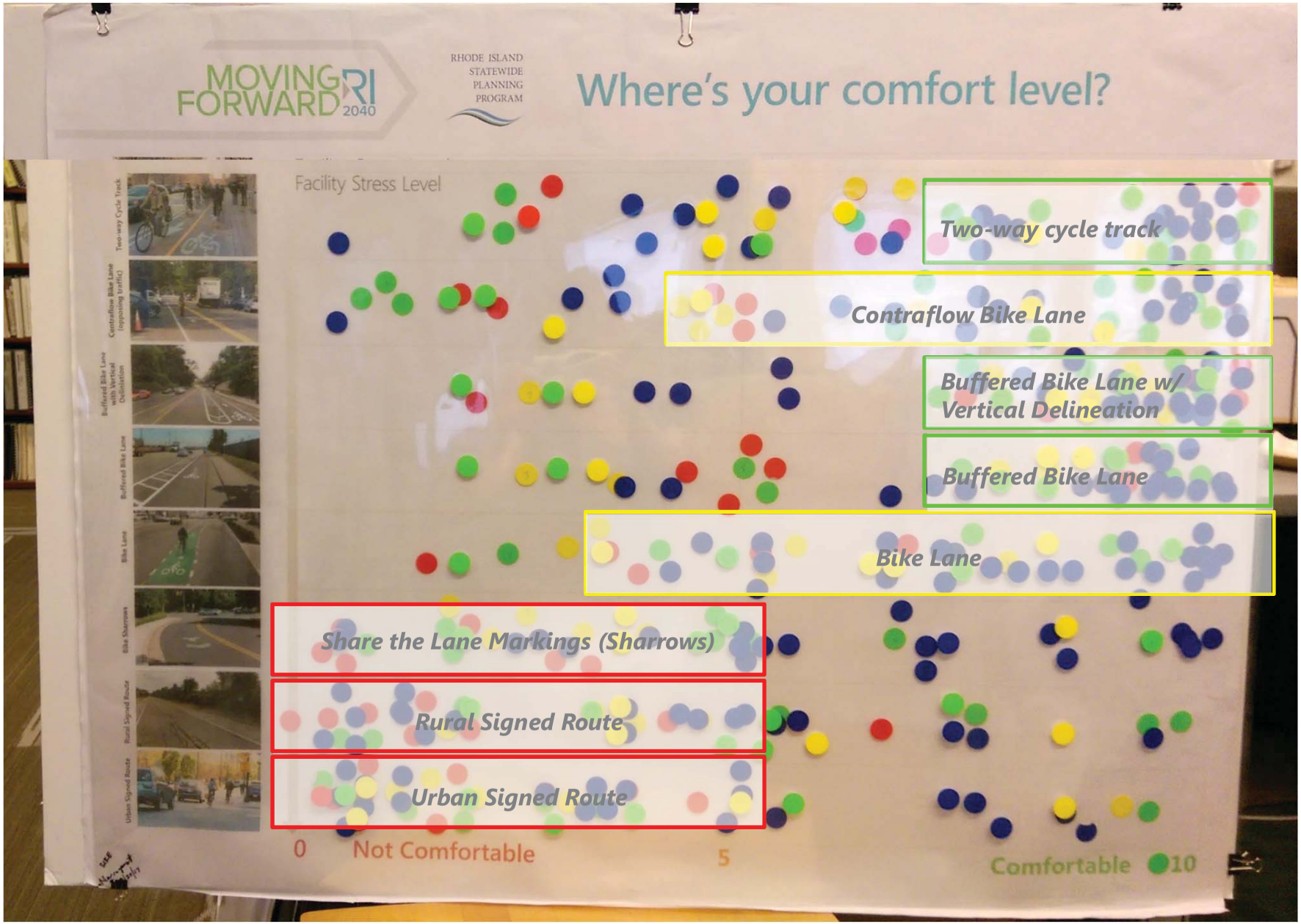


Station 3: Tell Us About Yourself..

- Long-Range Transportation Plan and Bicycle Mobility Plan surveys available online
- Check the Documents Page for survey results

1. www.PlanRI.com
2. **Get Involved**
3. Take both surveys!

Station 4 – All about bikes



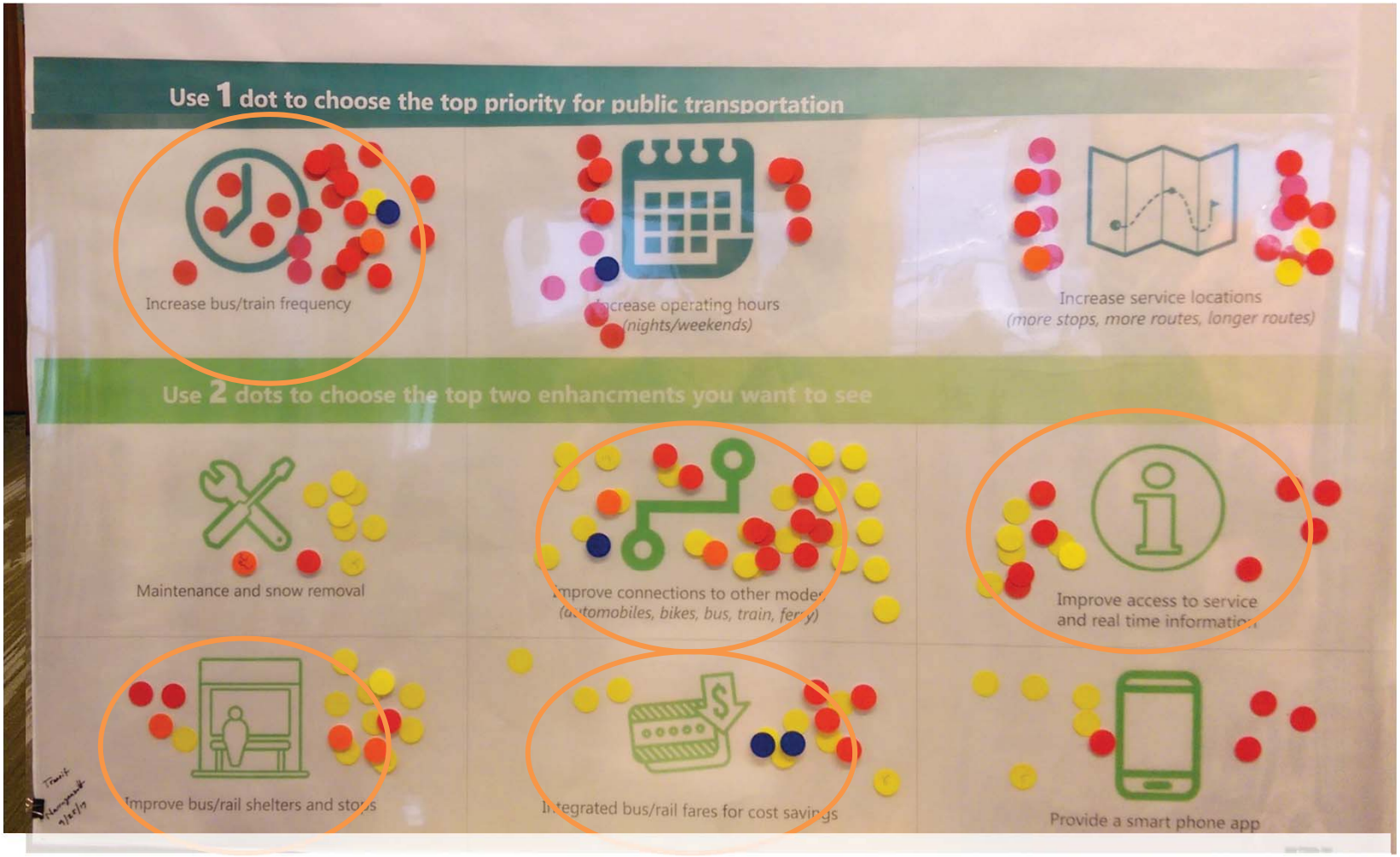
MOVING FORWARD RI 2040

RHODE ISLAND STATEWIDE PLANNING PROGRAM

I would like to use my bike to...

- Get more kids off the bus or car and pedaling or walking to school
- Explore this gorgeous state!
- Teach others how to stay healthy and fit.
- Run errands or get to work
- Make me healthy
- Ride my bike to work more
- Bike to local paths, local shops, recreate, enjoy nature, to great eateries, local events
- Errands if communities were smaller, stores closer
- Get on peak trains on Amtrak and MBTA
- Connect EBBP to Mt. Hope Bridge
- Use rail line from Fall River, MA to Newport (rails to trails)
- Ride everywhere- but feel safe doing it!
- Go from Narragansett to Newport. Create bike paths or bike lanes on the 2 bridges.
- Ride to work
- Ride an entire loop around the State: from Newport to Bristol to Providence to Narragansett to Jamestown back to Newport
- Ride to Newport and Cape Cod using the Tiverton Bike Path (Greenway)!!!
- Safely transit around RI
- Ride on Tiverton Bike Path

Station 5 – Improving Public Transit



- New public transportation hubs, where riders could access major residential and employment areas were a commonly identified need.
- Improved access to rural communities through some form of public service
- Improving linkages during planning between housing and transportation to ensure adequate access by public transportation.

MOVING FORWARD RI 2040

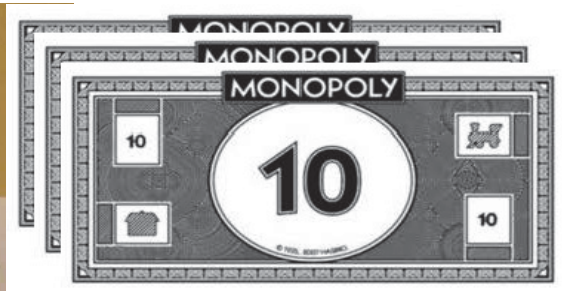
RHODE ISLAND STATEWIDE PLANNING PROGRAM

I would like to use public transportation to...

- Reduce my car use
- Provide light rail in Providence and surrounding towns
- Promote the use of more sustainable travel alternatives
- Increase choices for people to get where they need to go, especially for an aging population that wants to maintain independence but should be driving anywhere
- Improve the quality of life in our cities, and increase opportunities for people to interact with our diverse populations
- Greatly expand my choices
- Align public/affordable housing money with transit. Make sure there is transit and sidewalks near housing
- Ride the Wickford Train on weekends.
- Need year round Newport to Providence ferry
- In general more ferries crossing the Bay from east to west, north to south, particularly in the upper bay.
- Get around RI w/out a car- intermodal in all ways
- Get from Newport to Washington County efficiently by bus (or train!) and by bike (bike path on the Pell Bridge)
- Hop on/hop off bus in Providence for winter nights out.

Station 6 – You're the Governor





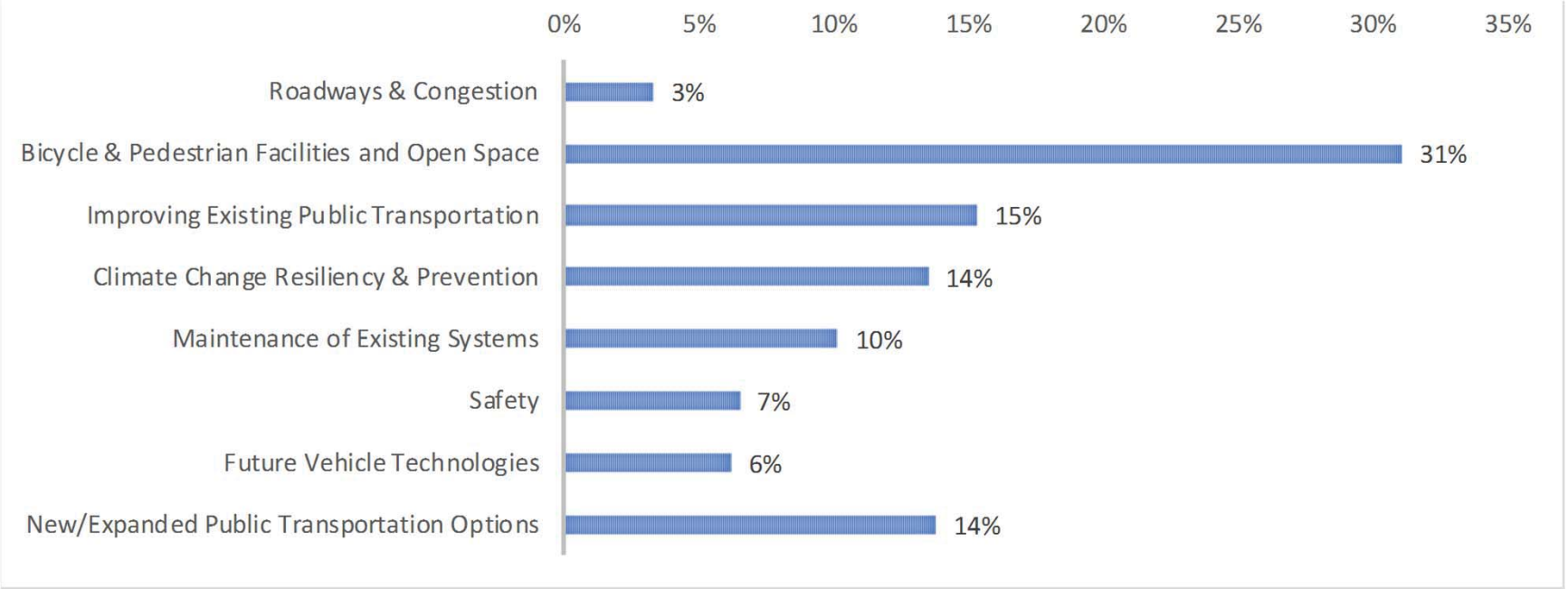




Station 6 – You're the Governor

You're the Governor Investment Station - All Workshops

#	Category	Pawt	Narr	Bristol	Total	
1	Roadways & Congestion	$120	$70	$30	**$220**	3%
2	Bicycle & Pedestrian Facilities and Open Space	$730	$510	$810	**$2,050**	31%
3	Improving Existing Public Transportation	$660	$150	$200	**$1,010**	15%
4	Climate Change Resiliency & Prevention	$430	$280	$180	**$890**	14%
5	Maintenance of Existing Systems	$270	$190	$210	**$670**	10%
6	Safety	$180	$120	$130	**$430**	7%
7	Future Vehicle Technologies	$140	$110	$160	**$410**	6%
8	New/Expanded Public Transportation Options	$440	$290	$180	**$910**	14%
		$2,970	**$1,720**	**$1,900**	**$6,590**	100%



MOVING FORWARD RI 2040

RHODE ISLAND STATEWIDE PLANNING PROGRAM

If I were Governor, I would build...

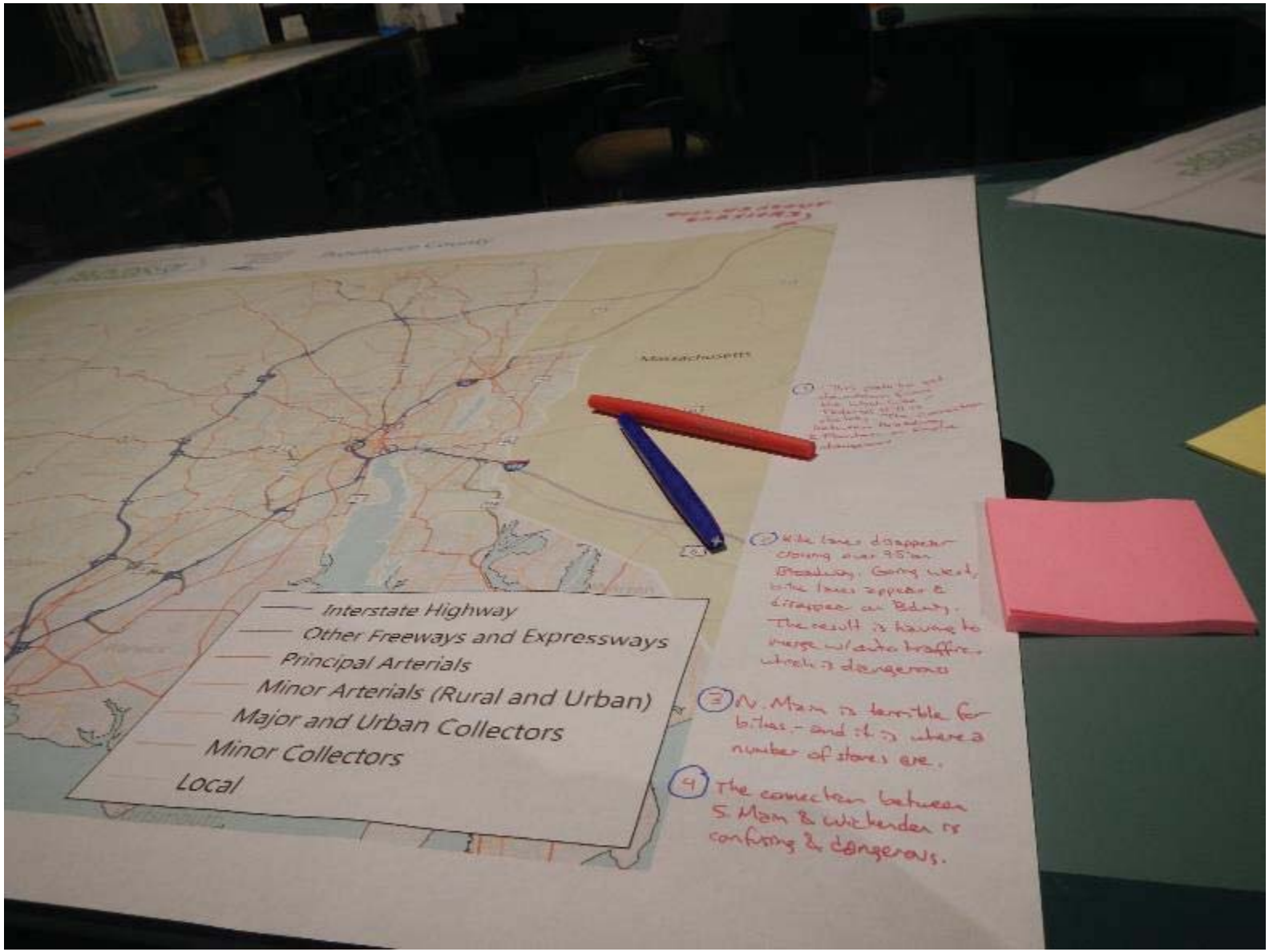
a Southern Bus Hub that allows folks of all incomes the freedom to work

less re-development + more eco-systems along our coastline (dunes, etc.)

Climate change protection/resiliency

- Connections from neighborhoods to shopping/business
- Build an intra-state rail system
- Create a Ride the Bus campaign to encourage bus riding
- Electric ferry service on the upper Bay (Providence, Quonset, Bristol, Barrington….)
- Build a system of rapid bus transit throughout the State
- Convene stakeholders to get sidewalks and bus stops cleared of snow
- Create open spaces and green spaces that draw people to them
- A southern bus hub that allows folks of all incomes the freedom to work and travel freely
- Bike paths leading to all the Charlestown Beaches and all beaches on the southern coast to connect with safe roadways
- More bridge cross-over bike/walk accessibility
- Climate change protection/resiliency
- Carpool/HOV lanes on I-95, Route, 4, Route 1
- The Mount Hope Bay Greenway Bike/Pedestrian rail trail (Sakonnet bridge to MA sate line)
- Intermodal System/Stations around RI
- Connect East Bay Bike Path to Blackstone, West Bay paths. (Bristol through Providence to Narragansett)
- A public/private funded train system (subway or light rail) to reach major cities and Providence commuters

Station 7 – What are your transportation goals?



MOVING FORWARD RI 2040

RHODE ISLAND STATEWIDE PLANNING PROGRAM

What are your #TransportationGoals?

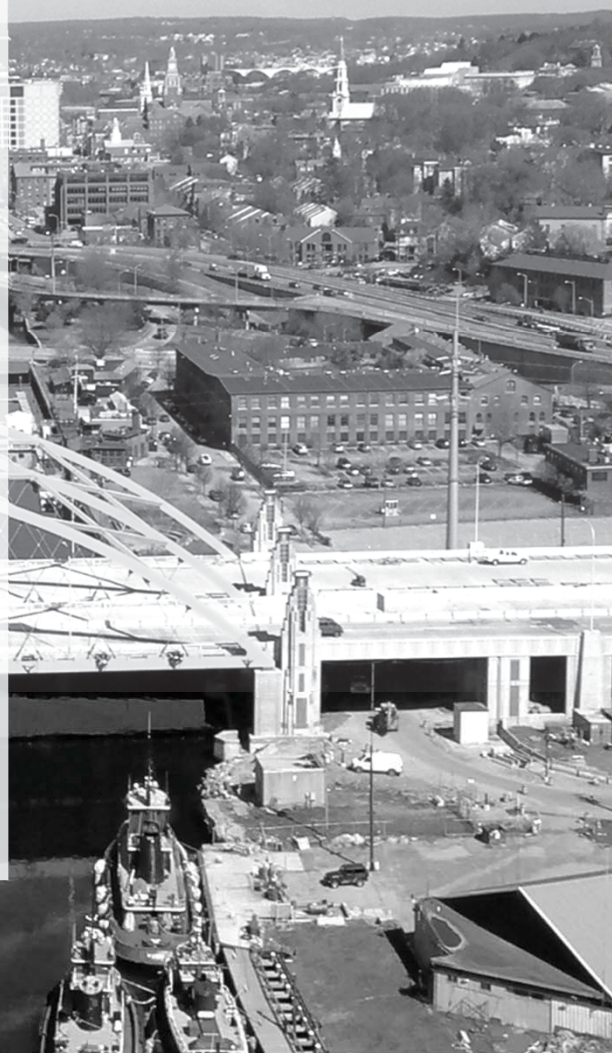
Share your *#TransportationGoals* with us here, on Facebook, and on Twitter.

Don't let the conversation end here!

- Connectivity with no congestion (roads, bridges for bikes, cars, etc.)
- Economic development/transit oriented development
- Revitalize Narragansett Bay as RI asset
- Walkable communities
- I want to be able to safely bike in the city I live in
- Transit seen as an economic, environmental and mobility opportunity
- Reduce carbon emissions
- Bike paths that connect to one another and to cities
- Maintain what you build. Project management is cheaper than new.
- Prioritize complete streets
- Increase by 50% the number of school age children biking and walking to/from school
- Commuter rail that is state run, more frequent, and State-wide
- Network of charging stations for electrical vehicles
- Safety- distracted driving/biking
- More use of technology to enforce driving laws e.g., speed cameras on Pell Bridge
- Educated driving public: safety, distracted driving, public transportation
- More sustainable transportation
- A self-driving electric carshare

Project Next Steps

- Public Outreach
  - Farmers Markets
    - 10/12/2017-Armory
    - 10/22/2017-Slater Park
  - Aquidneck Island "One Island" Meeting (10/12/2017)
  - Stakeholder Topic Area groups - October/November
  - Baseline Conditions Reporting - November
  - Trends Analysis – November
  - Round 2 Public Workshops - January





Long Range Transportation Plan & Bicycle Mobility Plan

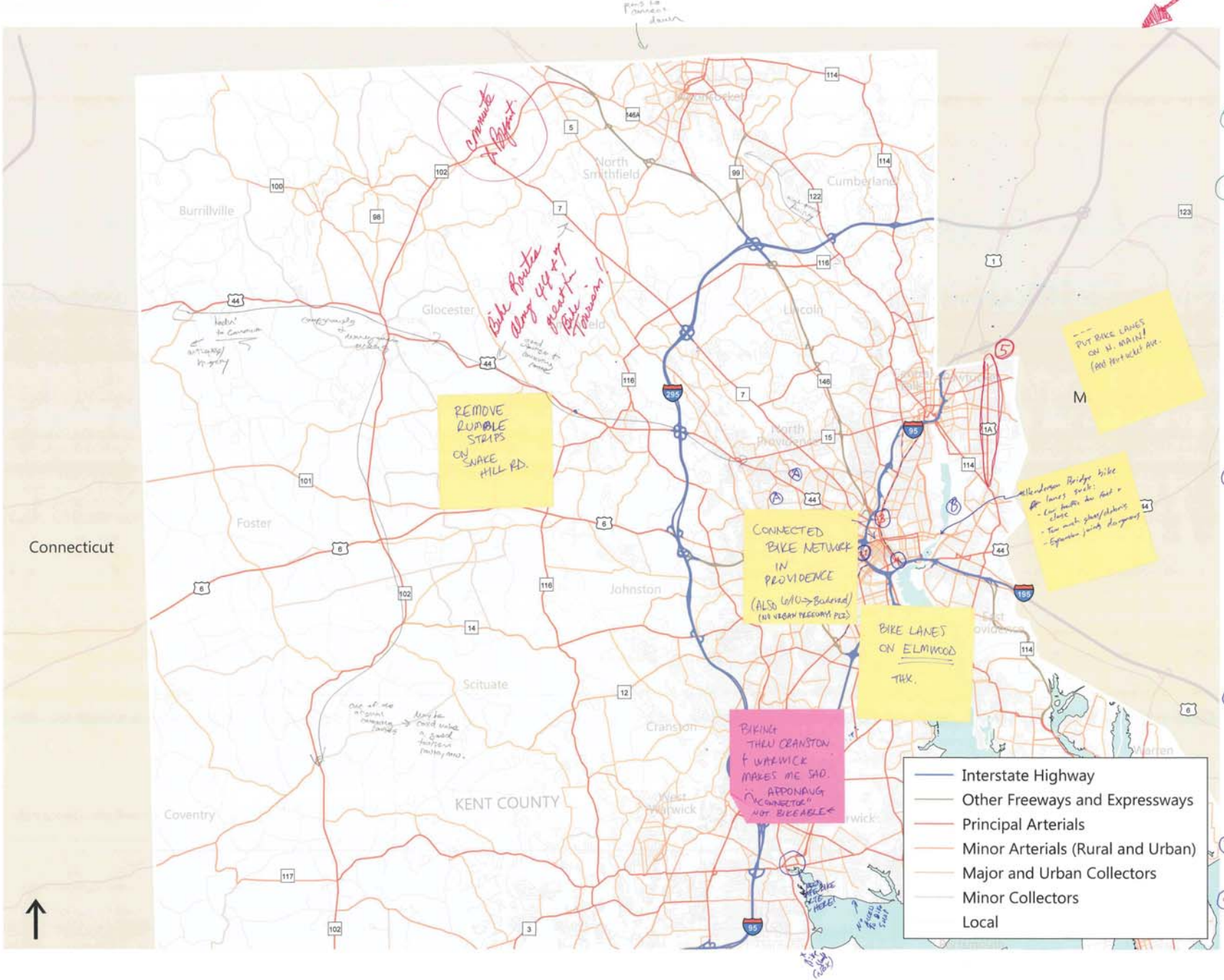
Discovery Workshop Summary

October 2017

MOVING FORWARD RI 2040

RHODE ISLAND STATEWIDE PLANNING PROGRAM

Providence County



Bike path on all of N. Main in PVD. tons of room and cars drive too fast

RT 146 Sayles Hill Rd/146 Interchange Remove Light limit access to Improve Rd Safety Sayles Hill Rd N to 146

RT 114 No Bike lanes Small Shoulder

(5) Can't bike safely at all on Newport Ave pawtucket

(B) Consider E. Bay Path to Pawtucket connection along East Prov waterfront as it develops

(A) develop bike (mostly on-road) infrastructure to access colleges, RIC, PC, with many protected uses. Consider bike/ped bridge across Woonasquatucket River in Atlantic area

(1) This path to get downtown from the West Side / Federal Hill is sketchy. The connection between Broadway & Fountain on Empire is dangerous

East Bay Bike Path to 10 mile freeway - Mode Mixing

(2) Bike lanes disappear crossing over 95 on Broadway. Going west, bike lanes appear & disappear on Bdwy. The result is having to merge w/ auto traffic, which is dangerous

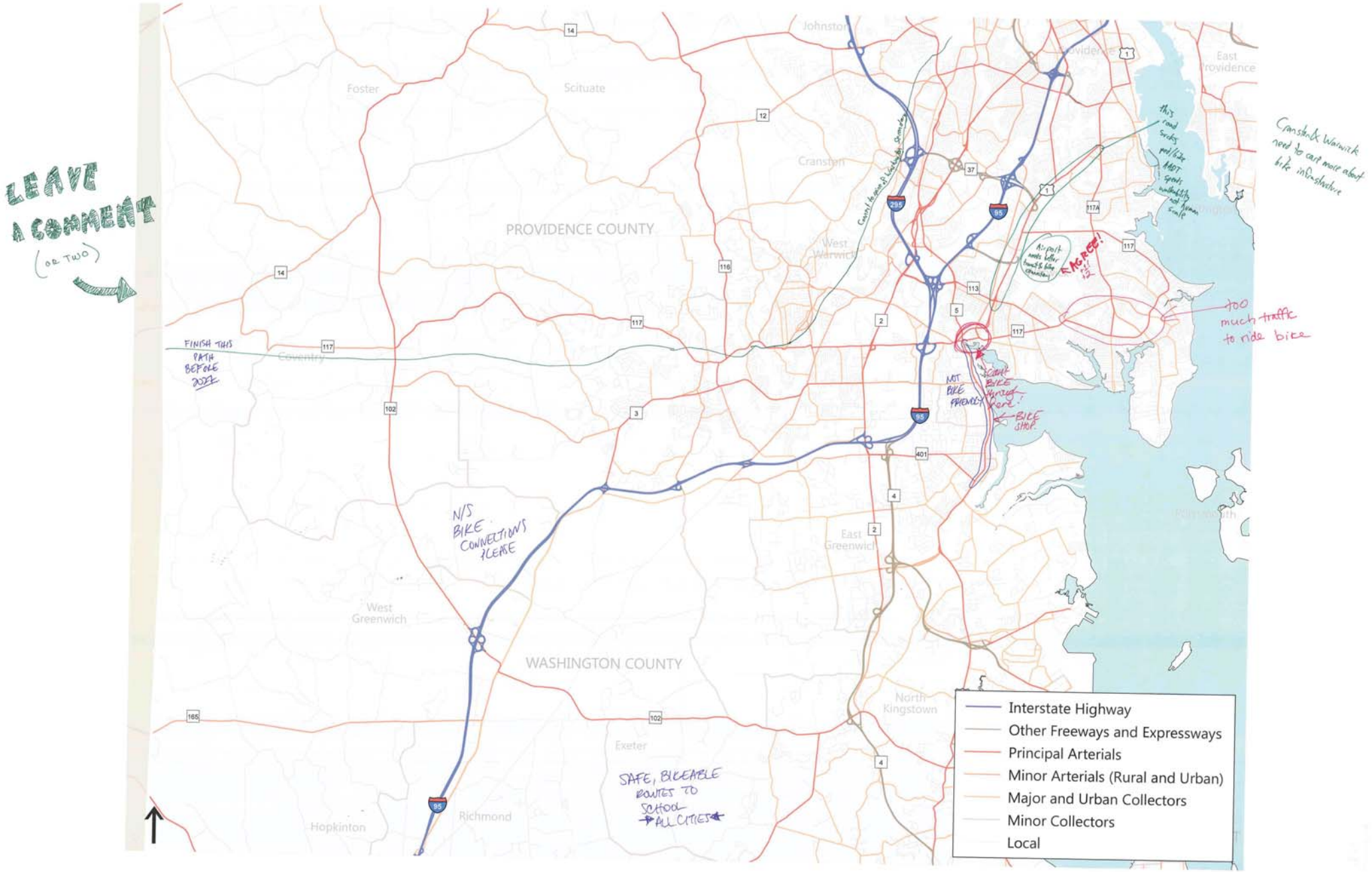
(3) N. Main is terrible for bikes - and it is where a number of stores are.

(4) The connection between S. Main & Wickenden is confusing & dangerous.

MOVING FORWARD RI 2040

RHODE ISLAND STATEWIDE PLANNING PROGRAM

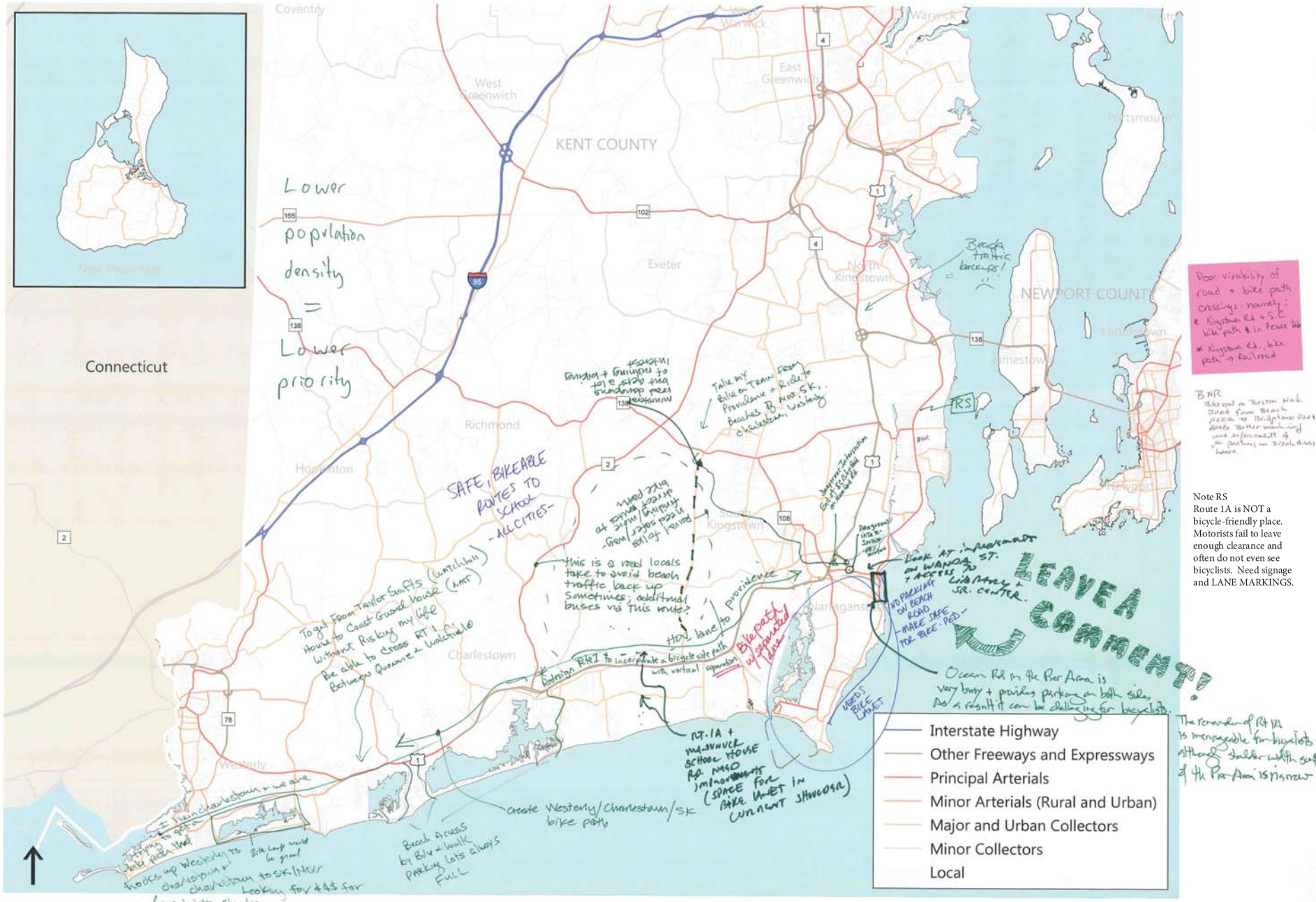
Kent County



MOVING FORWARD RI 2040

RHODE ISLAND STATEWIDE PLANNING PROGRAM

Washington County



Poor visibility of road + bike path crossings - namely:
* Kingstown Rd + S.E. bike path & in Peace Dale
* Kingstown Rd., bike path & Railroad

BNR
Bike route on Boston Neck Road from Beach Pond to Bridgetown Road already. Better wayfinding could be achieved if the Beaches in Brook Area knew.

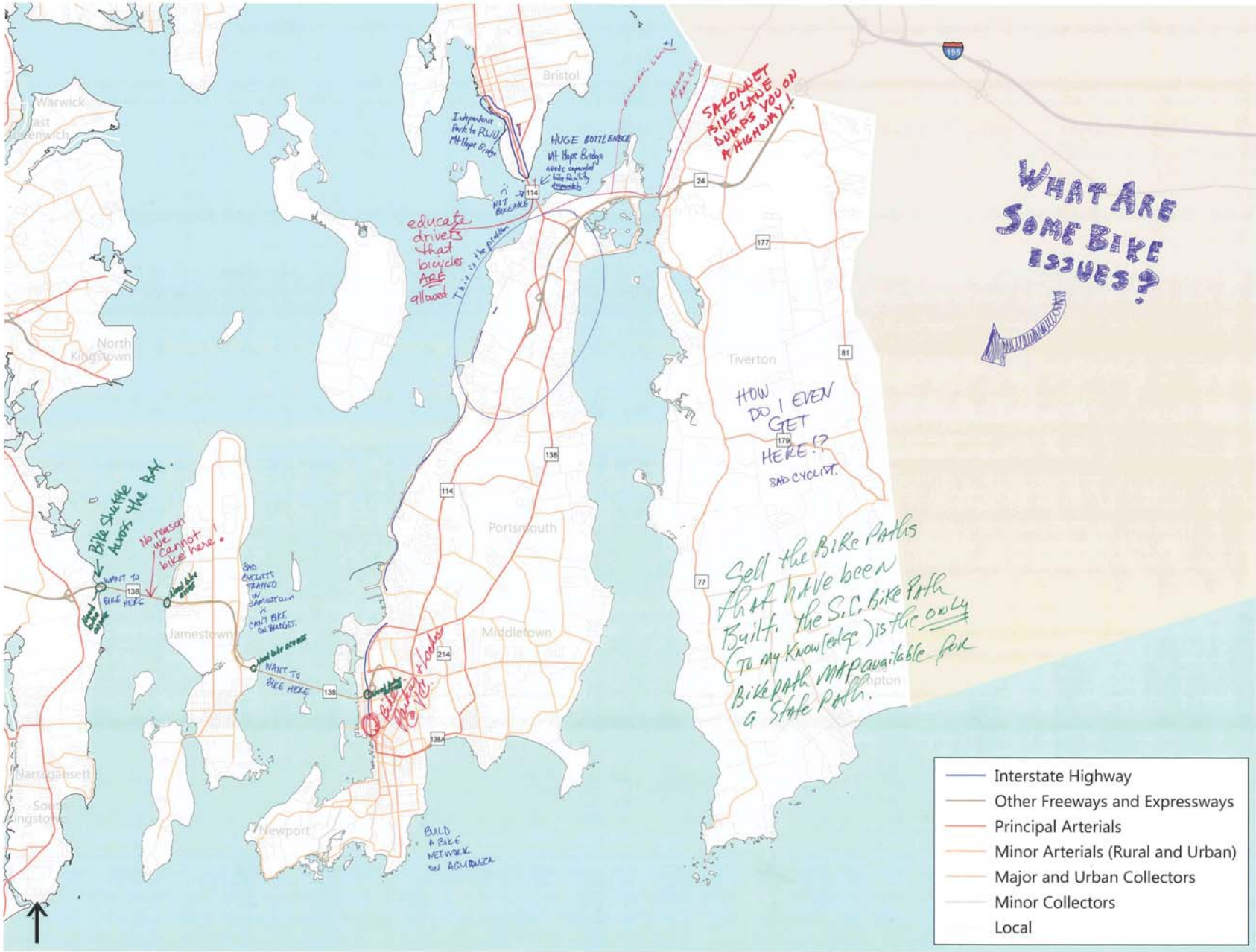
Note RS
Route 1A is NOT a bicycle-friendly place. Motorists fail to leave enough clearance and often do not even see bicyclists. Need signage and LANE MARKINGS.

The remainder of Rt 1A is manageable for bicyclists although shoulder width south of the Pier Area is narrow

MOVING FORWARD RI 2040

RHODE ISLAND STATEWIDE PLANNING PROGRAM

Newport County



~~I Agree.~~

1- Agreed. Bike lane on Hope St. at Bristol is non-existant. ~~too~~ I bike everyday but I turned around here bc. it was too dangerous.

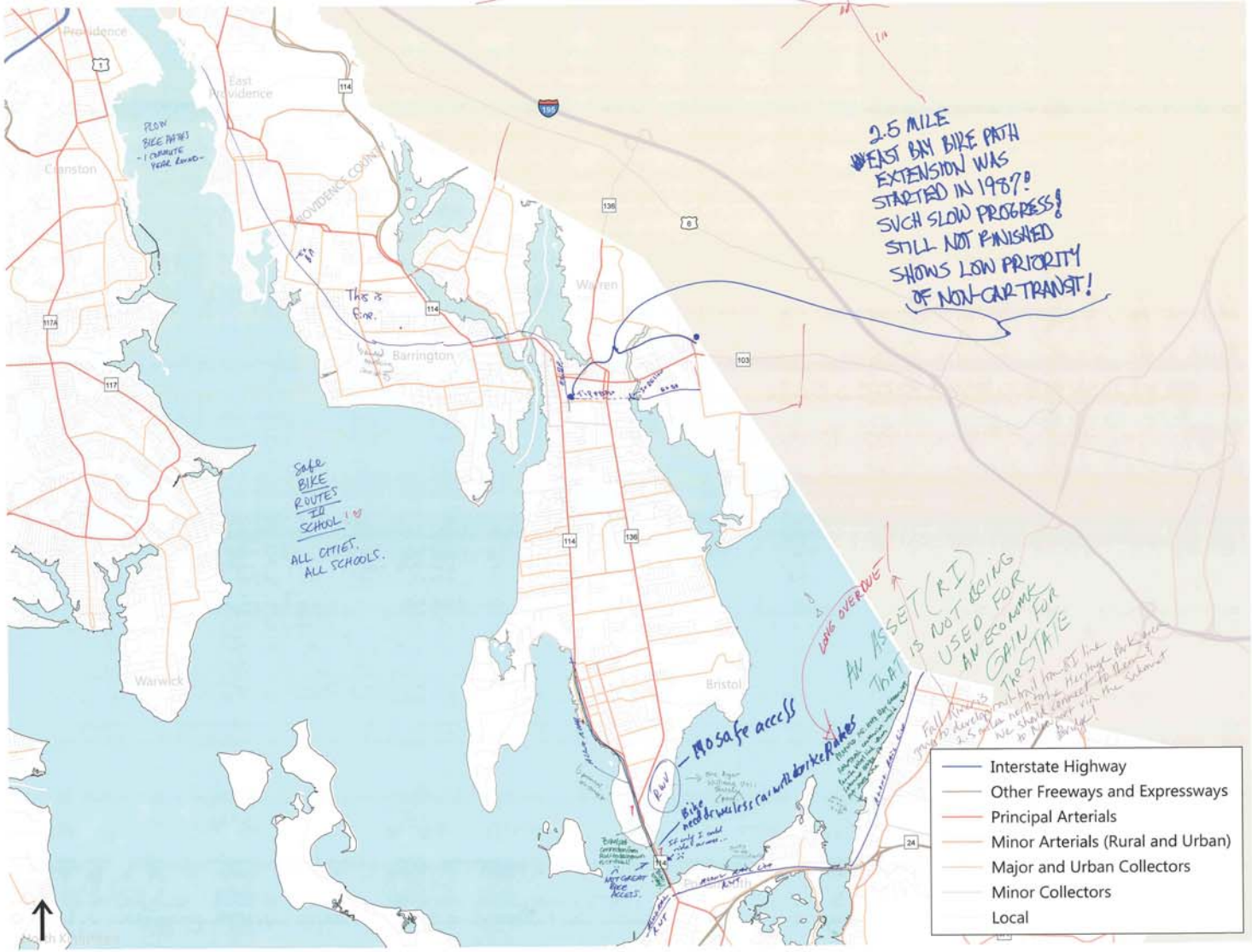
- MORE FREQUENCY AND LATER INTO THE EVENING AVAILABILITY FOR BUSES TO GO TO SOUTH KINGSTOWN TO NEWPORT.
- SWITCH LAST STOP ON BUS ROUTE FROM SK-P GATEWAY TO GATEWAY BEING 1st STOP INTO NEWPORT.

MOVING FORWARD RI 2040

RHODE ISLAND STATEWIDE PLANNING PROGRAM

Bristol County

WRITE ON ME!

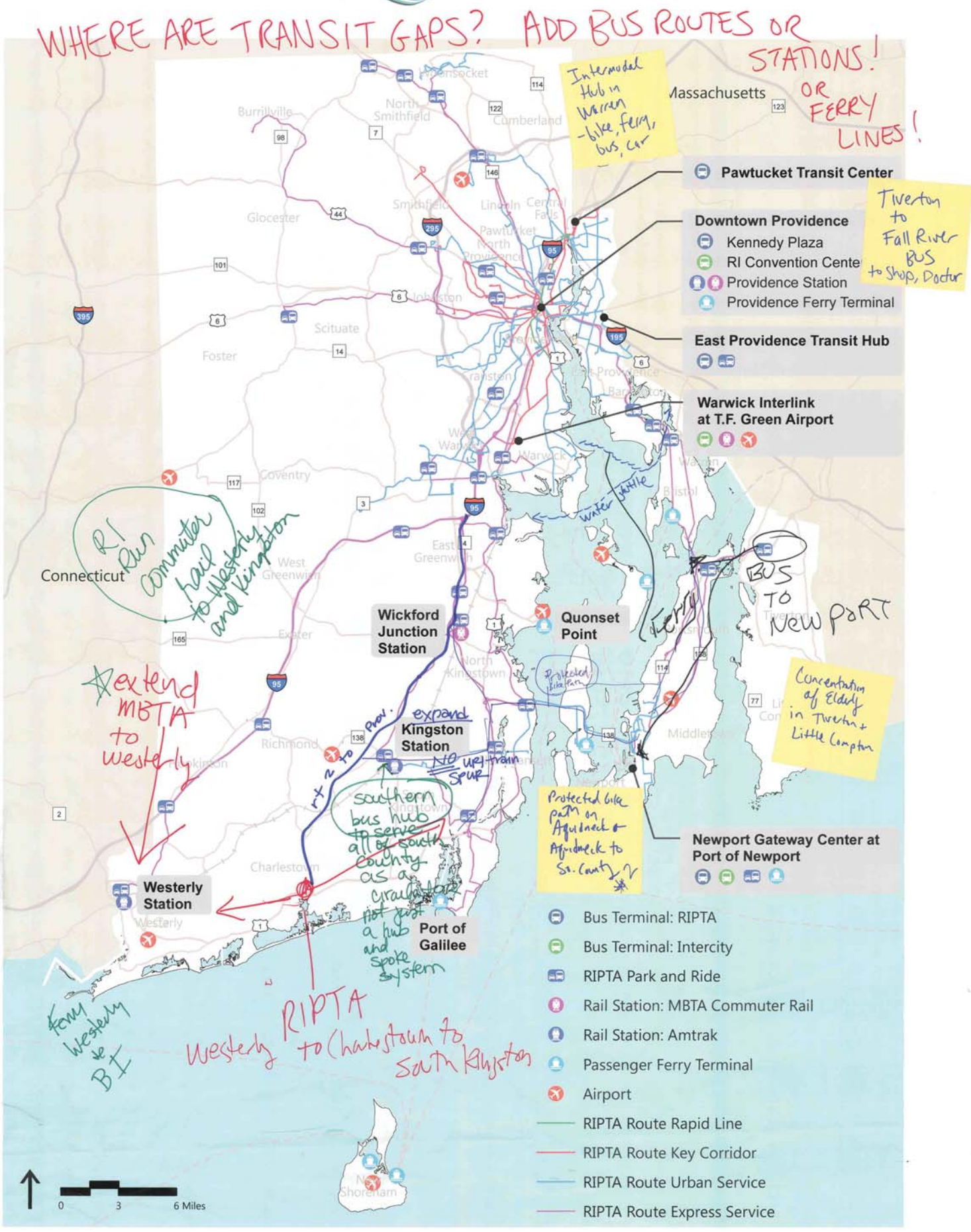


† There is no bike lane here & it is quite dangerous to bike.

MOVING FORWARD RI 2040

RHODE ISLAND STATEWIDE PLANNING PROGRAM

Passenger Intermodal Facilities



Rhode Island Moving Forward Long-Range Transportation Plan 2040
Municipal Roundtable – Washington County
www.PlanRI.com | PlanRI2040@gmail.com

Municipal Roundtable Meeting Summary

Date/time: Tuesday, September 5th, 2017 11:00 AM to 1:00 PM

Location: URI Memorial Gallery
50 Lower College Road
Kingston, RI 02881

Invited Washington County participants included representatives from RIDOT, the Towns of Hopkinton, Narragansett, Charlestown, North Kingstown, South Kingstown, and Westerly; and the Connecticut Trust. Also in attendance were Senator Morgan and Representative Roberts. Project staff from RI Statewide Planning and VHB helped facilitate the discussions.

After an introduction to the Long-Range Transportation Plan purpose, attendees were divided into four rotating groups and lead through an exercise to provide their input on:

1. Economic Development/Freight/Tourism
2. Bicycle & Pedestrian Mobility
3. Public Transportation
4. Asset Management, Safety, & Resiliency

The purpose of this exercise was to identify the strengths, weaknesses, opportunities, and threats associated with each of the above sectors. Participants were encouraged to mark-up maps and write down their ideas for improvement or concerns. Summary points from the exercise include:

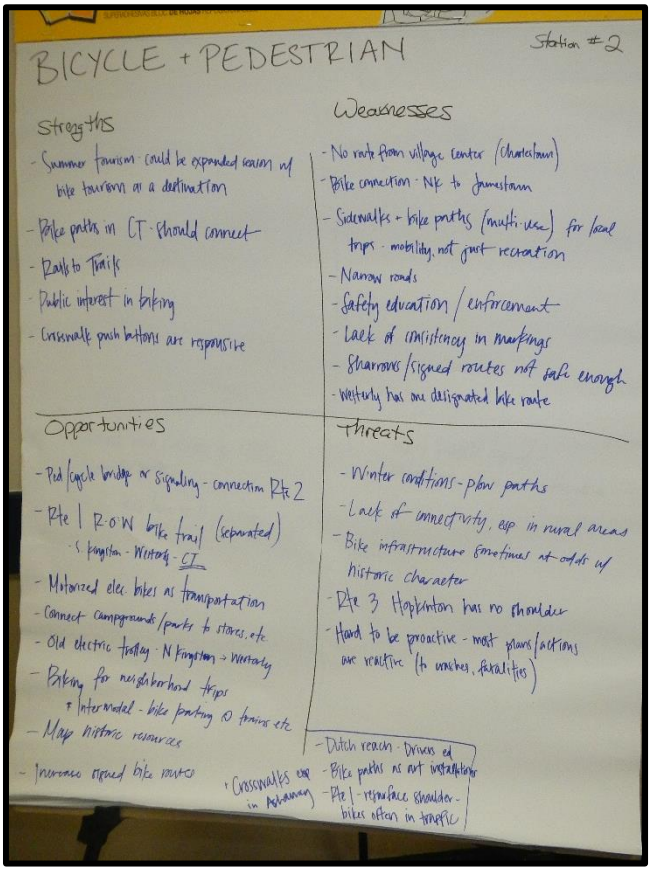


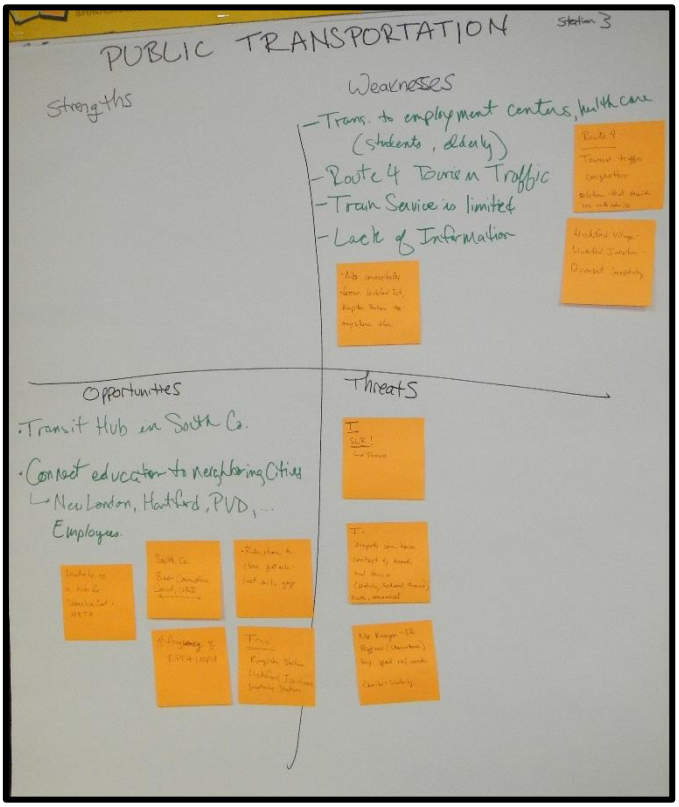
Economic Development/Freight/Tourism

- South County tourism is strong
- South County lacks east/west transit mobility
- RI mentality encourages short travel distances
- New tolls may increase demand for shipping rather than trucking
- Gas tax and new tolling will be invested to maintain infrastructure in state of good repair
- Complete streets proposed for Route 108 and Route 1A, in South Kingstown,, Route 1 in North Kingstown from 403 to West Main
- Adjust the traffic signal timing during the summer months
- Improve connectivity from hubs such as URI, Westerly Station, Wickford Junction, and Kington Station
- Popular coastal tourism sites and access to those sites are susceptible to sea level rise

Bicycle & Pedestrian Mobility

- Summer tourism could be expanded by taking advantage of bike tourism as a destination.
- There is a public interest in more bike connectivity and enhancing cyclist safety
- Some roads are too narrow to safely allow for bikes
- Lack of consistency in lane markings
- Consider bikes as a mode of transportation, not just recreation
- Winter plowing efforts don't always allow for safe bike travel
- Connect bike paths to more destinations like shops, train stations, beaches, and campgrounds



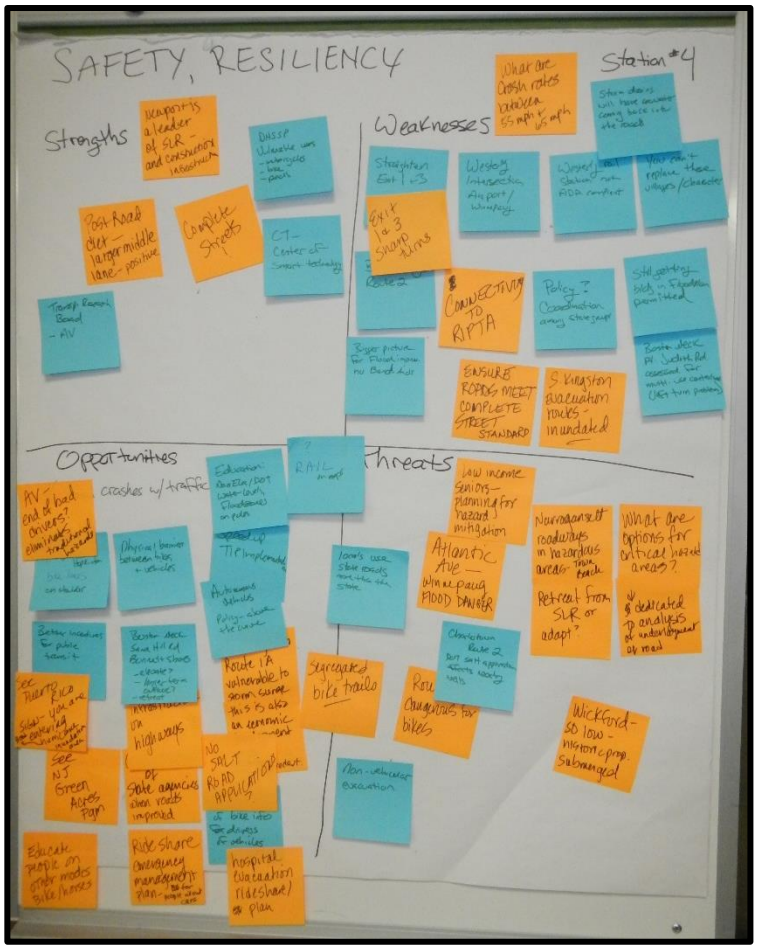


Public Transportation

- Train service is limited
- Increase frequency of RIPTA/MBTA
- Improve connection between Wickford Village, Wickford Junction, and Quonset.
- Have more transit hubs in South County (enhance existing hubs: Kingston Station, Wickford Junction, Westerly Station)
- Ride share as an opportunity to close first mile/last mile gap
- Connect education to neighboring cities- New London, Hartford, Providence

Asset Management, Safety, & Resiliency

- Post Road road diet (larger middle lane for turning traffic) has been successful
- Complete Streets have been popular
- South Kingstown's evacuation routes are inundated when it floods.
- Many key coastal roads are susceptible to storm surge and sea level rise.
- Need to create a policy to coordinate efforts among State groups to prioritize resiliency improvements and think on a large network scale
- Interchanges at Exits 1 and 3 on Interstate 95 need to be realigned, they are a rollover risk
- Road salt applications affect nearby drinking wells and natural habitat
- Need to plan for evacuation of non-vehicular population (elderly)





Attendees were encouraged to visit the project website www.PlanRI.com or to contact the project lead if they have any questions or additional comments.

Rhode Island Moving Forward Long-Range Transportation Plan 2040
Municipal Roundtable – Washington County
www.PlanRI.com | PlanRI2040@gmail.com

Agenda & Comment Form

Date/time: Tuesday, September 5th, 2017 11:00 AM to 1:00 PM

Location: URI Memorial Gallery
50 Lower College Road
Kingston, RI 02881

Agenda:

Sign-in Table – County feedback map

11:00 AM – Long-Range Transportation Plan Overview – presentation

11:30 AM - Break-out Sessions: SWOT Analysis

1. Economic Development/Freight/Tourism
2. Bicycle & Pedestrian Mobility
3. Public Transportation
4. Asset Management, Safety, & Resiliency

12:15 PM - Break-out Station Summary & Discussion

12:45 PM – Closing Remarks

Comments:

Please leave comments at the sign-in desk, email, or mail them to:

Rhode Island Division of Planning
One Capitol Hill, 3rd Floor
Providence, RI 02903
Attn: Long-Range Transportation Plan
Email: PlanRI2040@gmail.com



Agenda

1. Welcome & Introductions
2. Project Overview
3. Breakout Stations
   - Economic Development
   - Bicycle and Pedestrian
   - Public Transportation
   - Safety, Resiliency, Asset Management
4. Recap from Breakout Stations
5. Next Steps / Q&A







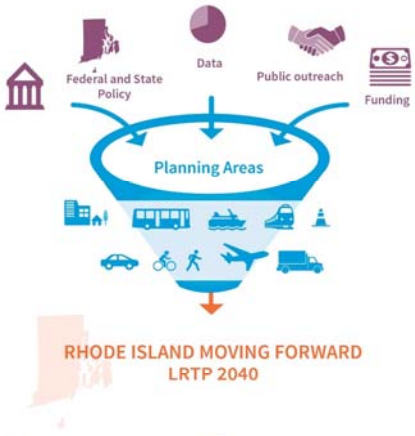


What is an LRTP?

- Inputs
  - Federal and State Requirements
  - Data
  - Historic and Projected Funding
  - Public Input
- Aligned with other long-range planning efforts
- Statewide Bicycle Mobility Plan (BMP) occurring on parallel track



Purpose of an LRTP



Process



PUBLIC ENGAGEMENT



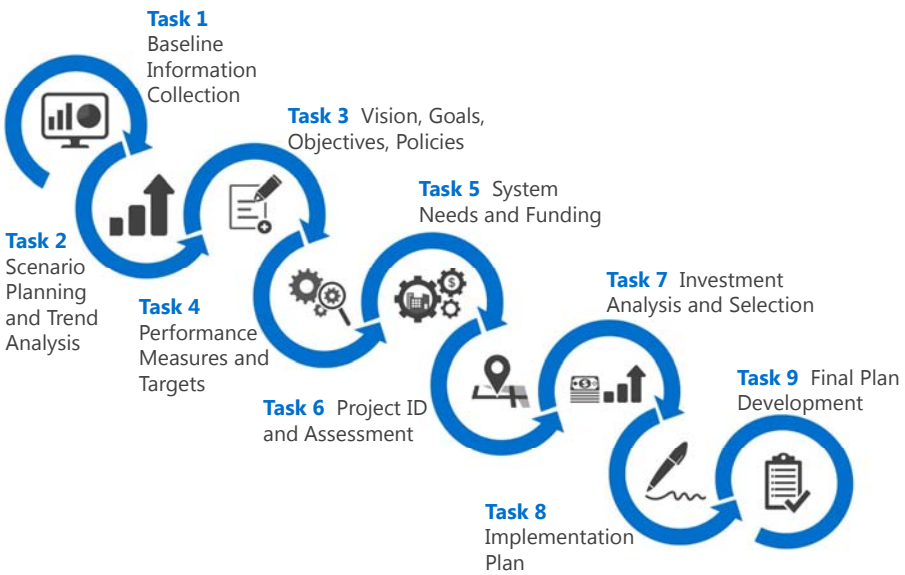
DATA COLLECTION AND ANALYSIS

SCENARIO PLANNING, GOALS AND OBJECTIVES

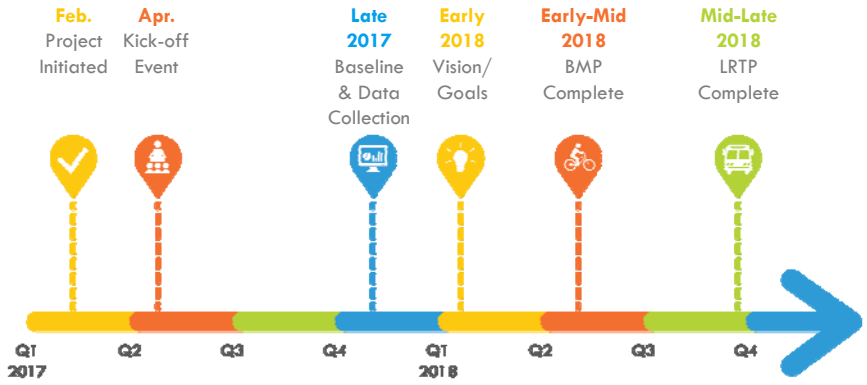
PERFORMANCE MEASURES AND PROJECT PRIORITIZATION

IMPLEMENTATION AND FUNDING STRATEGIES

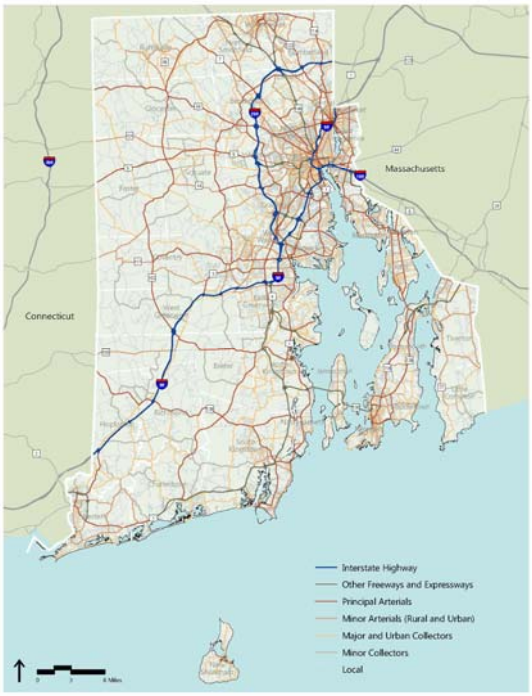
Scope of Work



Schedule

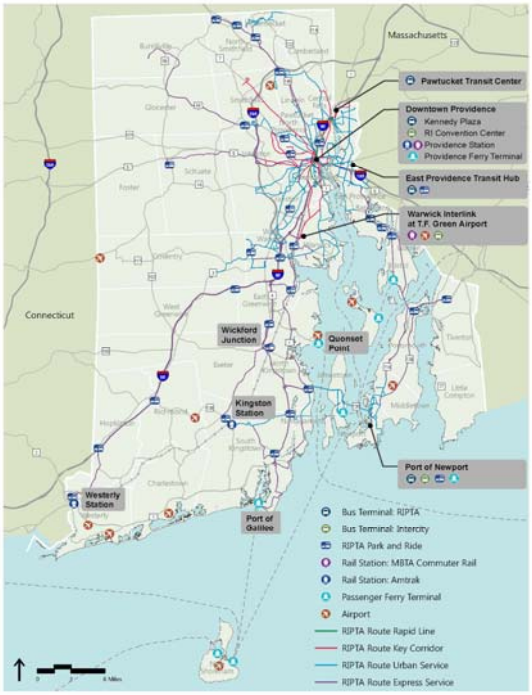


Data Collection



Transit

- Bus Terminals and Routes
- Train Service
- Ferry Terminals
- Airports



Bicycle & Pedestrian Network

- RIGIS Bicycle Network
- Model Inventory of Roadway Elements (MIRE) Data



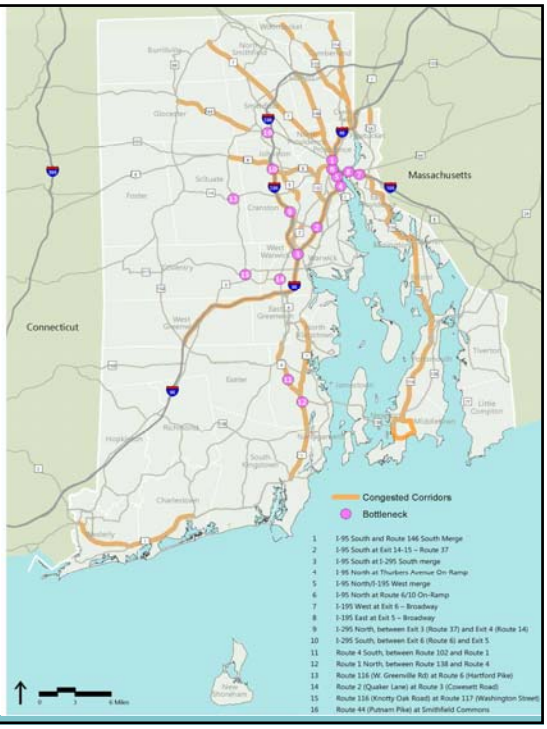


Freight

- RI State Rail Plan 2014
- RI Freight and Goods Movement Plan

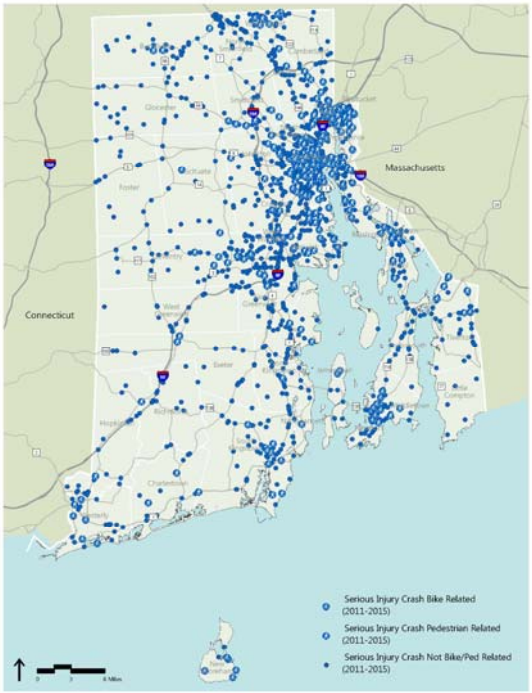


Congested Corridors



Safety

- Fatal crash locations (FARS)
- Serious Injury crash locations (RIDOT-OHS)
- 2011-2015 data



Visioning – Needs, Concerns, Opportunities



State of Good Repair



Economic Development



GHG Reductions & Climate Change



Integrated Systems & Future Technology

What are the strengths and weaknesses of our transportation network?

What impact can transportation have on other sectors?

What does multimodal transportation look like in 20 years?

What are your goals for transportation in Rhode Island?

What role does technology play in transportation?

Public and Stakeholder Engagement

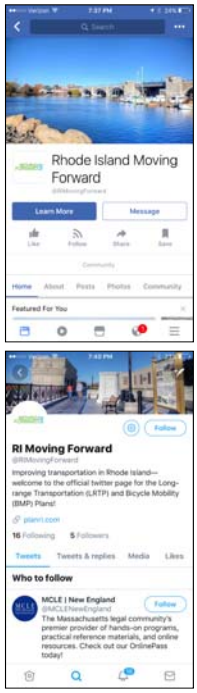
- We want to hear from you!
  - Public Workshops
  - Municipal Roundtables
  - Stakeholder Topic Groups
  - Advisory Committees
- Tools and Resources
  - Website
  - Social Media
  - Interactive Bicycle Map
  - Survey (electronic and paper)





Ongoing Public Outreach

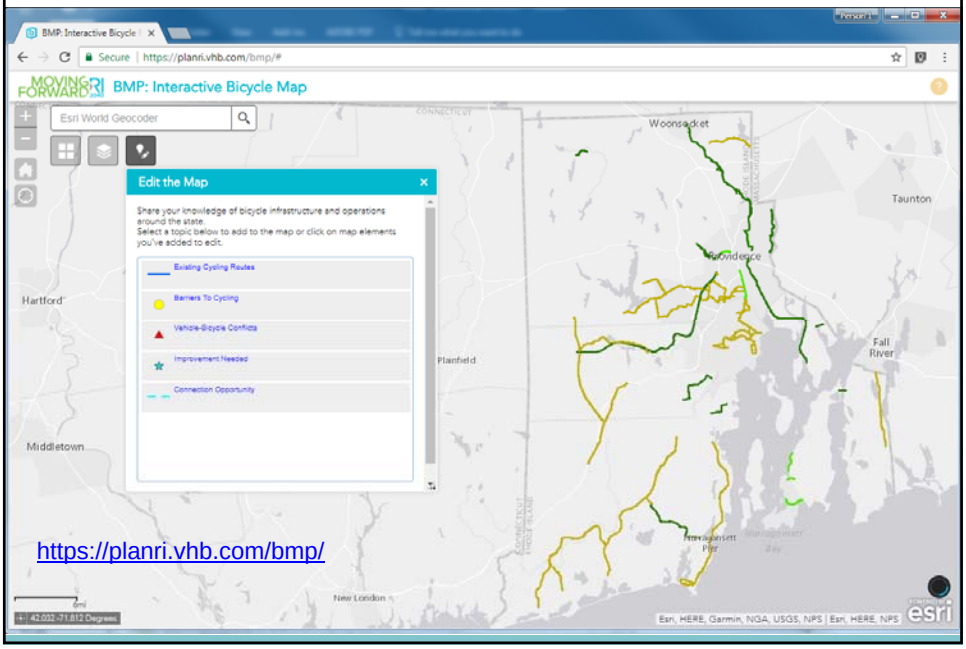




http://www.planri.com/

PlanRI2040@gmail.com

Interactive Bicycle Map



https://planri.vhb.com/bmp/

Next Steps

- September: Municipal Roundtable discussions (by county)
- Public Workshop #1: Discovery
  - End of September
- Stakeholder Topic Groups Meetings
- Scenario Development



Rhode Island Moving Forward Long-Range Transportation Plan 2040
Municipal Roundtable – Providence County
www.PlanRI.com | PlanRI2040@gmail.com

Municipal Roundtable Meeting Summary

Date/time: Tuesday, September 12th, 2017 10:00 AM to 12:00 PM

Location: Glocester Library
Community Room
1137 Putnam Pike
Chepachet, RI 02814

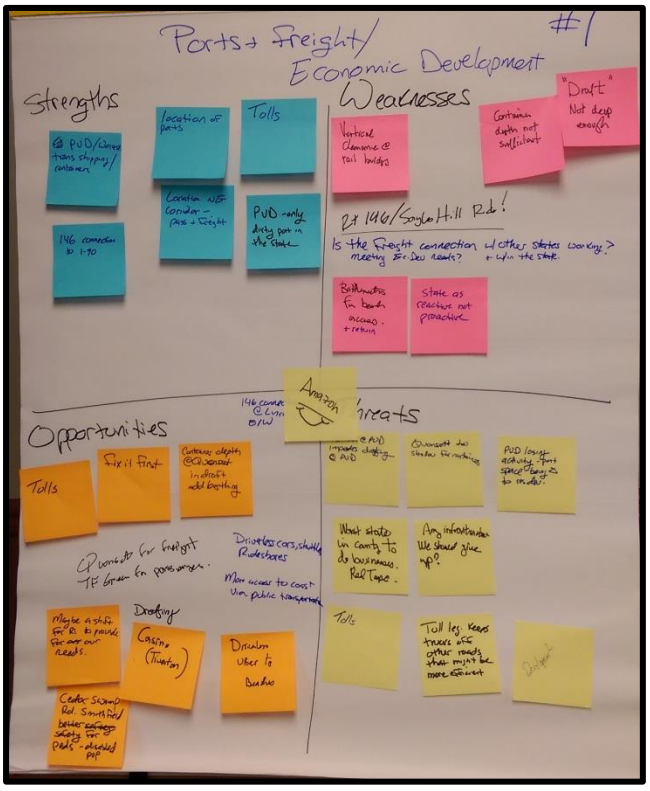
Invited Providence County participants included representatives from RIDOT, North Smithfield, Woonsocket, Cumberland, Central Falls, Burrillville, North Providence, Glocester, Cranston, and Smithfield. Project staff from RI Statewide Planning and VHB helped facilitate the discussions.

After an introduction to the Long-Range Transportation Plan purpose, attendees were divided into three rotating groups and lead through an exercise to provide their input on:

1. Economic Development/Asset Management, Safety Resiliency
2. Bicycle & Pedestrian Mobility
3. Public Transportation

The purpose of this exercise was to identify the strengths, weaknesses, opportunities, and threats associated with each of the above sectors. Participants were encouraged to mark-up maps and write down their ideas for improvement or concerns. Summary points from the exercise include:

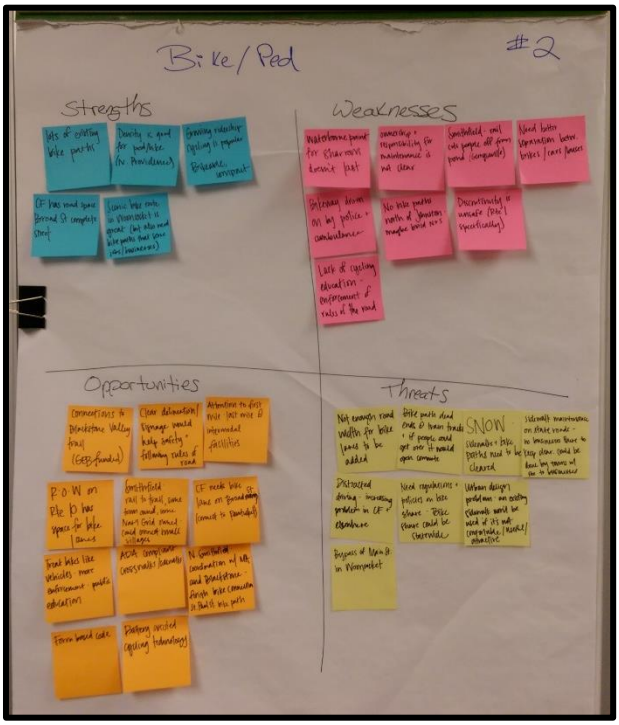
Economic Development

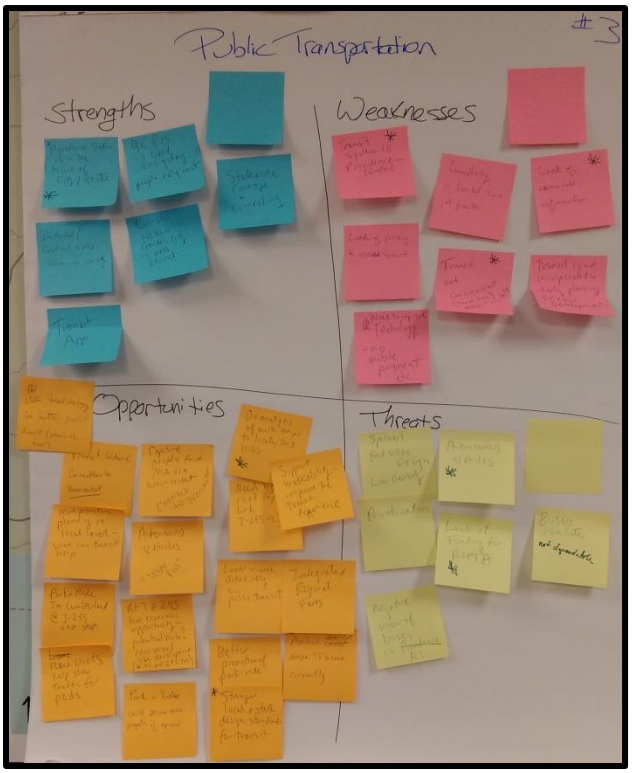


- The Providence-Worcester rail line is a good connection for freight.
- The connection of Route 146 to the Mass Pike (I-90) is valuable. However Route 146 at Sayles Hill Road needs improving.
- Port depth in Providence not deep enough for all containers.
- Port of Providence real estate being lost to residential development.
- The new proposal to have an Amazon warehouse in Rhode Island could be an opportunity for new jobs or a threat if those jobs or development draw residents out of the state.
- New tolling on I-95 will bring money into the State but may encourage trucks to take longer routes.
- Driverless rideshare to the beaches in the future.
- Need more access to the coast via public transportation.

Bicycle & Pedestrian Mobility

- There are many existing bike paths.
- Growing cycling ridership.
- Bike path ownership for maintenance is not clear.
- Need better separations between bikes and motorized vehicles.
- There is a lack of cycling education and enforcement of rules of the road.
- Need more attention given to first and last miles at intermodal facilities.
- Create a statewide bike share.
- Sidewalks and bike paths and lanes should be cleared of snow.
- Need to reduce distracted driving which poses a threat to cyclists.



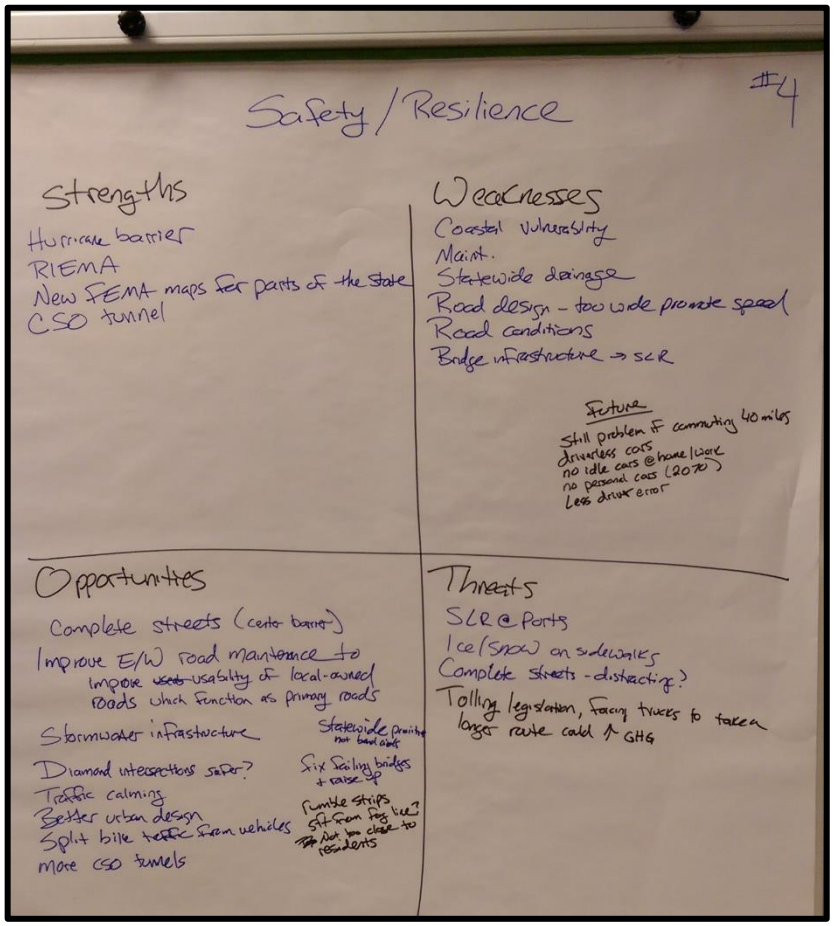


Public Transportation

- Pawtucket/Central Falls station coming soon.
- The 9 Express bus is used every day to bring people into Providence.
- Cranston hub near Garden City is well served
- Transit is not convenient- it doesn't save time and it doesn't run late into the day and weekend service is limited.
- Opportunity to capture ridership from MA via Woonsocket. Connect to Worcester
- Park and Ride could serve more people if improved and promoted.
- Amtrak should serve T.F. Green airport.
- Poor urban design and sprawl hinders the success of public transportation.
- Negative views of buses.
- Need more funding for RIPTA.

Asset Management, Safety, & Resiliency

- The hurricane barrier in Providence has reduced losses from flooding.
- Statewide drainage needs to be improved.
- Roads that are built too wide promote speed.
- More opportunities for complete streets to improve safety (reduce speeds). On the other hand, are complete streets distracting for drivers?
- Improve the usability of locally owned roads which function as primary roads
- Sea level rise will affect the ports, bridges, and coastal roads.
- Tolling legislation could force trucks to take a longer route and thereby increasing their greenhouse gas emissions.
- Maybe in the future driverless cars will reduce human error on the roadways.





Attendees were encouraged to visit the project website www.PlanRI.com or to contact the project lead if they have any questions or additional comments.

Rhode Island Moving Forward Long-Range Transportation Plan 2040
Municipal Roundtable – Providence County
www.PlanRI.com | PlanRI2040@gmail.com

Agenda & Comment Form

Date/time: Tuesday, September 12th, 2017 10:00 AM to 12:00 PM

Location: Glocester Library
Community Room
1137 Putnam Pike
Chepachet, RI 02814

Agenda:

Sign-in Table – County feedback map

10:00 AM – Long-Range Transportation Plan Overview – presentation

10:30 AM - Break-out Sessions: SWOT Analysis

1. Economic Development/Freight/Tourism
2. Bicycle & Pedestrian Mobility
3. Public Transportation
4. Asset Management, Safety, & Resiliency

11:15 PM - Break-out Station Summary & Discussion

11:45 PM – Closing Remarks

Comments:

Please leave comments at the sign-in desk, email, or mail them to:

Rhode Island Division of Planning
One Capitol Hill, 3rd Floor
Providence, RI 02903
Attn: Long-Range Transportation Plan
Email: PlanRI2040@gmail.com



Agenda

1. Welcome & Introductions
2. Project Overview
3. Breakout Stations
   - Economic Development
   - Bicycle and Pedestrian
   - Public Transportation
   - Safety, Resiliency, Asset Management
4. Recap from Breakout Stations
5. Next Steps / Q&A









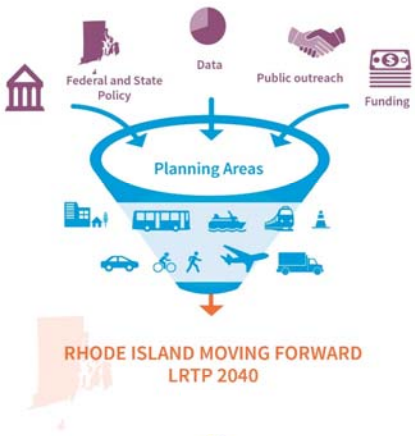
What is an LRTP?

- Transportation vision plan
- Aligned with other long-range planning efforts
- Inputs
  - Policy
  - Data
  - Funding
  - Public Outreach



Purpose of an LRTP

sets the direction for major *transportation* investments for the next 20 years



Process



PUBLIC ENGAGEMENT



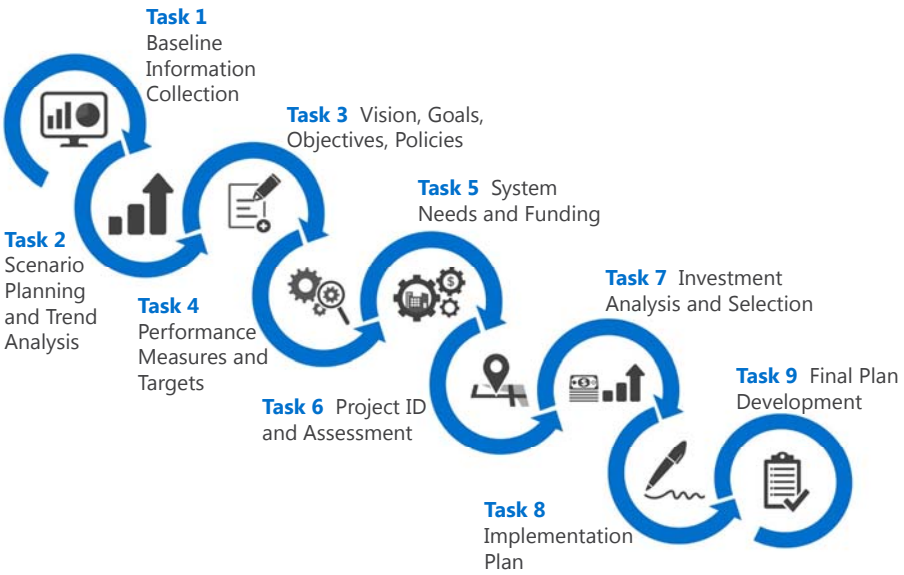
DATA COLLECTION AND ANALYSIS

SCENARIO PLANNING, GOALS AND OBJECTIVES

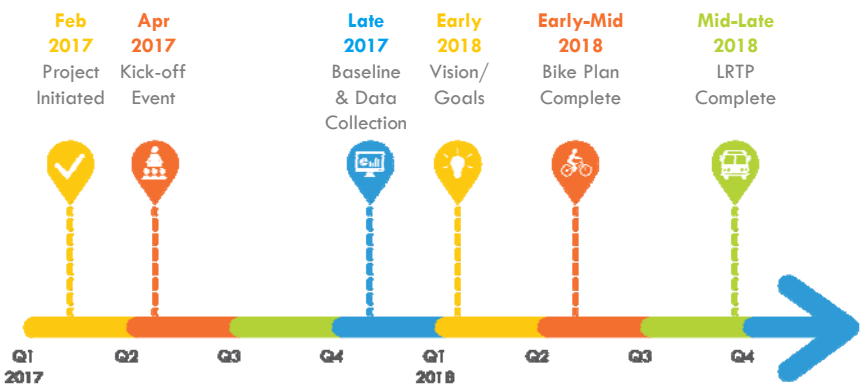
PERFORMANCE MEASURES AND PROJECT PRIORITIZATION

IMPLEMENTATION AND FUNDING STRATEGIES

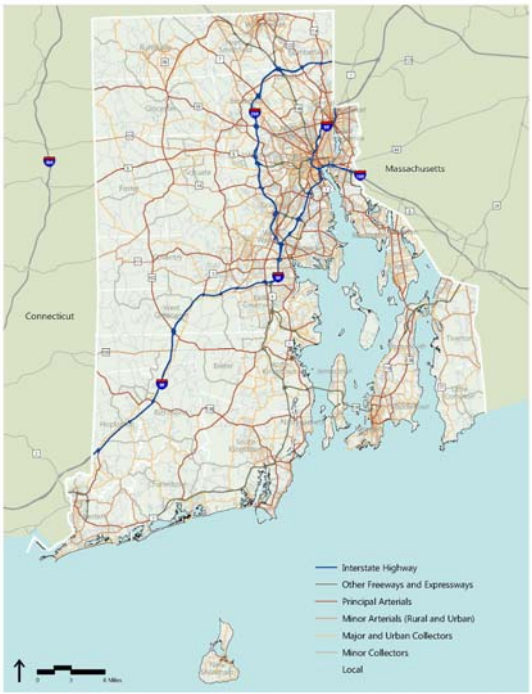
Scope of Work



Schedule

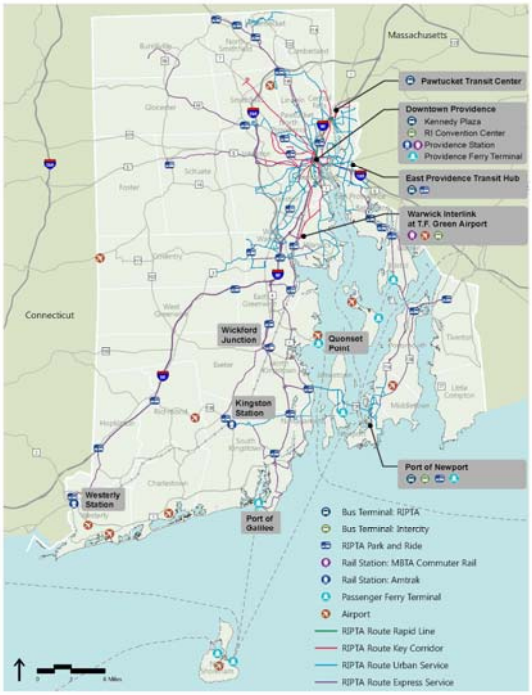


Data Collection



Transit

- Bus Terminals and Routes
- Train Service
- Ferry Terminals
- Airports



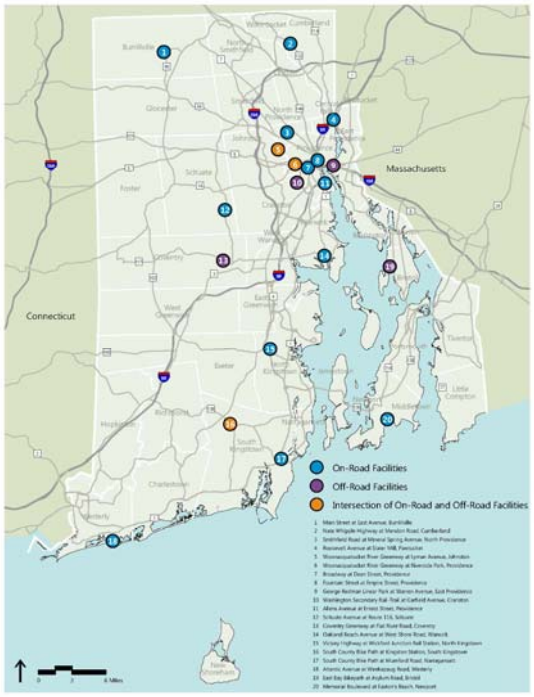
Bicycle & Pedestrian Network

- RIGIS Bicycle Network
- Model Inventory of Roadway Elements (MIRE) Data



Bicycle & Pedestrian Network

- Count Locations

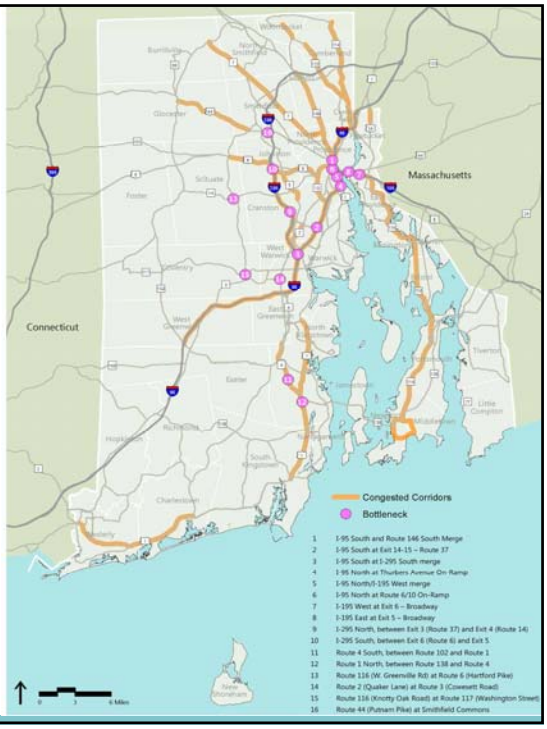


Freight

- RI State Rail Plan 2014
- RI Freight and Goods Movement Plan

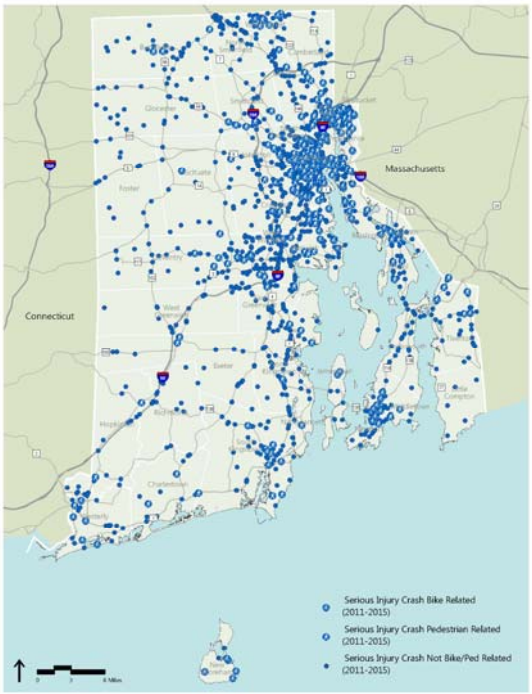


Congested Corridors



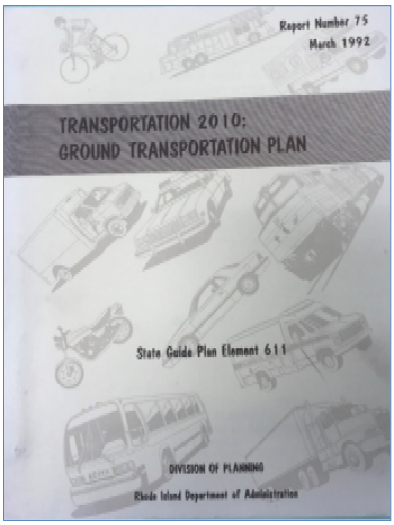
Safety

- Fatal crash locations (FARS)
- Serious Injury crash locations (RIDOT-OHS)
- 2011-2015 data



LRTP 2010 Vision…

- Provide a **balanced** system
- Improve **existing** facilities
- Develop **innovative** solutions
- Support **efficient** movement of goods
- Develop **programs** that contribute to environmental and economic policies
- Provide services for **elderly and handicapped**
- **Coordinate** with other states, local officials, interest groups and the public



Visioning – Needs, Concerns, Opportunities



State of Good Repair



Economic Development



GHG Reductions & Climate Change



Integrated Systems & Future Technology

What are the strengths and weaknesses of our transportation network?

What impact can transportation have on other sectors?

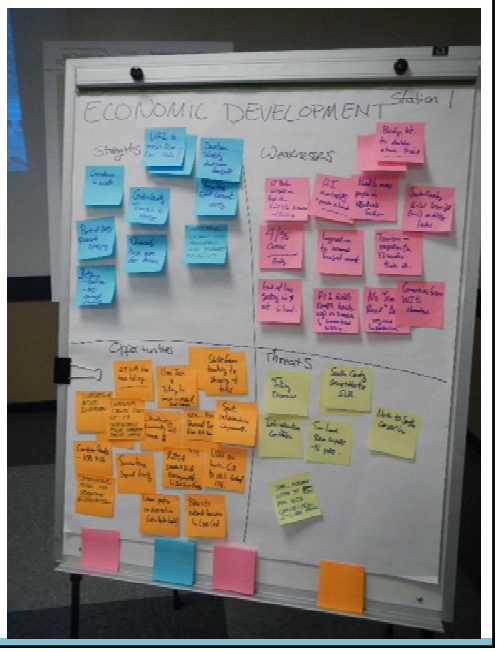
What does multimodal transportation look like in 20 years?

What are your goals for transportation in Rhode Island?

What role does technology play in transportation?

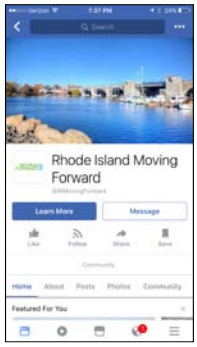
Public and Stakeholder Engagement

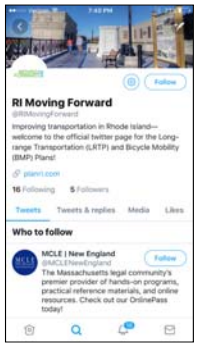
- We want to hear from you!
  - Public Workshops
  - **Municipal Roundtables**
  - Stakeholder Topic Groups
  - Advisory Committees
- Tools and Resources
  - Website
  - Social Media
  - Interactive Bicycle Map
  - Survey



Ongoing Public Outreach



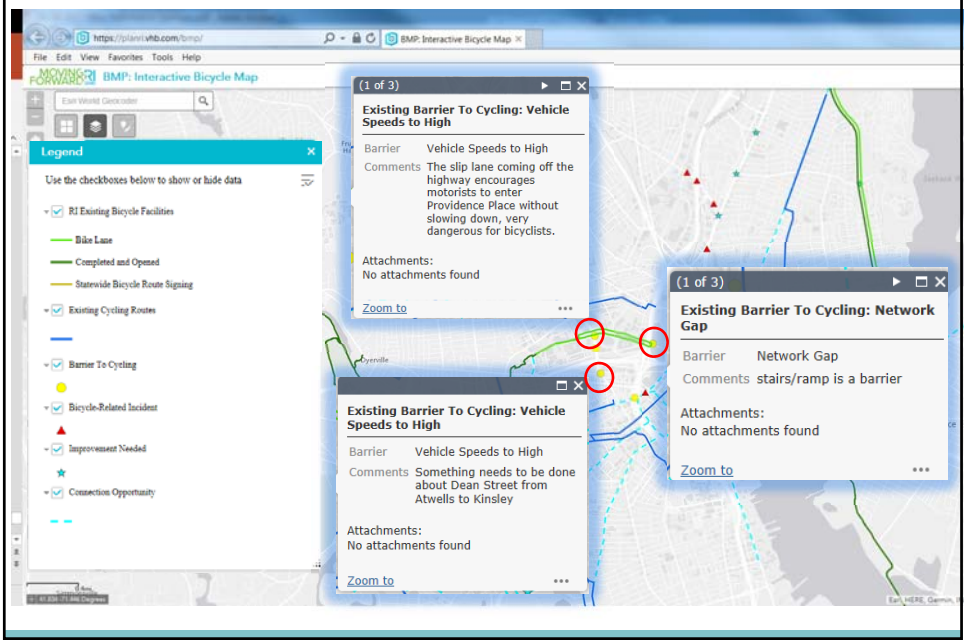




http://www.planri.com/

PlanRI2040@gmail.com

We Are Listening....



Next Steps

Data Collection

Public and Stakeholder Engagement

- September: Municipal Roundtable discussions (by county)
- Public Workshop #1: Discovery
  - **9/21 – Pawtucket**
  - **9/25 – Narragansett**
  - **9/28 – Bristol**
- Stakeholder Topic Groups Meetings

Scenario Development





Rhode Island Moving Forward Long-Range Transportation Plan 2040
Municipal Roundtable – Newport County
www.PlanRI.com | PlanRI2040@gmail.com

Municipal Roundtable Meeting Summary

Date/time: Wednesday, September 13th, 2017 9:00 AM to 11:00 AM

Location: Portsmouth Library
2658 East Main Road
Portsmouth, RI 02871

Invited Newport County participants included representatives from RIDOT, Portsmouth, Newport, Middletown, and Jamestown. Project staff from RI Statewide Planning and VHB helped facilitate the discussions.

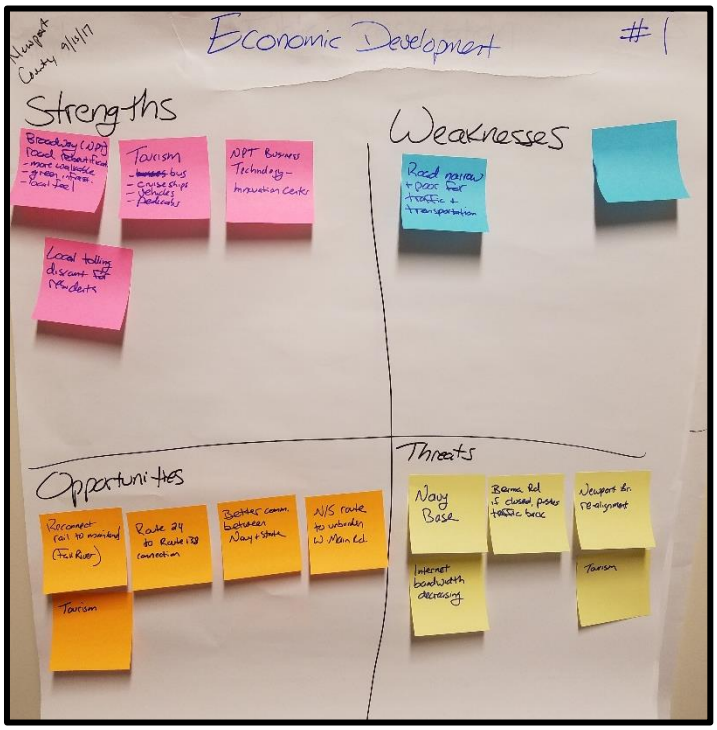
After an introduction to the Long-Range Transportation Plan purpose, attendees were lead through an exercise to provide their input on:

1. Economic Development
2. Bicycle & Pedestrian Mobility
3. Public Transportation
4. Asset Management, Safety Resiliency

The purpose of this exercise was to identify the strengths, weaknesses, opportunities, and threats associated with each of the above sectors. Participants were encouraged to mark-up maps and write down their ideas for improvement or concerns. Summary points from the exercise include:

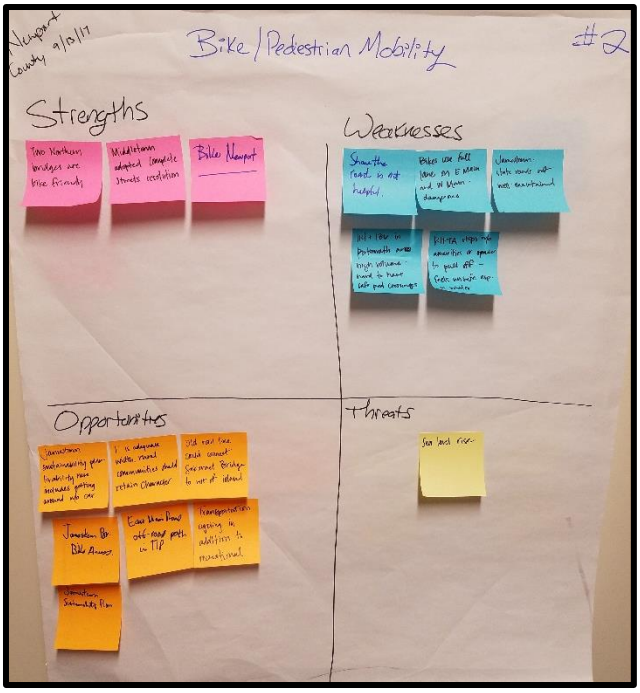
Economic Development

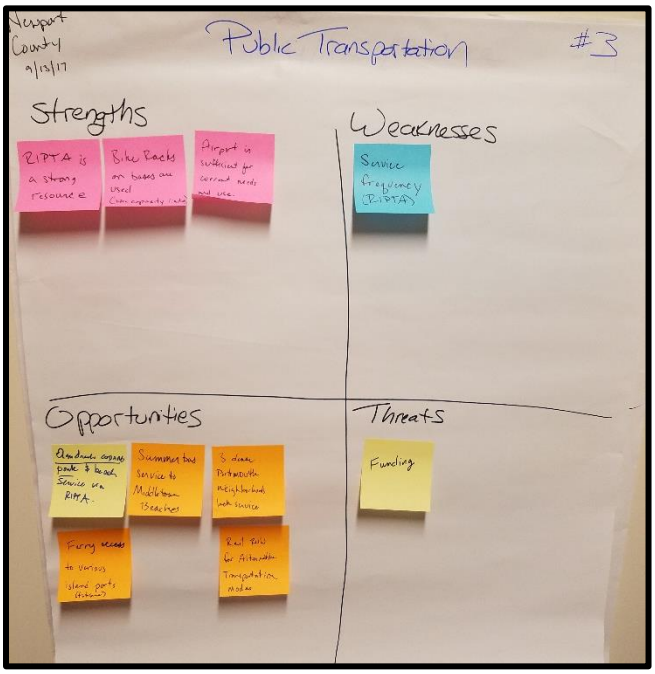
- Road beautification on Broadway (Newport) has been welcomed.
- Tourism brings opportunities for buses, cruise ships, vehicles, and pedicabs. It may also put a strain on all transportation systems.
- Newport's innovation center has promise to create jobs and support economic development.
- Roads are too narrow
- Reconnect rail to mainland via Fall River when the MBTA line is extended.
- There needs to be better communication and coordination between the State and the Navy base.



Bicycle & Pedestrian Mobility

- The two northern bridges are bike friendly.
- "Share the Road" is not helpful. Bikes use full lane on East Main Road and West Main Road (Newport) which is viewed as dangerous.
- Would like bike access across the Jamestown Bridge.
- Routes 114 and 136 in Portsmouth are high volume, four-lane roads, making it difficult to locate safe pedestrian crossings.
- Think of cycling as transportation, not just recreation.



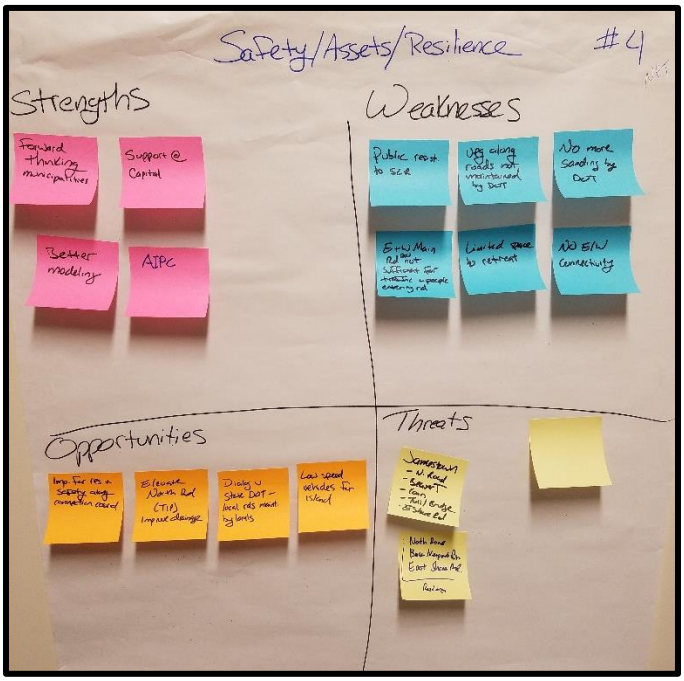


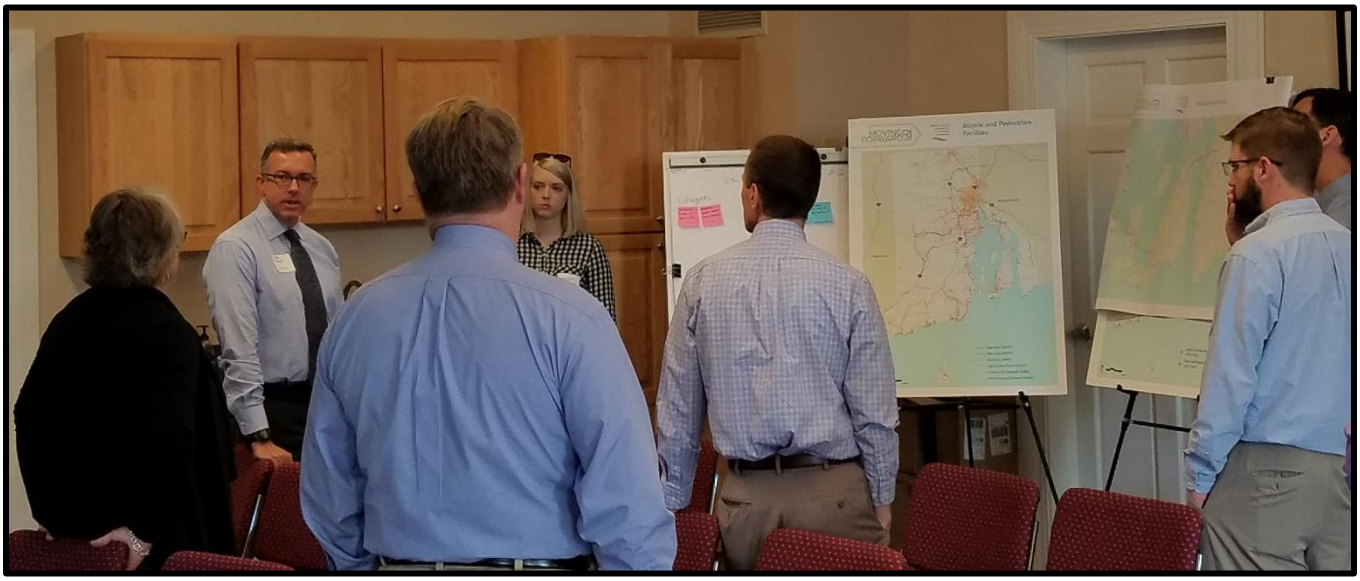
Public Transportation

- RIPTA is a strong resource but could improve frequency to the County.
- Bike racks on busses are used but may benefit from more capacity.
- Consider the rail right-of-way for alternative transportation modes.
- Add/Enhance summer bus service to Middletown beaches.
- Improve bus service to dense neighborhoods in Portsmouth and Middletown that are not served today.
- Funding for public transportation is the biggest threat.

Asset Management, Safety, & Resiliency

- The municipalities in Newport County are forward thinking.
- Better modeling has made for better planning.
- There has been public resistance to sea level rise.
- An asset management weakness is that roadside vegetative clearing and winter sanding programs have been cut by RIDOT.
- As roads are improved there is an opportunity to enhance resiliency, multimodal connectivity, and safety along corridors.
- Jamestown and Sea Level Rise/Storm Surge vulnerabilities: North Road, Beavertail Rd., Conanicus Ave., base of Newport bridge, East Shore Road.





Attendees were encouraged to visit the project website www.PlanRI.com or to contact the project lead if they have any questions or additional comments.

Rhode Island Moving Forward Long-Range Transportation Plan 2040
Municipal Roundtable – Newport County
www.PlanRI.com | PlanRI2040@gmail.com

Agenda & Comment Form

Date/time: Wednesday, September 13th, 2017 9:00 AM to 11:00 AM

Location: Portsmouth Library
2658 East Main Road
Portsmouth, RI 02871

Agenda:

Sign-in Table – County feedback map

9:00 AM – Long-Range Transportation Plan Overview – presentation

9:30 AM - Break-out Sessions: SWOT Analysis

1. Economic Development/Freight/Tourism
2. Bicycle & Pedestrian Mobility
3. Public Transportation
4. Asset Management, Safety, & Resiliency

10:15 PM - Break-out Station Summary & Discussion

10:45 PM – Closing Remarks

Comments:

Please leave comments at the sign-in desk, email, or mail them to:

Rhode Island Division of Planning
One Capitol Hill, 3rd Floor
Providence, RI 02903
Attn: Long-Range Transportation Plan
Email: PlanRI2040@gmail.com



Agenda

1. Welcome & Introductions
2. Project Overview
3. Breakout Stations
   - Economic Development
   - Bicycle and Pedestrian
   - Public Transportation
   - Safety, Resiliency, Asset Management
4. Recap from Breakout Stations
5. Next Steps / Q&A









What is an LRTP?

- Transportation vision plan
- Aligned with other long-range planning efforts
- Inputs
  - Policy
  - Data
  - Funding
  - Public Outreach



Purpose of an LRTP

sets the direction for major *transportation* investments for the next 20 years



Process



PUBLIC ENGAGEMENT



DATA COLLECTION AND ANALYSIS

SCENARIO PLANNING, GOALS AND OBJECTIVES

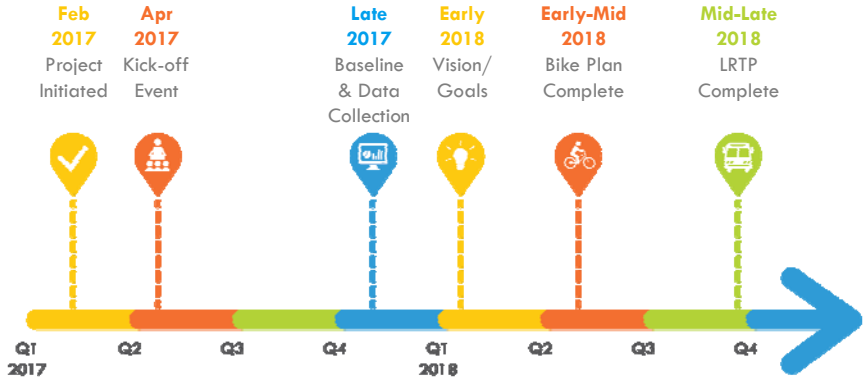
PERFORMANCE MEASURES AND PROJECT PRIORITIZATION

IMPLEMENTATION AND FUNDING STRATEGIES

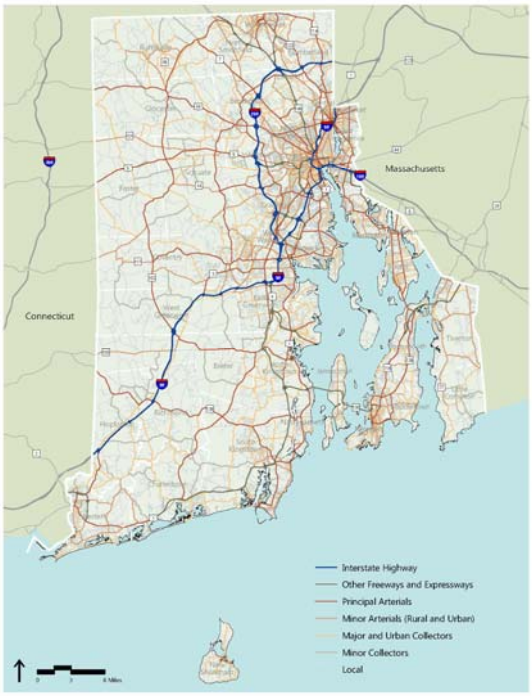
Scope of Work



Schedule

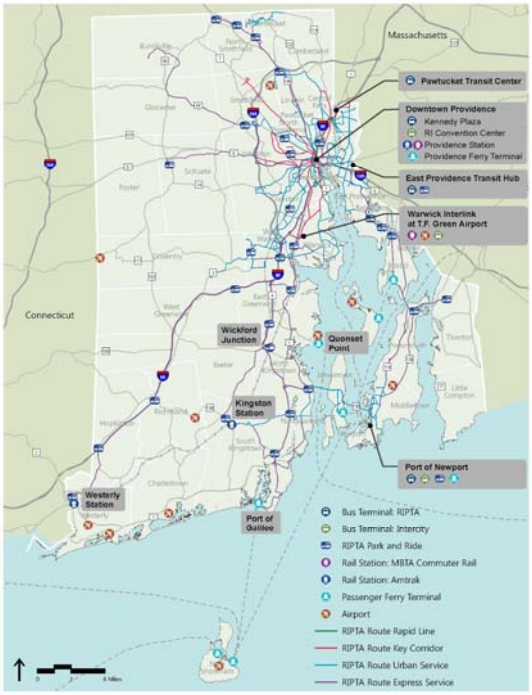


Data Collection



Transit

- Bus Terminals and Routes
- Train Service
- Ferry Terminals
- Airports



Bicycle & Pedestrian Network

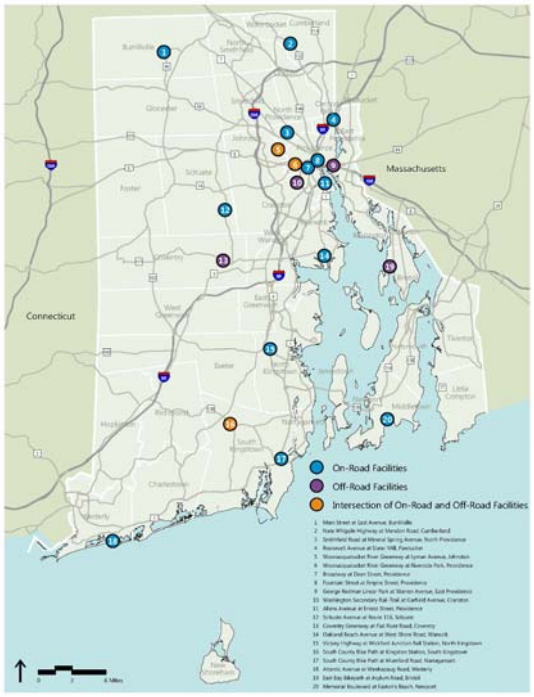
- RIGIS Bicycle Network
- Model Inventory of Roadway Elements (MIRE) Data





Bicycle & Pedestrian Network

- Count Locations

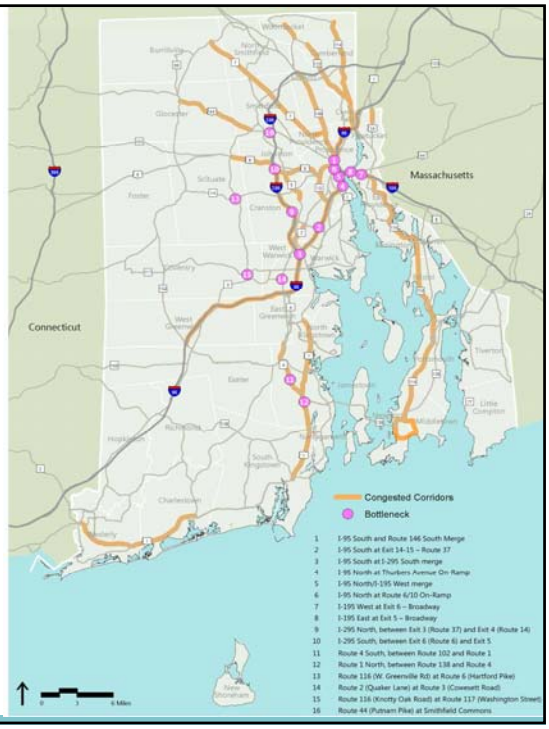


Freight

- RI State Rail Plan 2014
- RI Freight and Goods Movement Plan

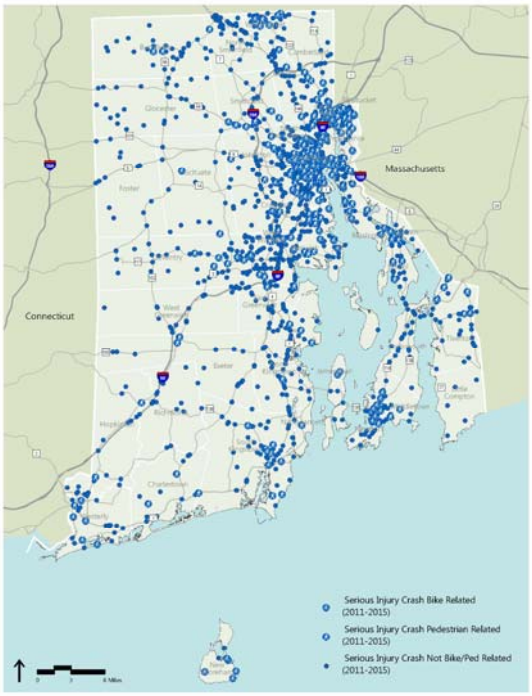


Congested Corridors



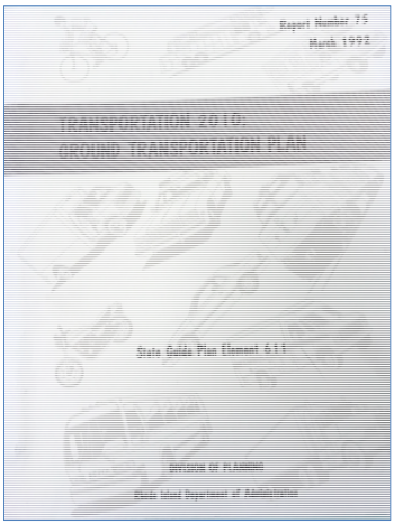
Safety

- Fatal crash locations (FARS)
- Serious Injury crash locations (RIDOT-OHS)
- 2011-2015 data



LRTP 2010 Vision…

- Provide a **balanced** system
- Improve **existing** facilities
- Develop **innovative** solutions
- Support **efficient** movement of goods
- Develop **programs** that contribute to environmental and economic policies
- Provide services for **elderly and handicapped**
- **Coordinate** with other states, local officials, interest groups and the public



Visioning – Needs, Concerns, Opportunities



State of Good Repair



Economic Development



GHG Reductions & Climate Change



Integrated Systems & Future Technology

What are the strengths and weaknesses of our transportation network?

What impact can transportation have on other sectors?

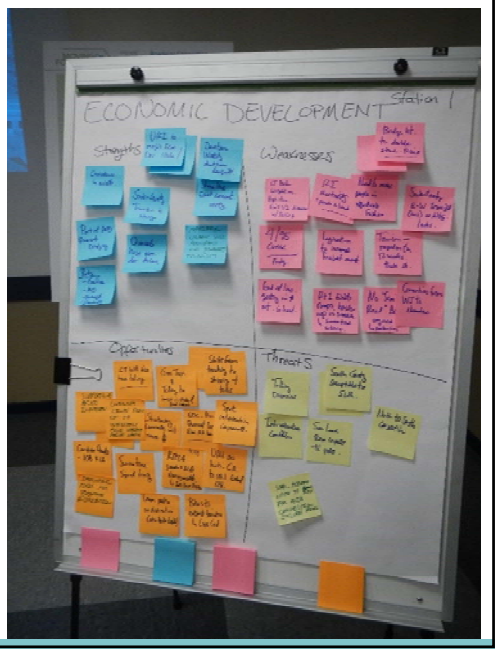
What does multimodal transportation look like in 20 years?

What are your goals for transportation in Rhode Island?

What role does technology play in transportation?

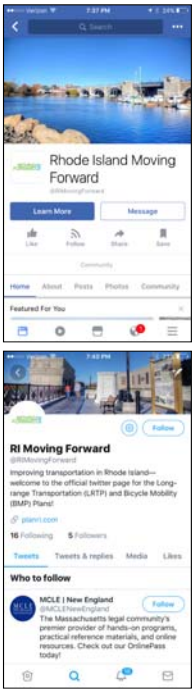
Public and Stakeholder Engagement

- We want to hear from you!
  - Public Workshops
  - **Municipal Roundtables**
  - Stakeholder Topic Groups
  - Advisory Committees
- Tools and Resources
  - Website
  - Social Media
  - Interactive Bicycle Map
  - Survey



Ongoing Public Outreach

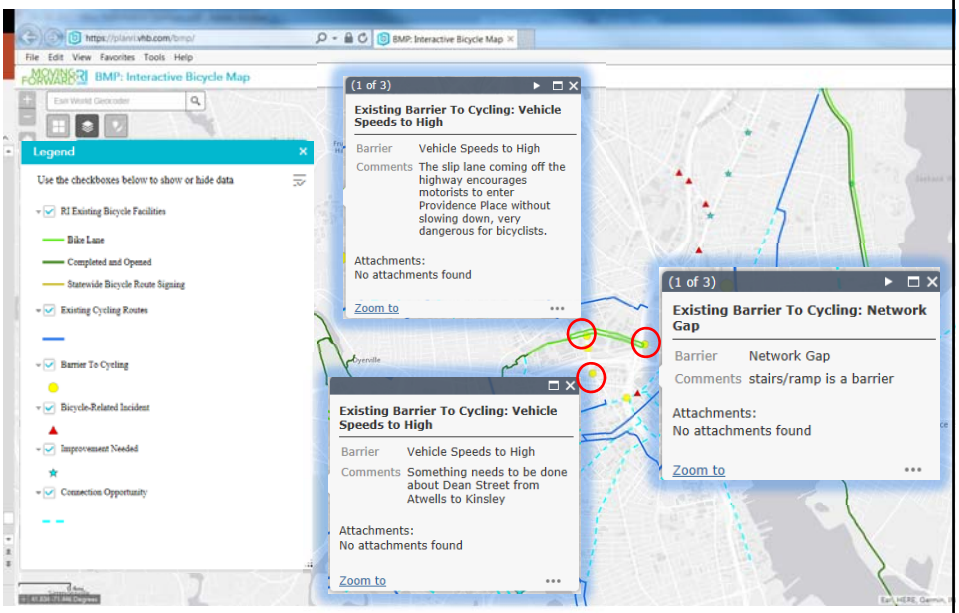




http://www.planri.com/

PlanRI2040@gmail.com

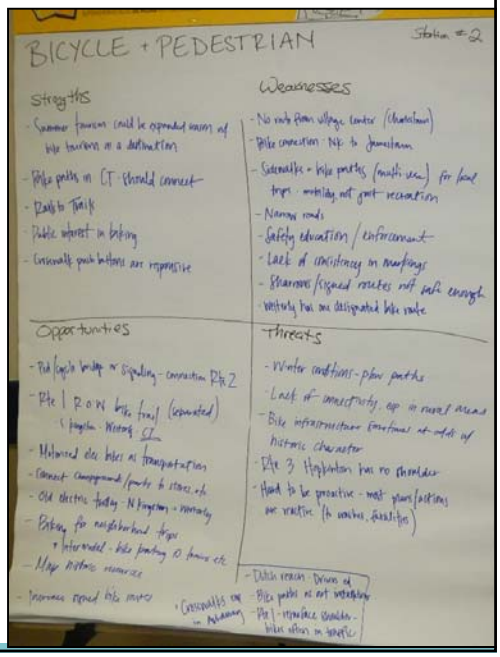
We Are Listening….



We Are Listening….Municipal Roundtable Feedback

Washington County

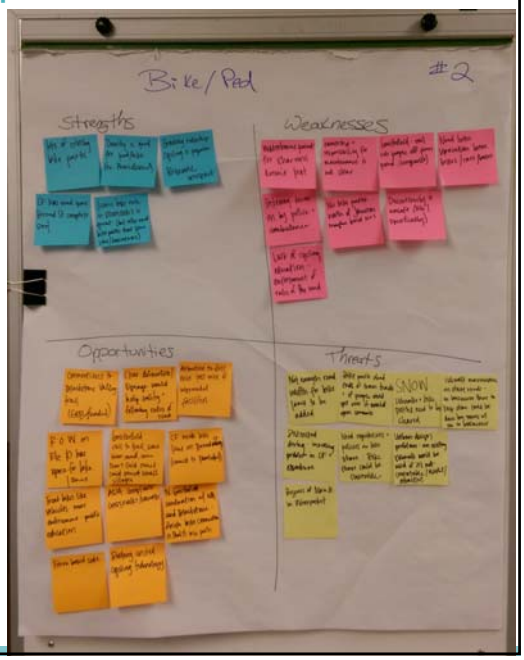
- Summer tourism could be expanded by taking advantage of bike tourism
- There is a public interest in more bike connectivity and enhancing cyclist safety
- Some roads are too narrow to safely allow bikes
- Lack of consistency in lane markings
- Consider bikes as a mode of transportation, not just recreation
- Winter plowing efforts don't always allow for safe bike travel
- Connect bike paths to more destinations like shops, train stations, beaches, and campgrounds



We Are Listening….Municipal Roundtable Feedback

Providence County

- Great existing off-road paths and facilities
- Notable gaps in northern Rhode Island
- Discontinuity at junctions where paths terminate can be a danger
- Great momentum behind cycling (as a movement)



Next Steps

Data Collection

Public and Stakeholder Engagement

- September: Municipal Roundtable discussions (by county)
- Public Workshop #1: Discovery
  - **9/21 – Pawtucket**
  - **9/25 – Narragansett**
  - **9/28 – Bristol**
- Stakeholder Topic Groups Meetings

Scenario Development





Rhode Island Moving Forward Long-Range Transportation Plan 2040
Municipal Roundtable – Kent County
www.PlanRI.com | PlanRI2040@gmail.com

Municipal Roundtable Meeting Summary

Date/time: Tuesday, September 19th, 2017 3:00 PM to 5:00 PM

Location: East Greenwich Library
82 Peirce Street
East Greenwich, RI 02818

After an introduction to the Long-Range Transportation Plan purpose, VHB and SPP lead an exercise to provide their input on:

1. Economic Development
2. Bicycle & Pedestrian Mobility
3. Public Transportation
4. Asset Management, Safety Resiliency

The purpose of this exercise was to identify the strengths, weaknesses, opportunities, and threats associated with each of the above sectors. Participants were encouraged to mark-up maps and write down their ideas for improvement or concerns. Summary points from the exercise include:

Economic Development

- Coventry is currently investing in a pavement management system.
- Congestion on Sandy Bottom Road and Route 3 during evening commute
- Leverage the river as a tourism opportunity for water and bicycle recreation and transportation.
- Limited funding is a threat to the whole area.
- Many roads have limited right of way which limits improvement options.

Bicycle & Pedestrian Mobility

- Coventry is in the process of connected the Center of New England to the Connecticut boarder with multimodal facilities and green spaces.
- Washington Secondary is a strength, provides a connection to Providence.
- Pavement markings are needed to supplement signage.
- More visible bicycle treatments are needed to overcome visual pollution
- Build bicycle connections to Connecticut

Public Transportation

- Coventry has significant Human Services needs (identified by RIPTA). Likely due to lack of transit services and an aging population.
- Coventry Town Hall, library, and trail head (soon police station coming here too) are all located together in the downtown, however, there is no public transportation access to this.
- Opportunity to use rideshare to close the first mile/last mile gap.
- Consider land use changes to support walking.

Asset Management, Safety, & Resiliency

- Roadway Safety Assessment on Arnold Road helped identify safety improvements and opened up funding opportunities.
- Rivers and waterways in the vicinity of Sandy Bottom Road and Route 3 can flood after major rain events.
- Many roads in Coventry are wide and invite faster speeds which hurts safety.
- Congestion on Route 33/Sandy Bottom Road could benefit from a road diet- reducing lanes.

Rhode Island Moving Forward Long-Range Transportation Plan 2040
Municipal Roundtable – Kent County
www.PlanRI.com | PlanRI2040@gmail.com

Agenda & Comment Form

Date/time: Tuesday, September 19th, 2017 3:00 PM to 5:00 PM

Location: East Greenwich Library
82 Peirce Street
East Greenwich, RI 02818

Agenda:

Sign-in Table – County feedback map

3:00 PM – Long-Range Transportation Plan Overview – presentation

3:30 PM - Break-out Sessions: SWOT Analysis

1. Economic Development/Freight/Tourism
2. Bicycle & Pedestrian Mobility
3. Public Transportation
4. Asset Management, Safety, & Resiliency

4:15 PM - Break-out Station Summary & Discussion

4:45 PM – Closing Remarks

Comments:

Please leave comments at the sign-in desk, email, or mail them to:

Rhode Island Division of Planning
One Capitol Hill, 3rd Floor
Providence, RI 02903
Attn: Long-Range Transportation Plan
Email: PlanRI2040@gmail.com



Agenda

1. Welcome & Introductions
2. Project Overview
3. Breakout Stations
   - Economic Development
   - Bicycle and Pedestrian
   - Public Transportation
   - Safety, Resiliency, Asset Management
4. Recap from Breakout Stations
5. Next Steps / Q&A









What is an LRTP?

- Transportation vision plan
- Aligned with other long-range planning efforts
- Inputs
  - Policy
  - Data
  - Funding
  - Public Outreach



Purpose of an LRTP

sets the direction for major *transportation* investments for the next 20 years



Process



PUBLIC ENGAGEMENT



DATA COLLECTION AND ANALYSIS

SCENARIO PLANNING, GOALS AND OBJECTIVES

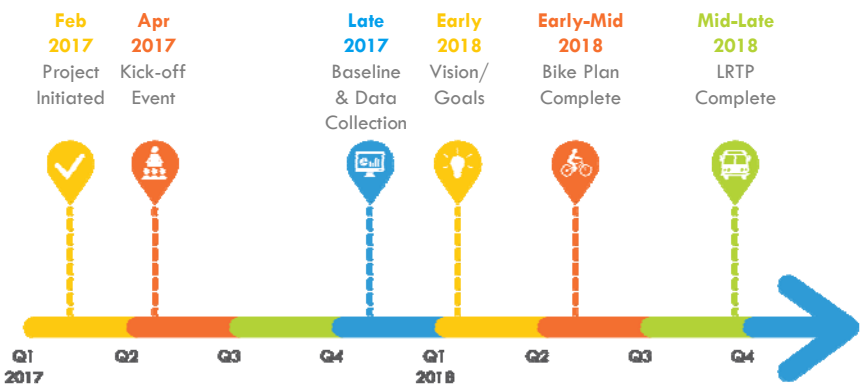
PERFORMANCE MEASURES AND PROJECT PRIORITIZATION

IMPLEMENTATION AND FUNDING STRATEGIES

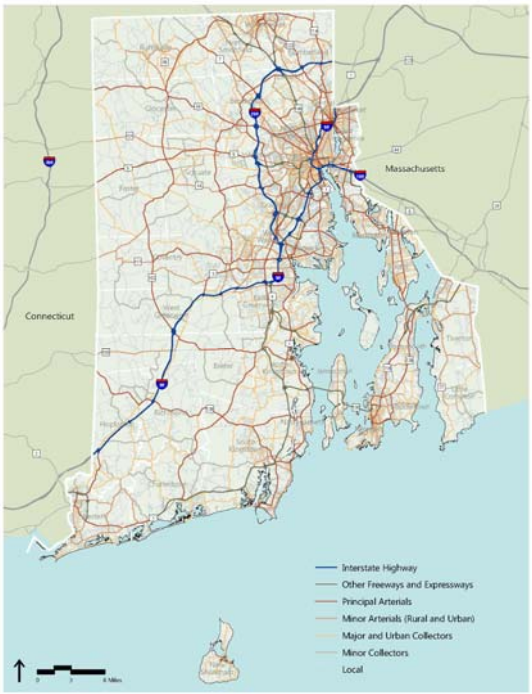
Scope of Work



Schedule

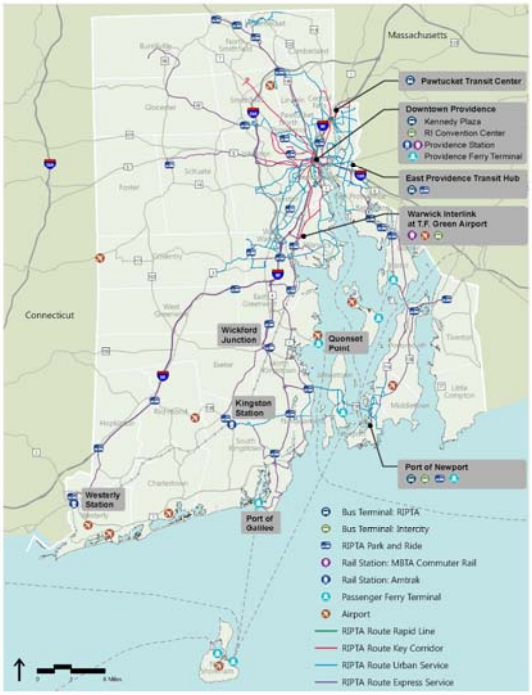


Data Collection



Transit

- Bus Terminals and Routes
- Train Service
- Ferry Terminals
- Airports



Bicycle & Pedestrian Network

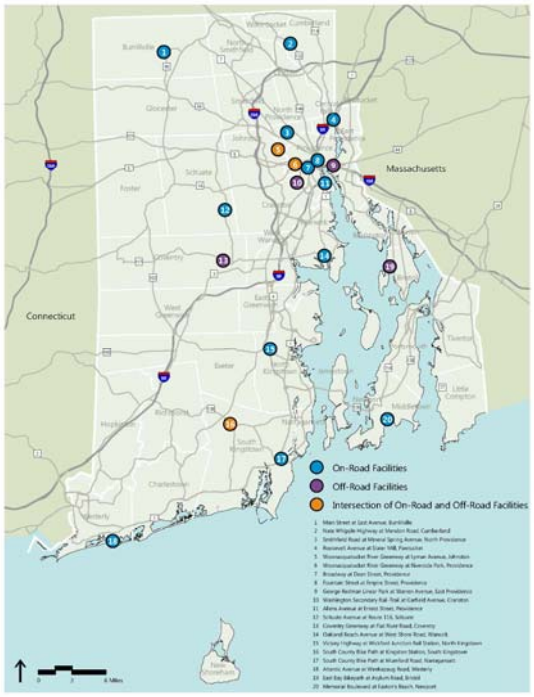
- RIGIS Bicycle Network
- Model Inventory of Roadway Elements (MIRE) Data





Bicycle & Pedestrian Network

- Count Locations

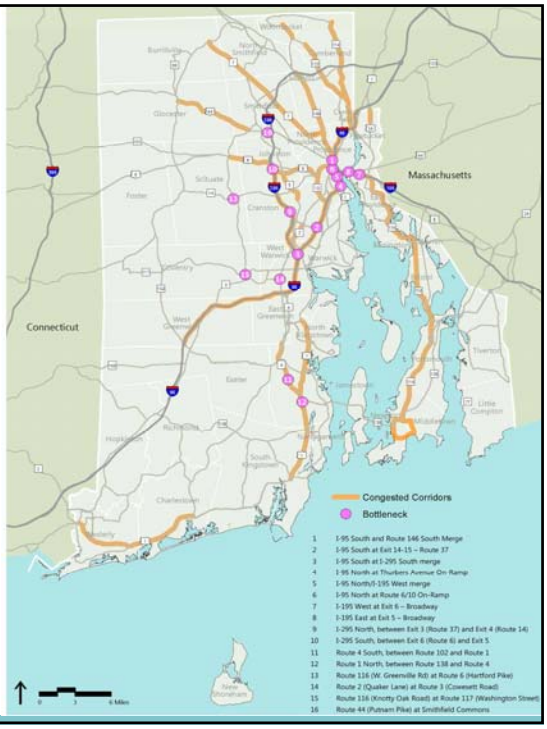


Freight

- RI State Rail Plan 2014
- RI Freight and Goods Movement Plan

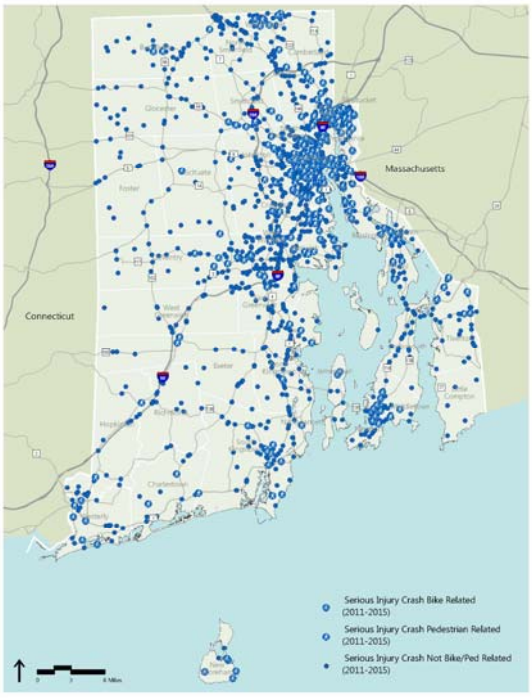


Congested Corridors



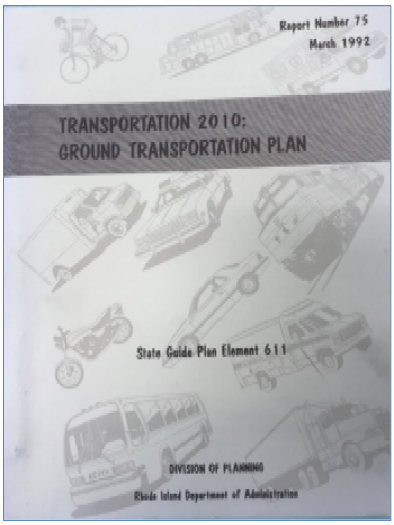
Safety

- Fatal crash locations (FARS)
- Serious Injury crash locations (RIDOT-OHS)
- 2011-2015 data



LRTP 2010 Vision…

- Provide a **balanced** system
- Improve **existing** facilities
- Develop **innovative** solutions
- Support **efficient** movement of goods
- Develop **programs** that contribute to environmental and economic policies
- Provide services for **elderly and handicapped**
- **Coordinate** with other states, local officials, interest groups and the public



Visioning – Needs, Concerns, Opportunities


State of Good Repair


Economic Development


GHG Reductions & Climate Change


Integrated Systems & Future Technology

What are the strengths and weaknesses of our transportation network?

What impact can transportation have on other sectors?

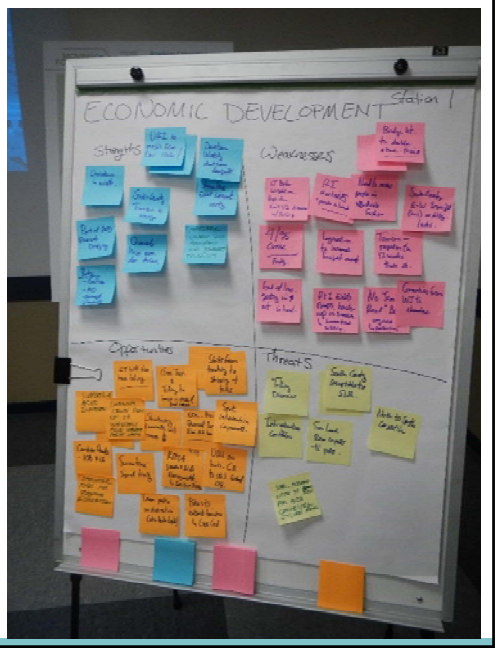
What does multimodal transportation look like in 20 years?

What are your goals for transportation in Rhode Island?

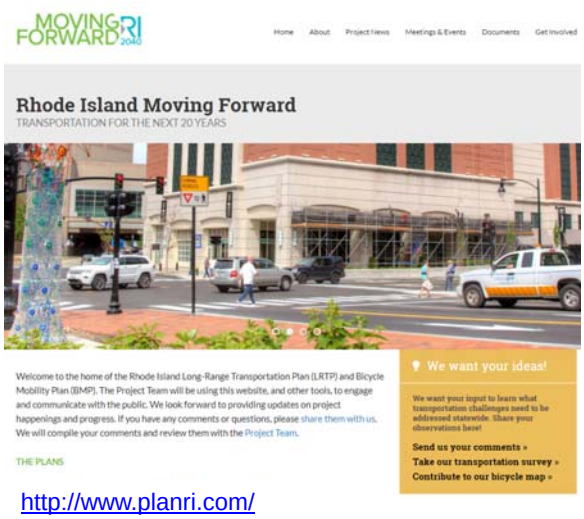
What role does technology play in transportation?

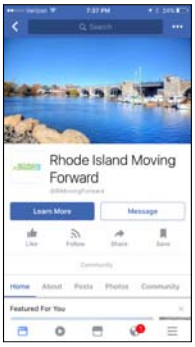
Public and Stakeholder Engagement

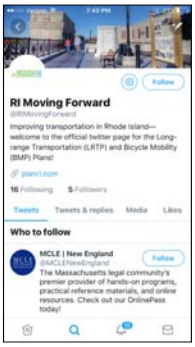
- We want to hear from you!
  - Public Workshops
  - **Municipal Roundtables**
  - Stakeholder Topic Groups
  - Advisory Committees
- Tools and Resources
  - Website
  - Social Media
  - Interactive Bicycle Map
  - Survey



Ongoing Public Outreach



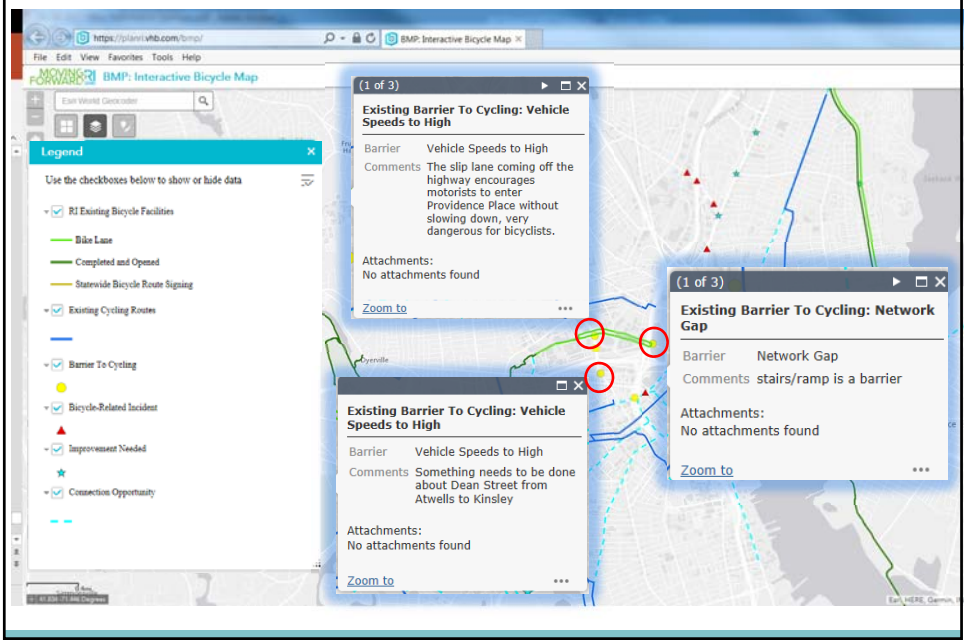




http://www.planri.com/

PlanRI2040@gmail.com

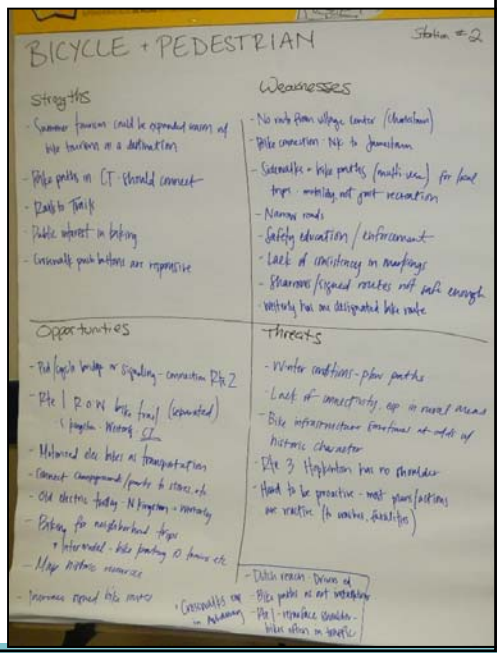
We Are Listening….



We Are Listening….Municipal Roundtable Feedback

Washington County

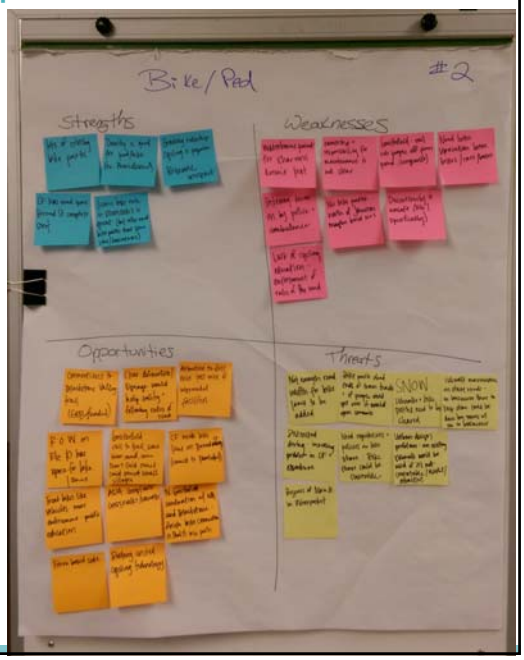
- Summer tourism could be expanded by taking advantage of bike tourism
- There is a public interest in more bike connectivity and enhancing cyclist safety
- Some roads are too narrow to safely allow bikes
- Lack of consistency in lane markings
- Consider bikes as a mode of transportation, not just recreation
- Winter plowing efforts don't always allow for safe bike travel
- Connect bike paths to more destinations like shops, train stations, beaches, and campgrounds



We Are Listening….Municipal Roundtable Feedback

Providence County

- Great existing off-road paths and facilities
- Notable gaps in northern Rhode Island
- Discontinuity at junctions where paths terminate can be a danger
- Great momentum behind cycling (as a movement)



Next Steps

Data Collection

Public and Stakeholder Engagement

- September: Municipal Roundtable discussions (by county)
- Public Workshop #1: Discovery
  - **9/21 – Pawtucket**
  - **9/25 – Narragansett**
  - **9/28 – Bristol**
- Stakeholder Topic Groups Meetings

Scenario Development





Rhode Island Moving Forward Long-Range Transportation Plan 2040
Municipal Roundtable – Bristol County
www.PlanRI.com | PlanRI2040@gmail.com

Municipal Roundtable Meeting Summary

Date/time: Wednesday, September 20th, 2017 10:00 AM to 12:00 AM

Location: Bristol Library
525 Hope Street
Bristol, RI 02809

Invited Bristol County participants included representatives from Barrington, Warren, and Bristol. Project staff from RI Statewide Planning and VHB helped facilitate the discussions.

After an introduction to the Long-Range Transportation Plan purpose, the attendees were lead through an exercise to provide their input on:

1. Economic Development
2. Bicycle & Pedestrian Mobility
3. Public Transportation
4. Asset Management, Safety Resiliency

The purpose of this exercise was to identify the strengths, weaknesses, opportunities, and threats associated with each of the above sectors. Participants were encouraged to write down their ideas for improvement or concerns. Summary points from the exercise include:

Economic Development

- Route 136 backups impede economic growth- people will drive around to avoid traffic.
- Roundabouts may ease congestion.
- Historic character threatened by traffic diversion in Warren.

Bicycle & Pedestrian Mobility

- There is local support and buy-in for bicycle and pedestrian improvements
- Missing sidewalk linkages and non-ADA compliant sidewalks force people to walk in the street
- Coordination between State and local communities should be better.
- There is a need for better education on bike path rules, bike safety, and sharrows.
- Opportunity to revitalize Safe Routes to School.
- State should financially support local efforts to improve sidewalks on State roads.
- Sign fatigue.

Public Transportation

- Improve connections between rail and the roads used to transport the freight.
- Not a lot of ridership for widespread public transportation
- Loss of port connections in East Providence

Asset Management, Safety, & Resiliency

- When the State doesn't maintain their infrastructure, it affects the local communities.
- Mains Street/114 and Route 136 in Warren have backups
- Bridges in Bristol being re-built without consideration to sea level rise.
- Create a statewide vulnerability ACTION plan and do pilot projects in the most vulnerable communities.
- Local State DOT liaison for each community (similar to what National Grid does)
- Include community priorities in overall State vision/TIP list

Attendees were encouraged to visit the project website www.PlanRI.com or to contact the project lead if they have any questions or additional comments.

Rhode Island Moving Forward Long-Range Transportation Plan 2040
Municipal Roundtable – Bristol County
www.PlanRI.com | PlanRI2040@gmail.com

Agenda & Comment Form

Date/time: Wednesday, September 20th, 2017 10:00 AM to 2:00 PM

Location: Bristol Library
525 Hope Street
Bristol, RI 02809

Agenda:

Sign-in Table – County feedback map

10:00 AM – Long-Range Transportation Plan Overview – presentation

10:30 AM - Break-out Sessions: SWOT Analysis

1. Economic Development/Freight/Tourism
2. Bicycle & Pedestrian Mobility
3. Public Transportation
4. Asset Management, Safety, & Resiliency

11:15 PM - Break-out Station Summary & Discussion

11:45 PM – Closing Remarks

Comments:

Please leave comments at the sign-in desk, email, or mail them to:

Rhode Island Division of Planning
One Capitol Hill, 3rd Floor
Providence, RI 02903
Attn: Long-Range Transportation Plan
Email: PlanRI2040@gmail.com



Agenda

1. Welcome & Introductions
2. Project Overview
3. Breakout Stations
   - Economic Development
   - Bicycle and Pedestrian
   - Public Transportation
   - Safety, Resiliency, Asset Management
4. Recap from Breakout Stations
5. Next Steps / Q&A









What is an LRTP?

- Transportation vision plan
- Aligned with other long-range planning efforts
- Inputs
  - Policy
  - Data
  - Funding
  - Public Outreach



Purpose of an LRTP

sets the direction for major *transportation* investments for the next 20 years



Process



PUBLIC ENGAGEMENT



DATA COLLECTION AND ANALYSIS

SCENARIO PLANNING, GOALS AND OBJECTIVES

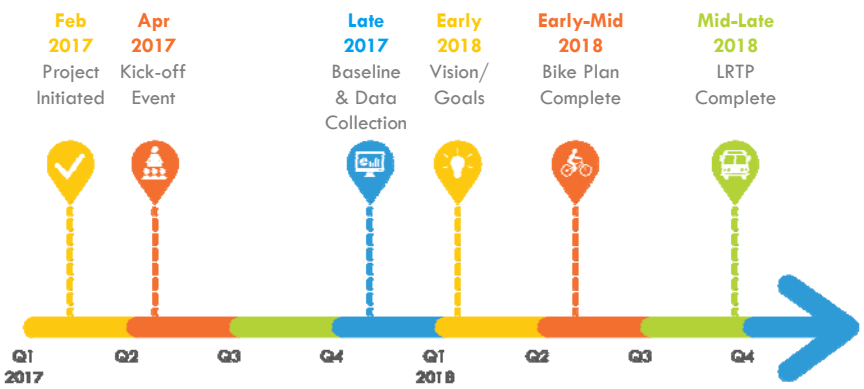
PERFORMANCE MEASURES AND PROJECT PRIORITIZATION

IMPLEMENTATION AND FUNDING STRATEGIES

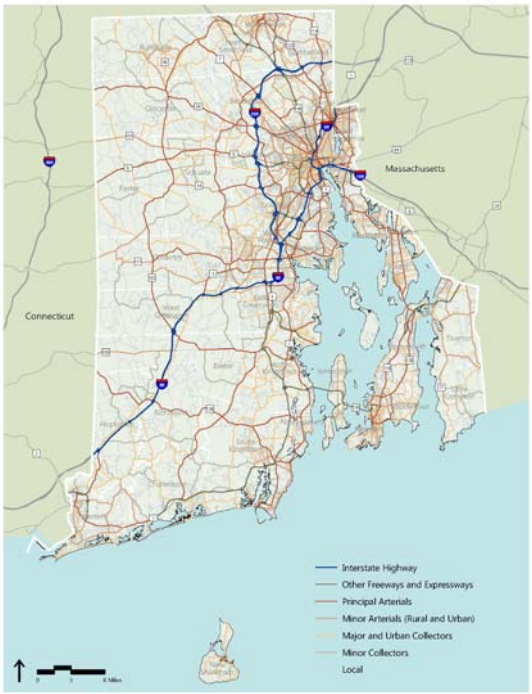
Scope of Work



Schedule

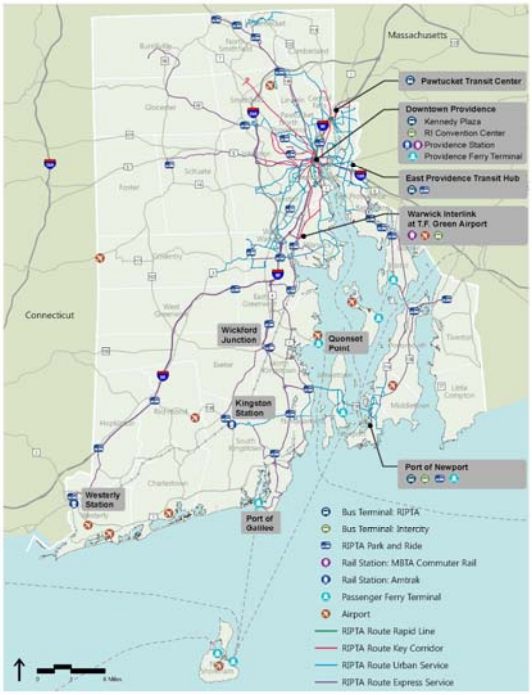


Data Collection



Transit

- Bus Terminals and Routes
- Train Service
- Ferry Terminals
- Airports



Bicycle & Pedestrian Network

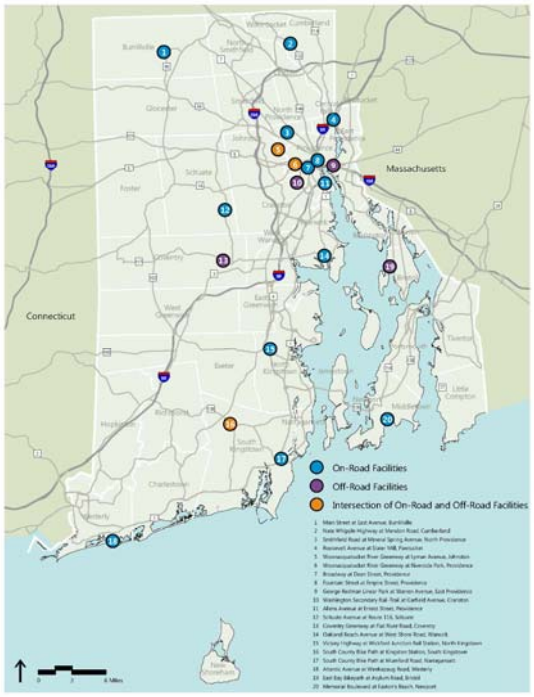
- RIGIS Bicycle Network
- Model Inventory of Roadway Elements (MIRE) Data





Bicycle & Pedestrian Network

- Count Locations

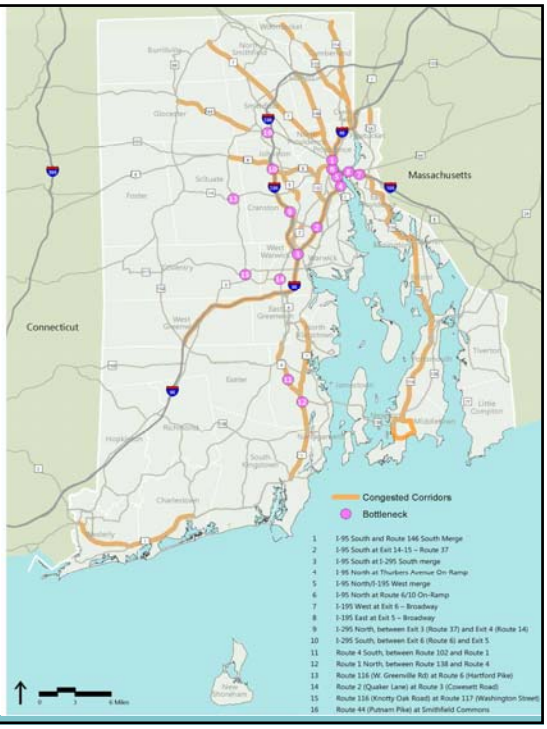


Freight

- RI State Rail Plan 2014
- RI Freight and Goods Movement Plan

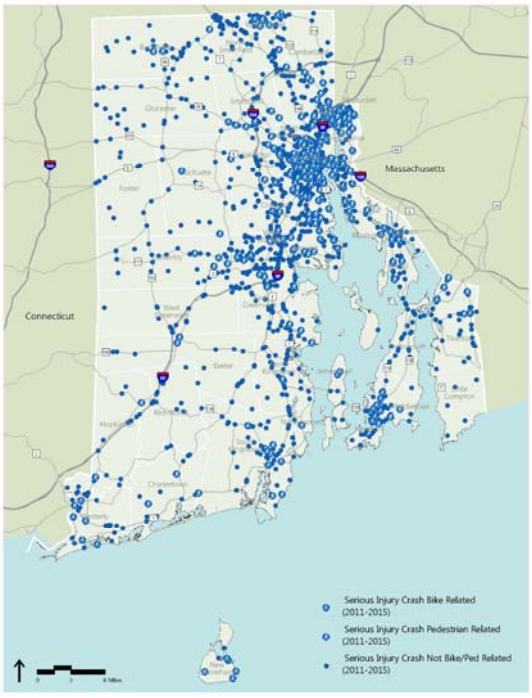


Congested Corridors



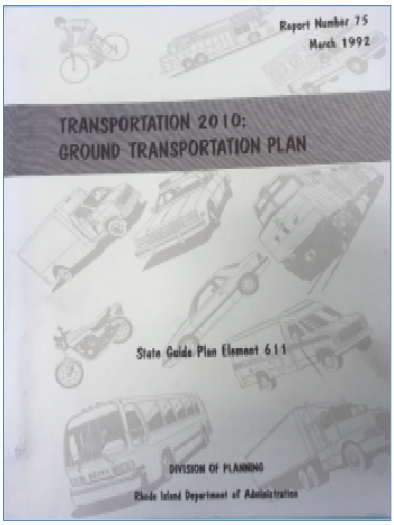
Safety

- Fatal crash locations (FARS)
- Serious Injury crash locations (RIDOT-OHS)
- 2011-2015 data



LRTP 2010 Vision…

- Provide a **balanced** system
- Improve **existing** facilities
- Develop **innovative** solutions
- Support **efficient** movement of goods
- Develop **programs** that contribute to environmental and economic policies
- Provide services for **elderly and handicapped**
- **Coordinate** with other states, local officials, interest groups and the public



Visioning – Needs, Concerns, Opportunities


State of Good Repair


Economic Development


GHG Reductions & Climate Change


Integrated Systems & Future Technology

What are the strengths and weaknesses of our transportation network?

What impact can transportation have on other sectors?

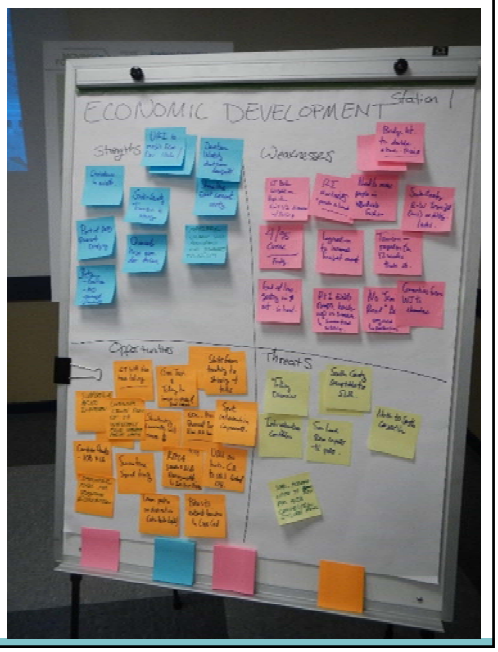
What does multimodal transportation look like in 20 years?

What are your goals for transportation in Rhode Island?

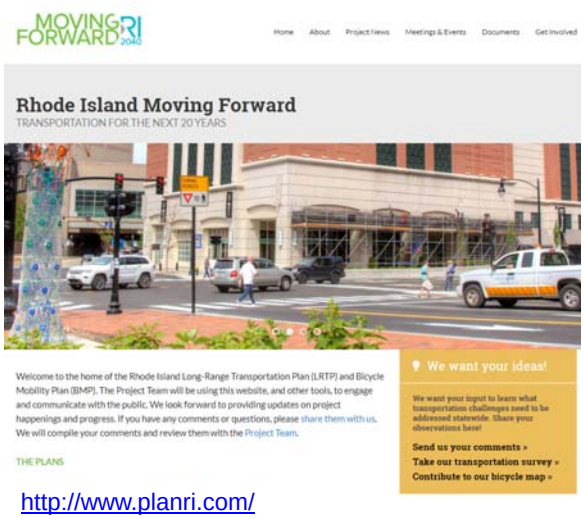
What role does technology play in transportation?

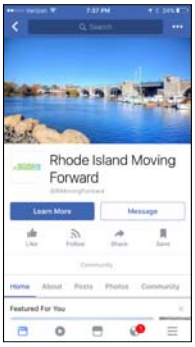
Public and Stakeholder Engagement

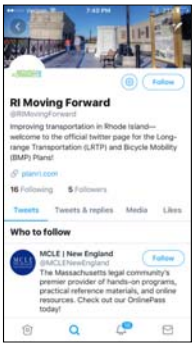
- We want to hear from you!
  - Public Workshops
  - **Municipal Roundtables**
  - Stakeholder Topic Groups
  - Advisory Committees
- Tools and Resources
  - Website
  - Social Media
  - Interactive Bicycle Map
  - Survey



Ongoing Public Outreach



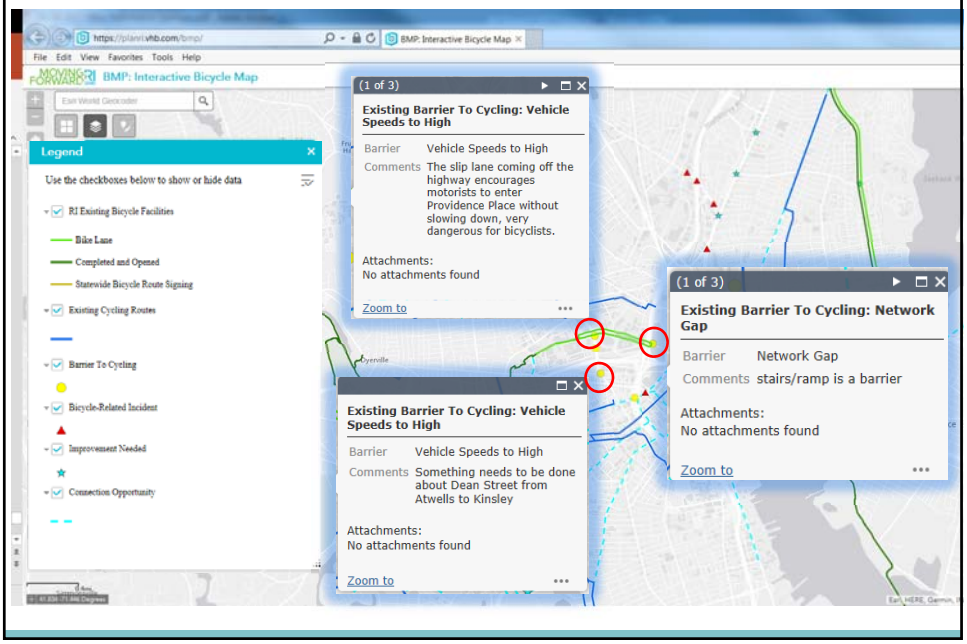




http://www.planri.com/

PlanRI2040@gmail.com

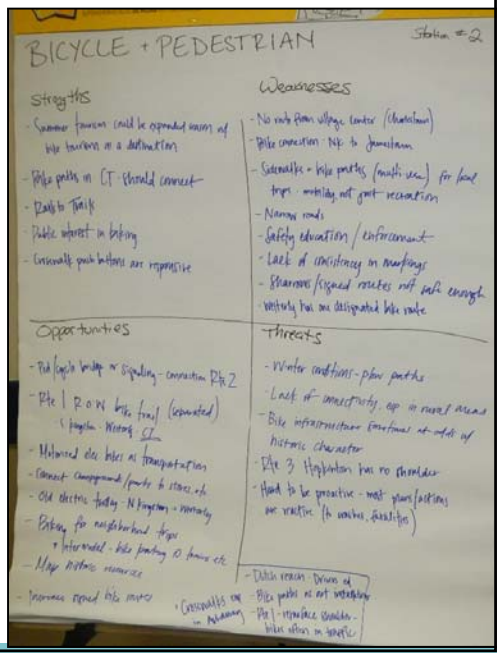
We Are Listening….



We Are Listening….Municipal Roundtable Feedback

Washington County

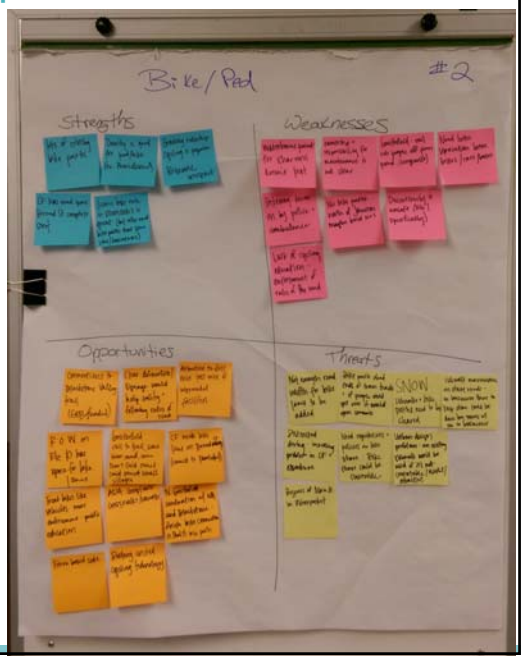
- Summer tourism could be expanded by taking advantage of bike tourism
- There is a public interest in more bike connectivity and enhancing cyclist safety
- Some roads are too narrow to safely allow bikes
- Lack of consistency in lane markings
- Consider bikes as a mode of transportation, not just recreation
- Winter plowing efforts don't always allow for safe bike travel
- Connect bike paths to more destinations like shops, train stations, beaches, and campgrounds



We Are Listening….Municipal Roundtable Feedback

Providence County

- Great existing off-road paths and facilities
- Notable gaps in northern Rhode Island
- Discontinuity at junctions where paths terminate can be a danger
- Great momentum behind cycling (as a movement)



Next Steps

Data Collection

Public and Stakeholder Engagement

- September: Municipal Roundtable discussions (by county)
- Public Workshop #1: Discovery
  - **9/21 – Pawtucket**
  - **9/25 – Narragansett**
  - **9/28 – Bristol**
- Stakeholder Topic Groups Meetings

Scenario Development





1 23-18 South Kingstown

MOVING FORWARD RI 2040

Bicycle Mobility Plan Vision

Grab a pen and help us improve our Bicycle Mobility Plan vision. Collaborate with others and make your edits here or leave us comments.

Biking as adaptation to climate change!

EDUCATE DRIVERS + CYCLISTS

INTEGRATE A BIKE PATH ALONG RT 1 IN SA (NOT A BIKE LANE)

Put more teeth and $ into existing Complete Streets law for RIDOT to implement!

SAFER, BETTER LOCATED BIKE LANES — PREFERABLY SEPARATE BIKE PATHS

Everyone needs to be educated. Not just drivers, but cyclists too.

Bicycling is safe, fun and practical in the Ocean State.

Implementation of the Bicycle Mobility Plan has made Rhode Island the most bikeable state in New England. Bicycling is fully integrated into the state's and municipalities' policies, programs and improvement projects, creating a network of paths and streets that safely connect our cities, towns, villages and regions. Bicycle p re designed to encourage people of all ages and abilities to choose bicycling for both transportation and recreation.

→ user education?

Increased Biking = Increased Econ. development

BIKE LANE THAT ARE CONTINUOUS AND DON'T END IN THE MIDDLE OF A ROUTE ✓

THIS (high) ← yes!

West Bay Bike Path along Narr Bay

Many existing Streets need to be made more bike accessible. Slower speed, bigger shoulder, better visibility

Options lost to making Streets safer & Comm. are pleased

Connect Quonset bike path in NK to East Greenwich & Wickford

Encourage Bicycle-friendly access to all parks via consistent designed signage

bike lanes on Main Street High. 108

We need to be able to cross RT 1 on a bike in South Kingstown!

Could not agree more! ← 85

MOVING FORWARD RI 2040

Bicycle Mobility Plan Vision

Grab a pen and help us improve our Bicycle Mobility Plan vision. Collaborate with others and make your edits here or leave us comments.

Bicycling is safe, fun and practical in the Ocean State.

Implementation of the Bicycle Mobility Plan has made Rhode Island ~~the most bikeable state in New England~~ truly friendly to bicyclists. Bicycling is fully integrated into the state's and municipalities' policies, programs and improvement projects, creating a network of paths and streets that safely connect our cities, towns, villages and regions. Bicycle projects ideally are designed to encourage people of all ages and abilities to choose bicycling for both transportation and recreation.

LOOK TO THE NETHERLANDS FOR INSPIRATION ON THE ROLE OF THE BICYCLE AND HOW TO PRIORITIZE ITS PLACE AS A LEGIT TRANSPORTATION METHOD

WITH CONNECTED NETWORK OF PROTECTED BIKE LANES AND BIKE PARKS

+ Inspirational

too long

We should think of biking as a legitimate mode of transportation for getting to work, running errands, etc (not just recreational) ✓ ← !! Agreed

FULLY AGREE

Fit what Bike Paths we Have

Incentives for biking are built into state & local (and private employer?) policies with regard to tax policies, parking, fringe benefits, perks

WHAT ARE THE CRITERIA?

How do municipalities collaborate and communicate?

What would be the impact to existing parking, public transportation routes, & residents located on these routes?

Important to make biking safer by enforcing laws against idiots driving, better driver education, and more education to motorists about respect to bike/walk users

neighborhoods

AND all income levels + skill

Bike paths are safe areas to walk, learn to cycle, use a walker/wheelchair/ ADA

ESTABLISH & COMPLETE STREETS POLICY IN ALL PROJECTS

NEIGHBORHOODS ARE DESIGNED TO BE BIKE/PED SCALE

1-24-18 Providence

TAC 12/7/18

MOVING FORWARD RI 2040

Bicycle Mobility Plan Vision

Grab a pen and help us improve our Bicycle Mobility Plan vision.
Collaborate with others and make your edits here or leave us comments.

Nit "practical" — maybe attractive? popular?

Bicycling is safe, fun and practical in the Ocean State.

↑ useful? reasonable? sensible? viable?

Implementation of the Bicycle Mobility Plan has made Rhode Island the most bikeable state in New England. Bicycling is fully integrated into the state's and municipalities' policies, programs and improvement projects, creating a network of paths and streets that safely connect our cities, towns, villages and regions. Bicycle projects are designed to encourage people of all ages and abilities to choose bicycling for both transportation and recreation.

the Northeast (instead of New England) →

" connect our neighbor-hoods, cities, towns .. "

add attractions ←

Mention something about health benefits/ healthier communities

1-31-18
Newport

MOVING FORWARD RI 2040

Bicycle Mobility Plan Vision

Grab a pen and help us improve our Bicycle Mobility Plan vision.
Collaborate with others and make your edits here or leave us comments.

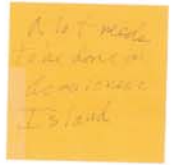
Thank You

Complete Bike Path across and around Aquidneck Island

reach out to people who don't traditionally ride bikes + teach them how to ride safely

Bicycling is safe, fun and practical in the Ocean State.

Implementation of the Bicycle Mobility Plan has made Rhode Island the most bikeable state in New England. Bicycling is fully integrated into the state's and municipalities' policies, programs and improvement projects, creating a network of paths and streets that safely connect our cities, towns, villages and regions. Bicycle projects are designed to encourage people of all ages and abilities to choose bicycling for both transportation and recreation.



of limited means

But we still need to do more to enable people to use bicycles to get to/from their work as an augment to buses, etc

MOVING RI FORWARD 2040

Prioritization

How should we prioritize bike projects?
*Which **2** criteria are the most important?*



MOVING FORWARD RI 2040

Prioritization

How should we prioritize bike projects?
*Which **2** criteria are the most important?*

1-31-18
Newport



1-23-18 Sandy Kingston

MOVING FORWARD RI 2040

Prioritization

How should we prioritize bike projects?
*Which **2** criteria are the most important?*



1-24-18 Provided

MOVING RI FORWARD 2040

Prioritization

How should we prioritize bike projects?
*Which **2** criteria are the most important?*

WHAT ARE YOUR



1-23-18
South Kingstown

MOVING FORWARD RI 2040

Funding Bike Projects

In order to achieve the goals of the Bike Mobility Plan, dedicated funding will need to be established. Review the options below and use a dot to indicate what change, if any, you would make to these potential sources.



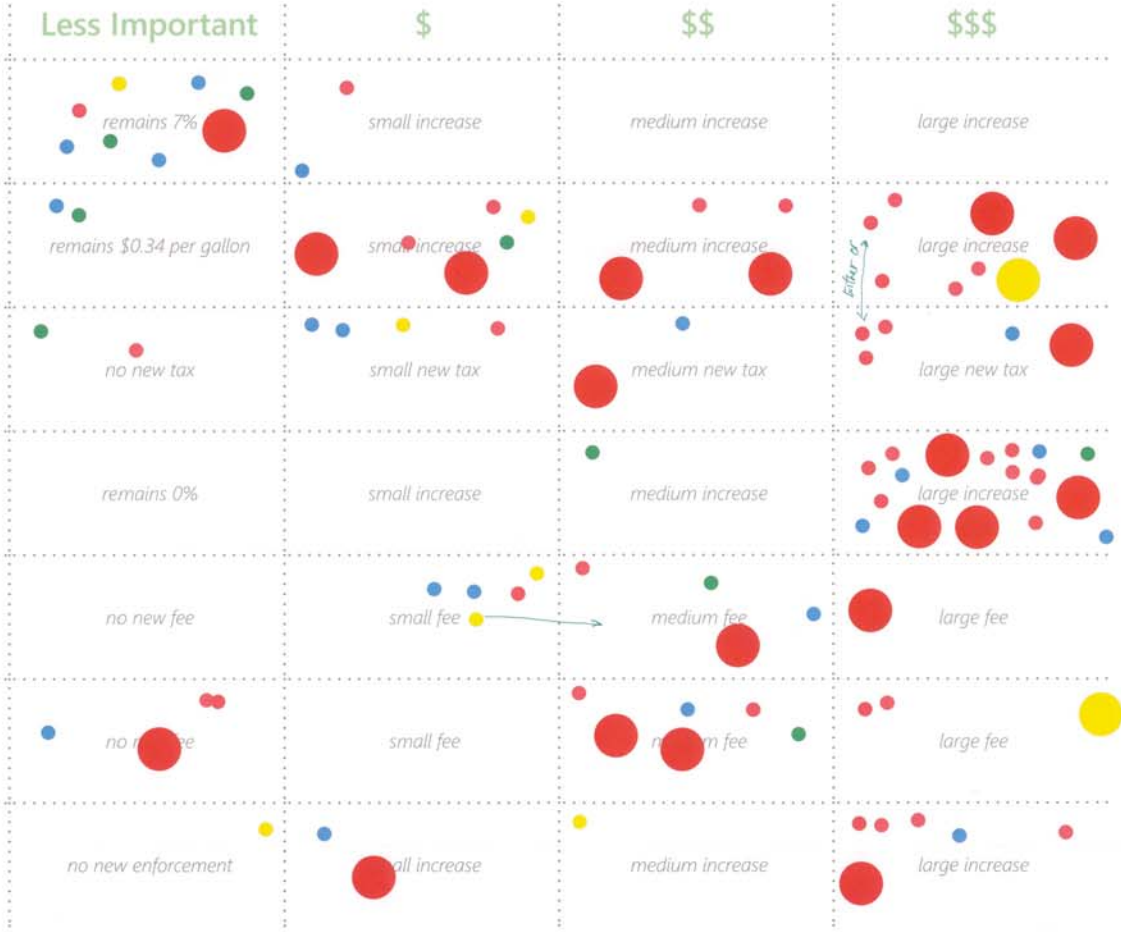
Taxes



Sharing



Fees



1-24-18
Providence

MOVING FORWARD RI 2040

Funding Bike Projects

In order to achieve the goals of the Bike Mobility Plan, dedicated funding will need to be established. Review the options below and use a dot to indicate what change, if any, you would make to these potential sources.



Taxes



Sharing



Fees

What change would you make?	No Change (No Change)	$	$$	$$$
1 **Increased Sales Tax** Current Sales Tax = 7%	remains 7%	small increase	medium increase	large increase
2 **Increase Gas Tax** Current Gas Tax = $0.34/gallon	remains $0.34 per gallon	small increase	medium increase	large increase
3 **New Tax: Vehicle Miles Traveled** Annual fee for miles driven *(e.g. 12,000 miles per year @ 1% tax = $120)*	no new tax	small new tax	medium new tax	large new tax
4 **Increase Share of Funding** Reallocation of existing transportation spending—*current share 0% dedicated*	remains 0%	small increase	medium increase	large increase
5 **Ride Hailing Fee** Fixed fee per ride for ride hailing	no new fee	small fee	medium fee	large fee
6 **Congestion Pricing** Fixed cost for entering congested areas during certain hours	no new fee	small fee	medium fee	large fee
7 **Automate Traffic Enforcement** Expand automated enforcement *(red light cameras, etc.)*	no new enforcement	small increase	medium increase	large increase

TAC 12/5/18

MOVING FORWARD RI 2040

Funding Bike Projects

In order to achieve the goals of the Bike Mobility Plan, dedicated funding will need to be established. Review the options below and use a dot to indicate what change, if any, you would make to these potential sources.



Taxes



Sharing



Fees



1-31-18
Newport

MOVING FORWARD RI 2040

Funding Bike Projects

In order to achieve the goals of the Bike Mobility Plan, dedicated funding will need to be established. Review the options below and use a dot to indicate what change, if any, you would make to these potential sources.



Taxes



Sharing



Fees

What change would you make?		No Change	$	$$	$$$
1	**Increased Sales Tax** Current Sales Tax = 7%	remains 7%	small increase	medium increase	large increase
2	**Increase Gas Tax** Current Gas Tax = $0.34/gallon	remains $0.34 per gallon	small increase	medium increase	large increase
3	**New Tax: Vehicle Miles Traveled** Annual fee for miles driven *(e.g. 12,000 miles per year @ 1% tax = $120)*	no new tax	small new tax	medium new tax	large new tax
4	**Increase Share of Funding** Reallocation of existing transportation spending—*current share 0% dedicated*	remains 0%	small increase	medium increase	large increase
5	**Ride Hailing Fee** Fixed fee per ride for ride hailing	no new fee	small fee	medium fee	large fee
6	**Congestion Pricing** Fixed cost for entering congested areas during certain hours	no new fee	small fee	medium fee	large fee
7	**Automate Traffic Enforcement** Expand automated enforcement *(red light cameras, etc.)* speed cameras	no new enforcement	small increase	medium increase	large increase

MOVING FORWARD RI 2040

Funding Bike Projects—Comments/Suggestions

In order to achieve the goals of the Bike Mobility Plan, dedicated funding will need to be established. Please provide any comments or additional suggestions for generating dedicated funds below.

Taxes

Sharing

Fees

✓ Charge for all parking YES - definitely disagree

Keep the car tax!

Establish tools for all vehicles on roads & bridges.

Sales taxes are regressive; don't use them

local Bike Rental stations

Bike repair stations — clinics - like bike Newport recycle a bike - yes!

! → Bike purchase Tax credit - yes! (Carbon goal)

* Definitely allocate small % of gas tax to bike infrastructure! — YES!

% of gas tax → bike projects

Increase share of funding

S.K. - real estate conveyance tax

1-25-18
South Kingstown

MOVING FORWARD RI 2040

Funding Bike Projects—Comments/Suggestions

In order to achieve the goals of the Bike Mobility Plan, dedicated funding will need to be established. Please provide any comments or additional suggestions for generating dedicated funds below.

Taxes

Increasing sales tax would negatively impact lower-income household for more than wealthier households. Taxing the use of the roadways ~~over~~ like through ↑ gas tax – would encourage alternative modes. ← Agreed

Beware of regressive effects of increases adversely & disproportionately on lower-income households. ← Agreed

Perhaps a fee on parking spaces or actual parking can be used partially for bikes as part of transportation use. ! -Agreed

Tell everybody on interstate if Fed policy is changed to allow thru

← YES! Disincentivize driving/parking!!!

Gas X Side Tax

Sharing

Uber/Lyft & automated vehicles will only keep more cars on the road → will not help solve the problem!

↑ Disagree. I think ridesharing can be part of the solution. Reduces the need for parking & helps enable a car-free lifestyle

% of TIP funding needs to change.
bike/ped % of roadway fatalities is about 11%
bike/ped % of TIP funding is 1.8%
mode share is ~ 5%
∴ TAP funding should be increased as % of total 2x–6x or even more to make up for inequitable history.

↑ YES

5% of Transportation Funding for Bike Plans!

Fees

~~Reverse~~ Congestion pricing could be great; also use of cap-n-trade funds for bicycle, pedestrian & public transit infrastructure.

Current RIGL prevents municipalities from imposing ride-hailing fees. That should be changed.

Use congestion ~~charging~~ charging and ride share ~~tax~~ (uber/lyft) tax to help fund projects

HIGHER for FULL-TIME & MARRIED RATERS PART OF TOD & URBAN AS LOW AS REQUIRES

Sponsorship $ from companies to provide bicycles – Logo on bikes provides great publicity

MOVING FORWARD RI 2040

Funding Bike Projects—Comments/Suggestions

In order to achieve the goals of the Bike Mobility Plan, dedicated funding will need to be established. Please provide any comments or additional suggestions for generating dedicated funds below.

Taxes

Fees

would caution that any $ on taxes, fees, etc do not adversely affect RI's ability to remain competitive w/ econ. dev. & tourism —

- Eliminate Gas tax
- Establish VMT tax
- ↑ all transportation Funding

Real estate transfer fee on homes > $150,000

REQUIRE MATCHING FUNDS

Look at fee as part of Developer fees at Local Community Level (Like the "% for Art" fee)

- Look at voluntary contributions from public sector, trust fund, lock box.
- Grants
- Ensure primary transport. infrastructure funding streams not impacted
- Economic dev. seed $$
- % for bike/ped, like % for art, for all state capital projects over X $

1-21-18
Newport

MOVING FORWARD RI 2040

Funding Bike Projects—Comments/Suggestions

In order to achieve the goals of the Bike Mobility Plan, dedicated funding will need to be established. Please provide any comments or additional suggestions for generating dedicated funds below.

1 cent (.01) on all stock trades on all exchanges

add 1¢ to the gas tax

Cycle-tourism should be actively promoted!!

disincentivizing driving is an appropriate step forward

TAX

assist private bike shops promote their growth into new markets

ASK MAJOR BICYCLE MANUFACTURERS TO HELP FINANCIALLY AND USE THEIR ADS TO PROMOTE INDIVIDUAL CITIES.

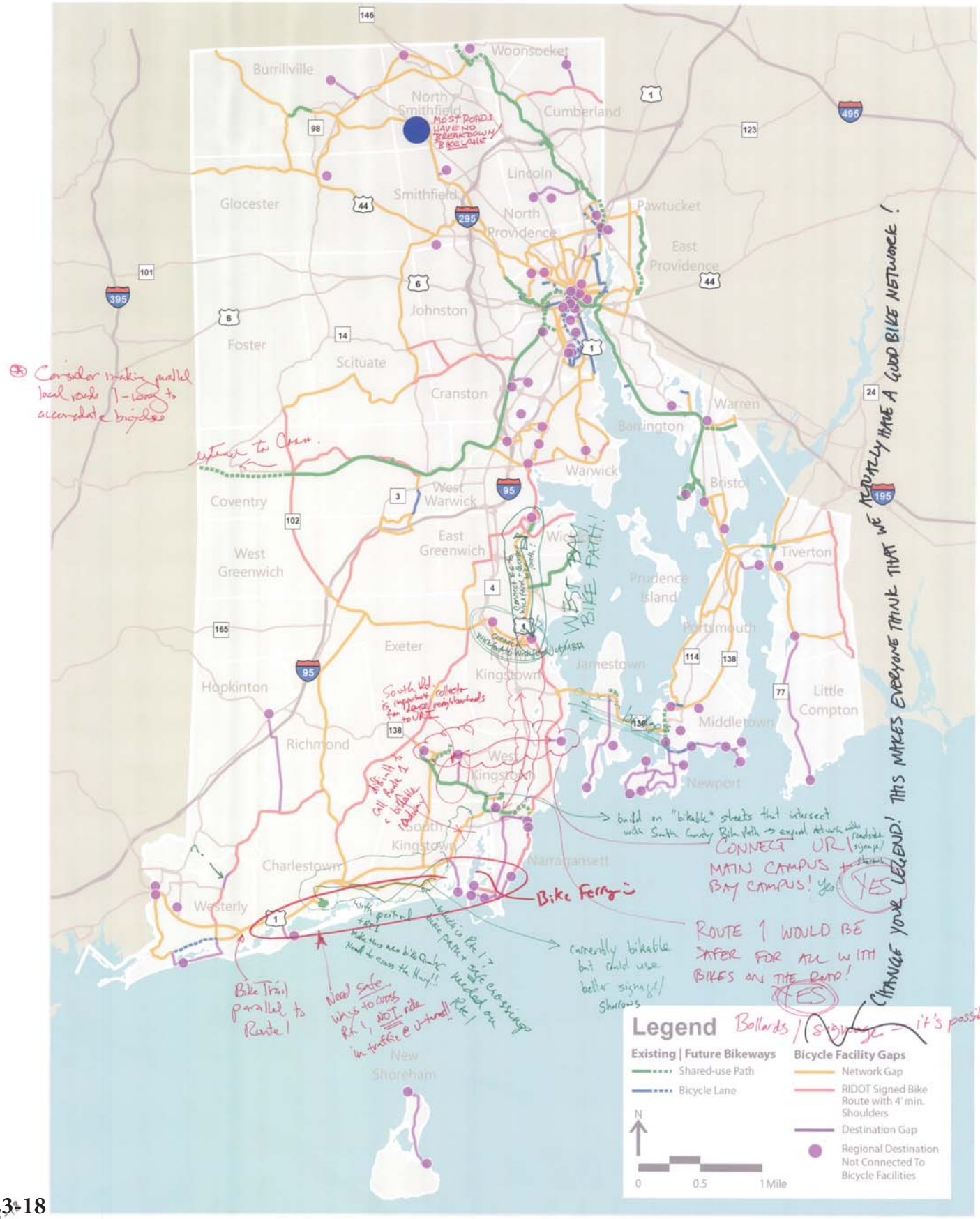
Taxes

Sharing

Fees

MOVING FORWARD RI 2040

Bicycle Network Gaps

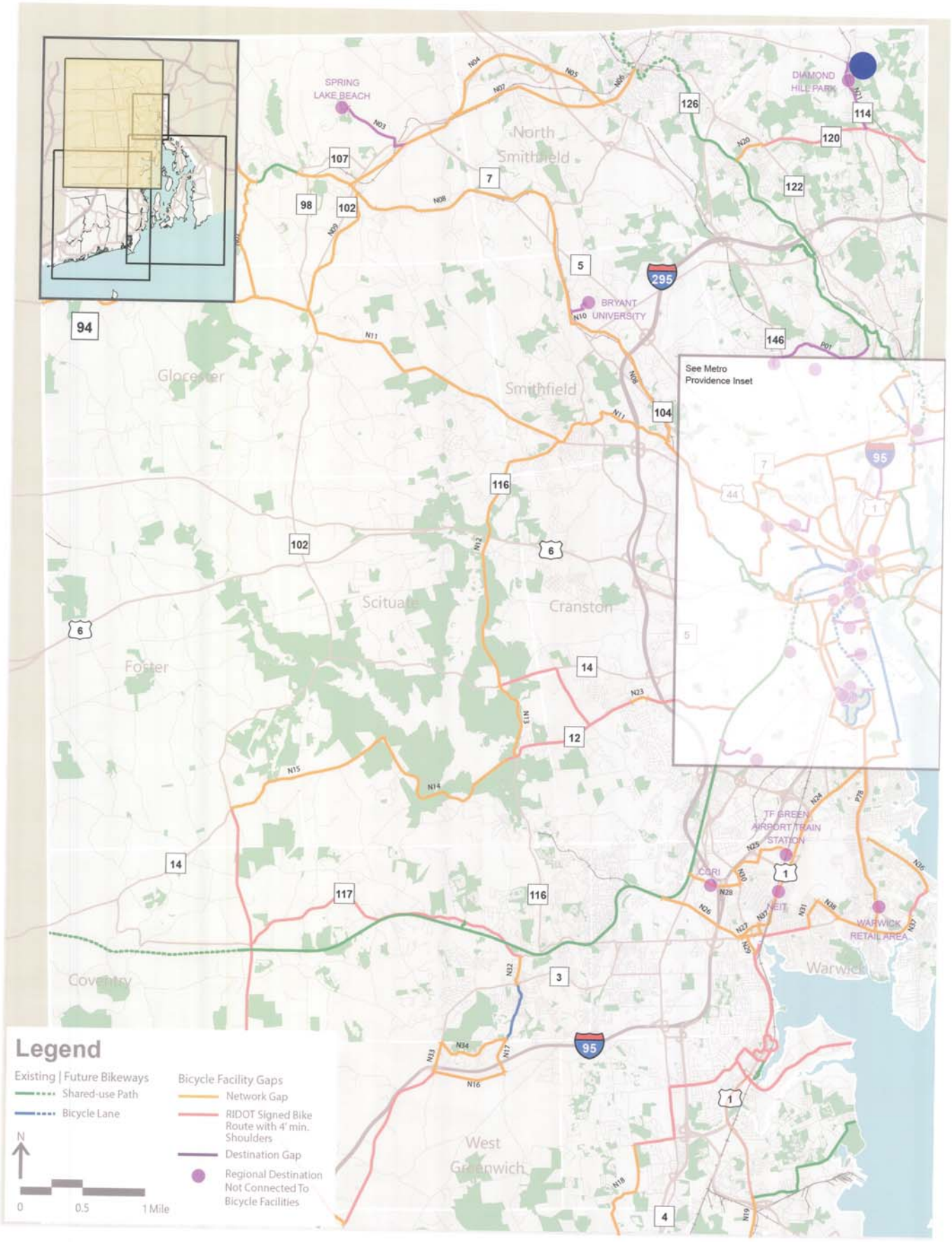


1-23-18

9-29 SK

MOVING FORWARD RI 2040

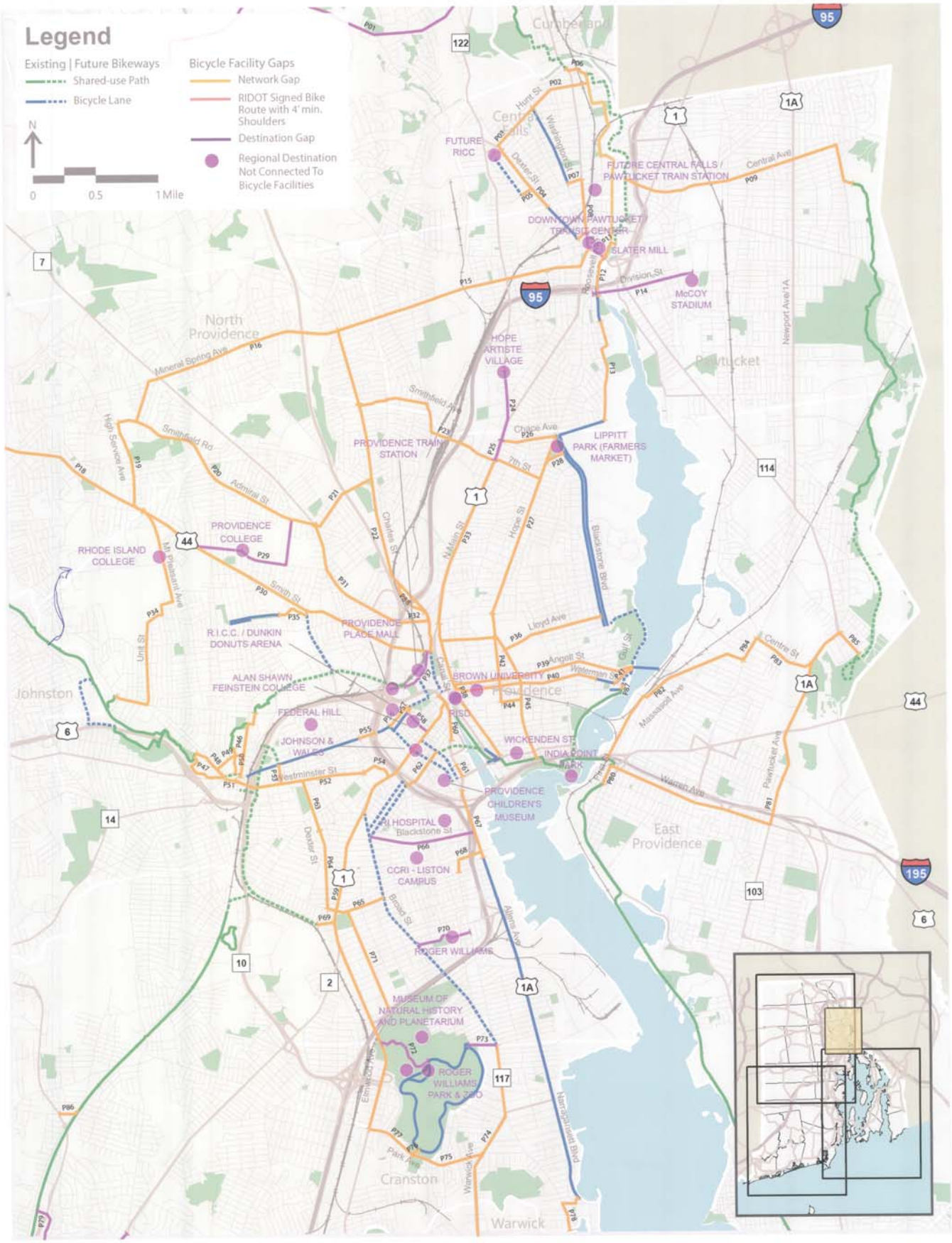
Bicycle Network Gaps



23-18 SK

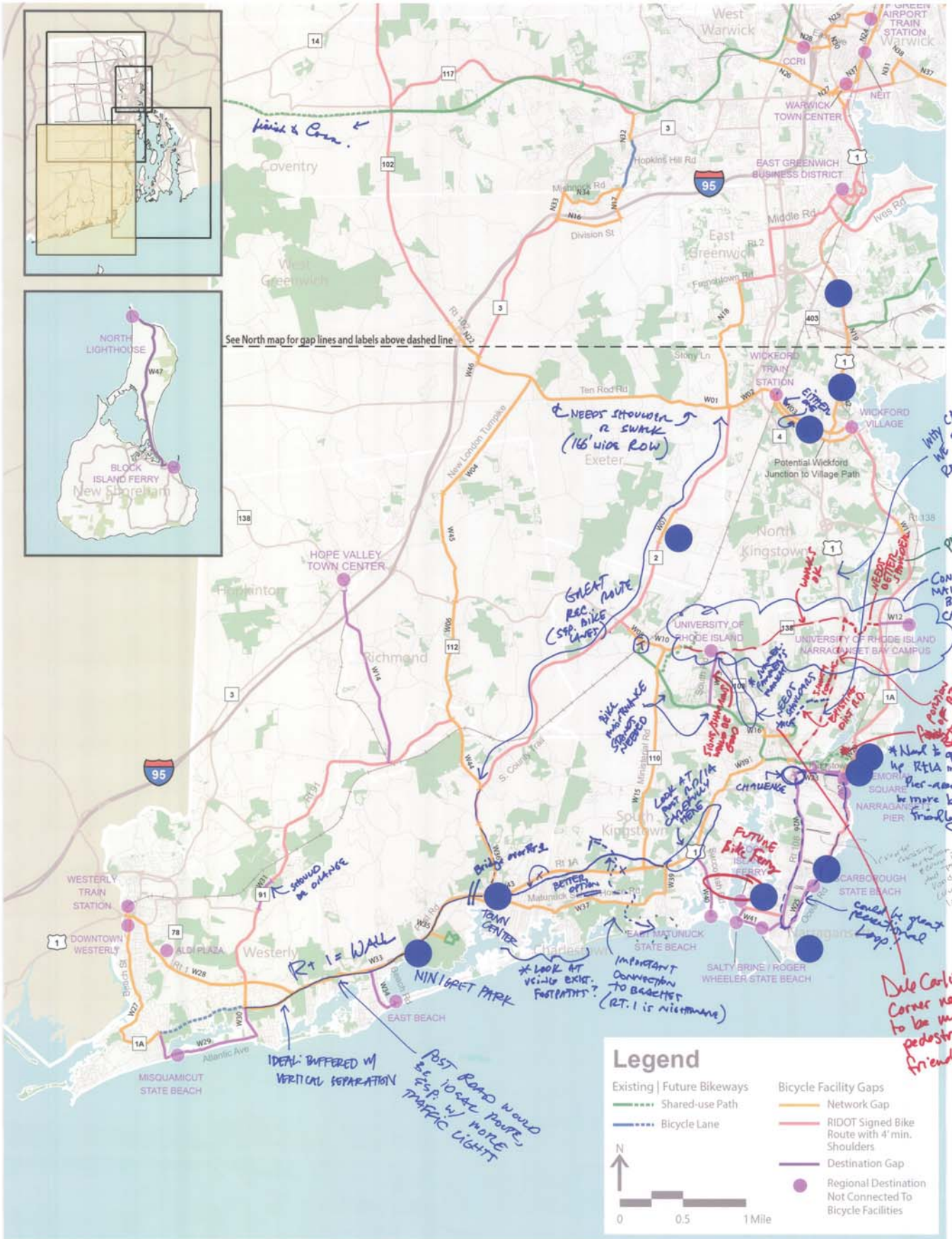
MOVING FORWARD RI 2040

Bicycle Network Gaps



MOVING FORWARD RI 2040

Bicycle Network Gaps


See North map for gap lines and labels above dashed line
Legend
Existing | Future Bikeways
Shared-use Path
Bicycle Lane
Bicycle Facility Gaps
Network Gap
RIDOT Signed Bike Route with 4' min. Shoulders
Destination Gap
Regional Destination Not Connected To Bicycle Facilities
N
0
0.5
1 Mile
Finish & Conn.
NEEDS SHOULDER & SWALK (66' WIDE ROW)
Either
Potential Wickford Junction to Village Path
Why can't we bike on Route 1?
Path more family friendly
Needs better connection
Connect Mount Bay Campus
GREAT ROUTE REC. BIKE LANE (SEP. BIKE LANE)
Bike maintenance stand needed
Look at bike facility here
Future Bike Ferry
Bridge crossing
Better option
Should be orange
Rt 1 = Wall
Look at vcinity exist. footpaths?
Important connection to beaches (Rt. 1 is nightmare)
Ideal: buffered w/ vertical separation
Post Road would be great local route w/ more traffic lights
Dale Carlin Corner needs to be more pedestrian friendly
Could be great recreational loop.
Want to open up Rt 1A in the Pier area to be more bike friendly
Potential for Rt. 1 study connection
Needs improvement
Connect to Rt. 1 study
Challenge
Look at bike facility here
Needs improvement
Connect to Rt. 1 study
Connect to Rt. 1 study
Needs improvement
Connect to Rt. 1 study
Needs improvement
Connect to Rt. 1 study
Needs improvement

MOVING FORWARD RI 2040

Bicycle Network Gaps



1-23-18
SK

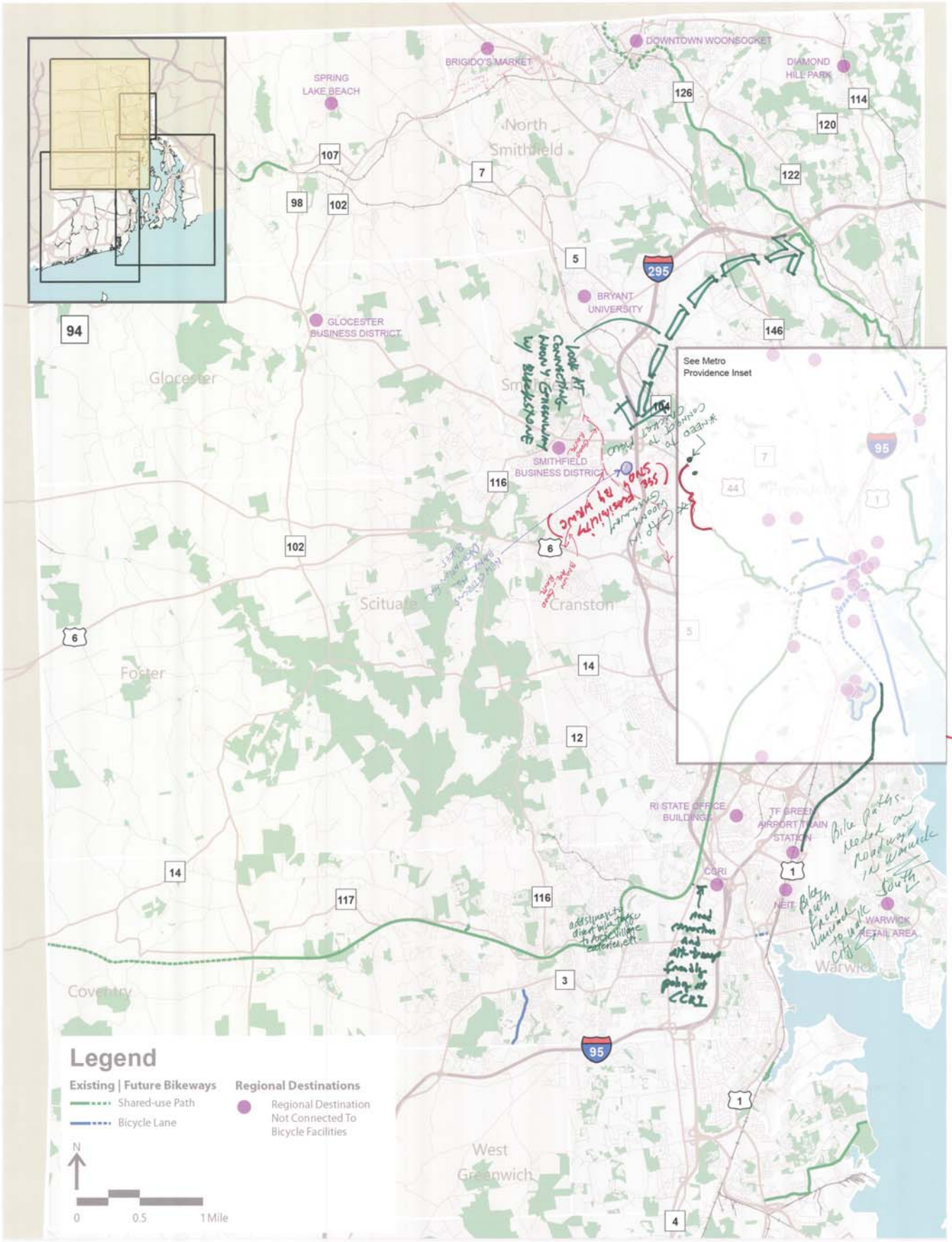
MOVING FORWARD RI 2040

Bicycle Network



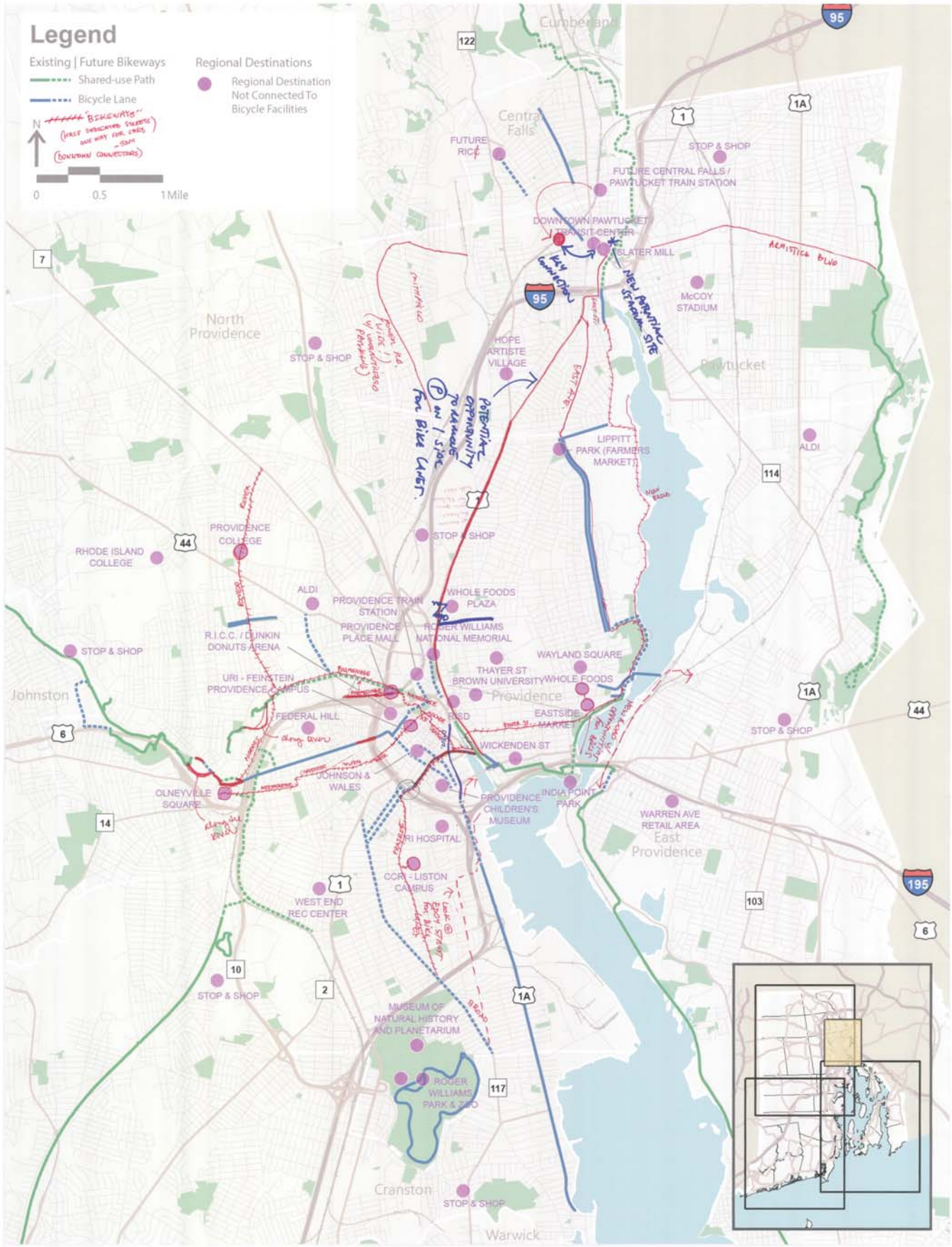
MOVING FORWARD RI 2040

Bicycle Network - North



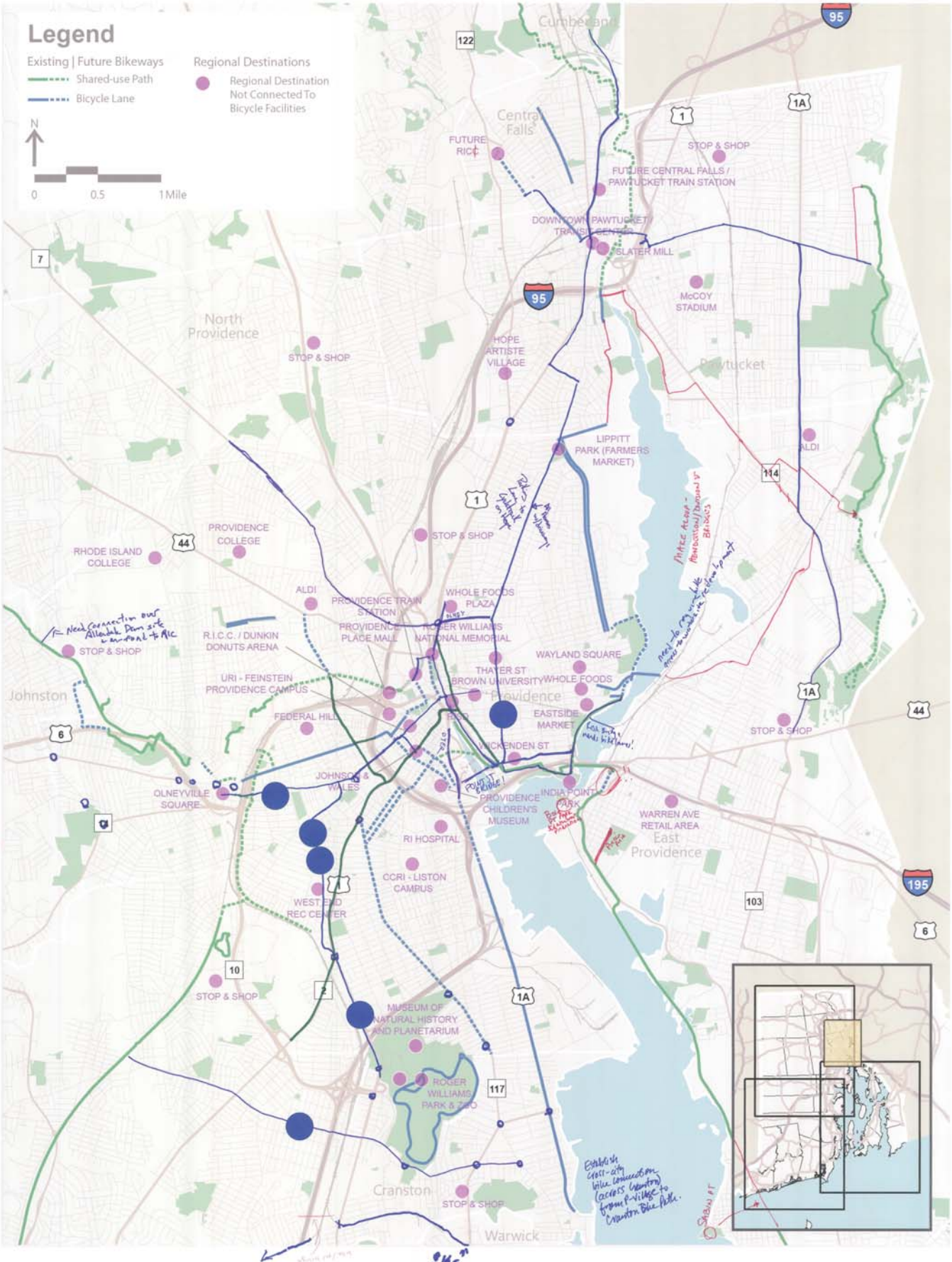
MOVING FORWARD RI 2040

Bicycle Network - Metro



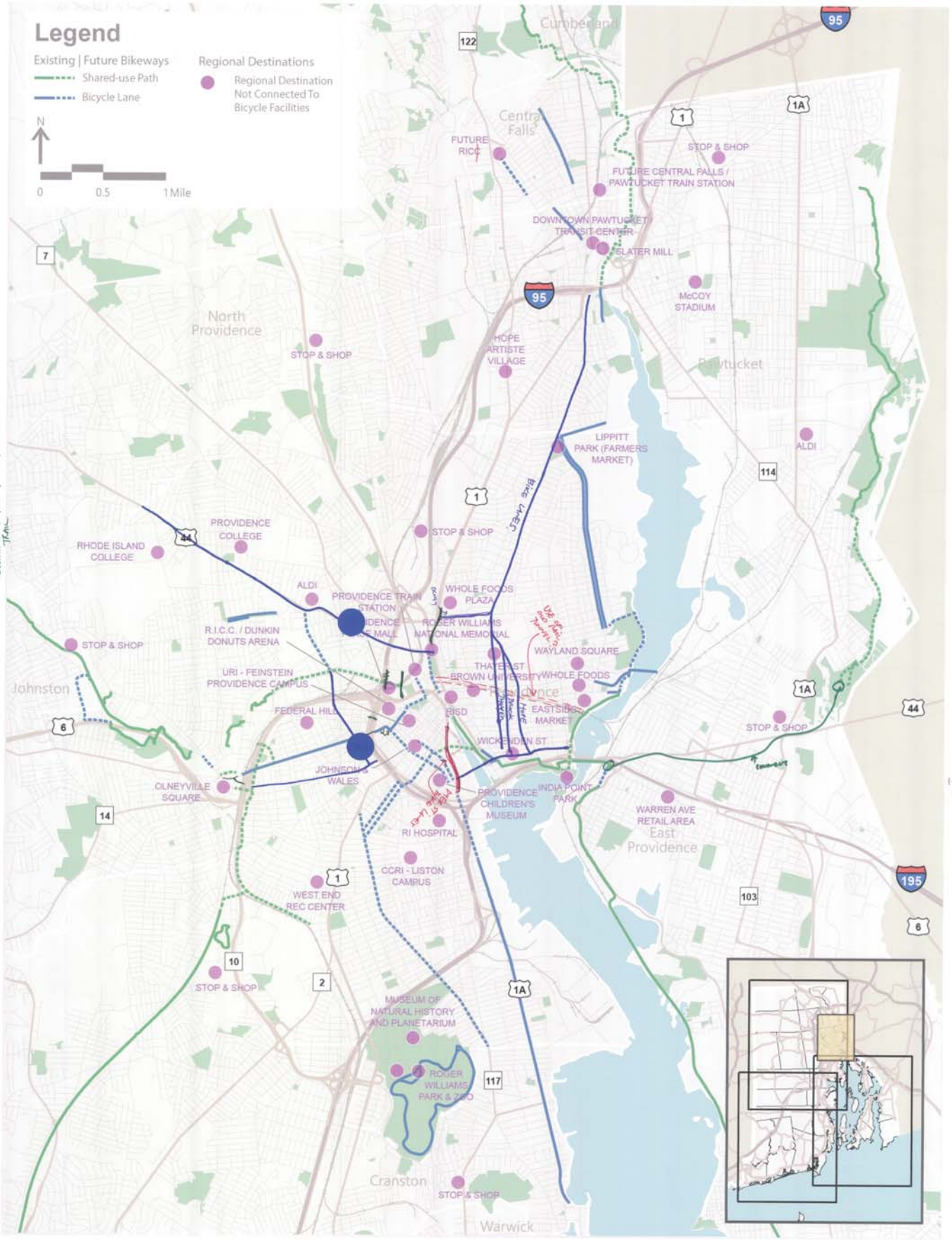
MOVING FORWARD RI 2040

Bicycle Network - Metro



MOVING FORWARD RI 2040

Bicycle Network - Metro



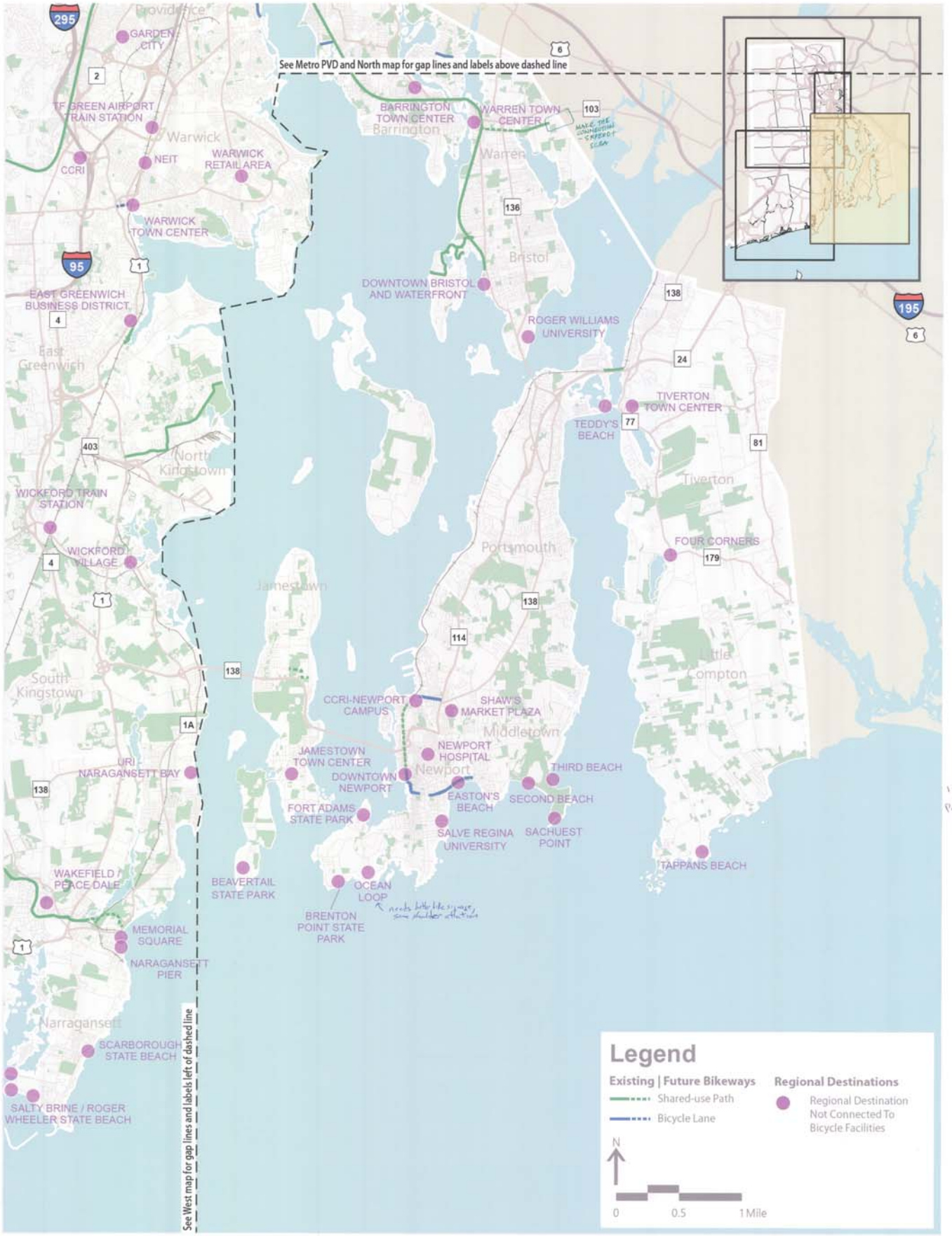
MOVING FORWARD RI 2040

Bicycle Network - West



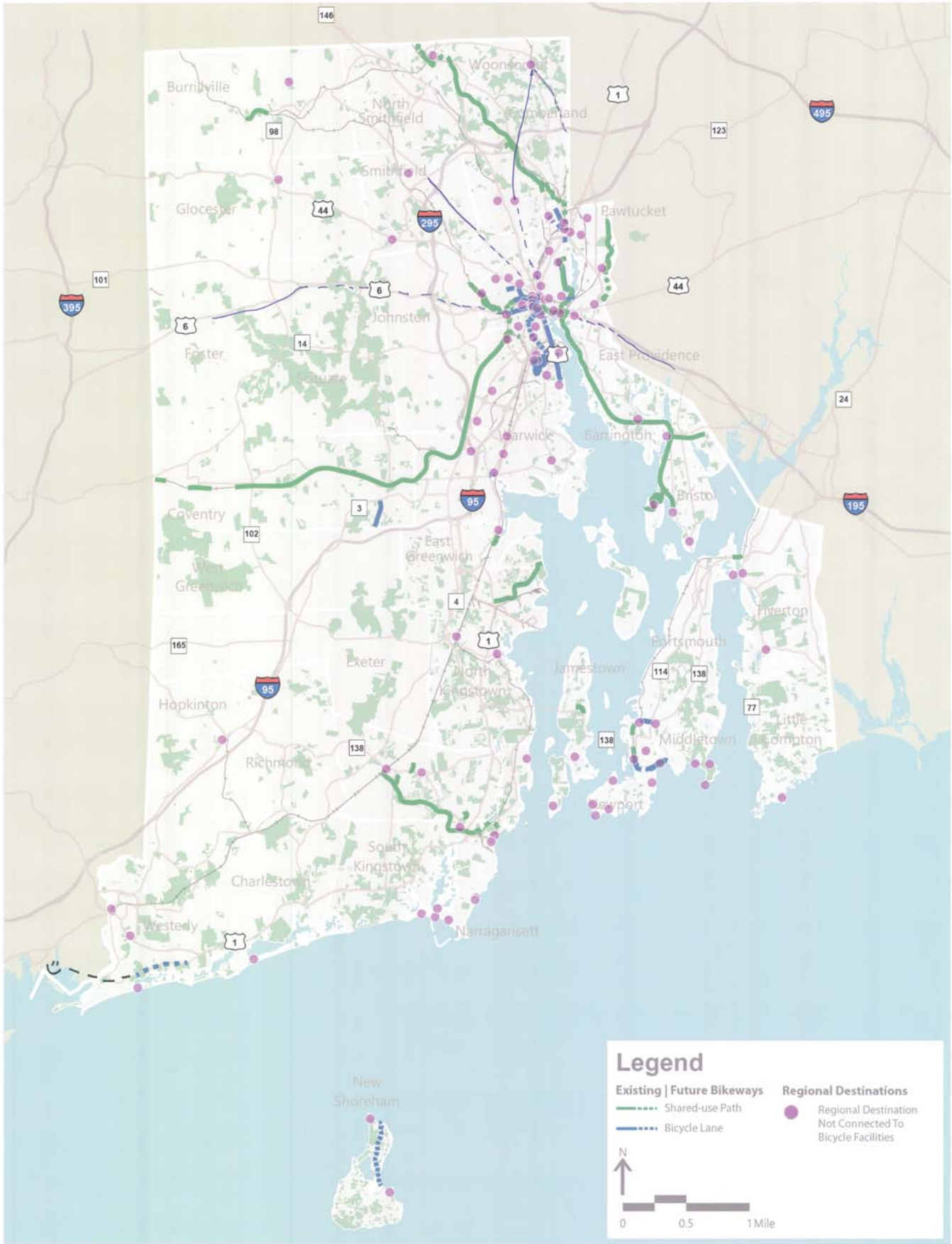
MOVING FORWARD RI 2040

Bicycle Network - East



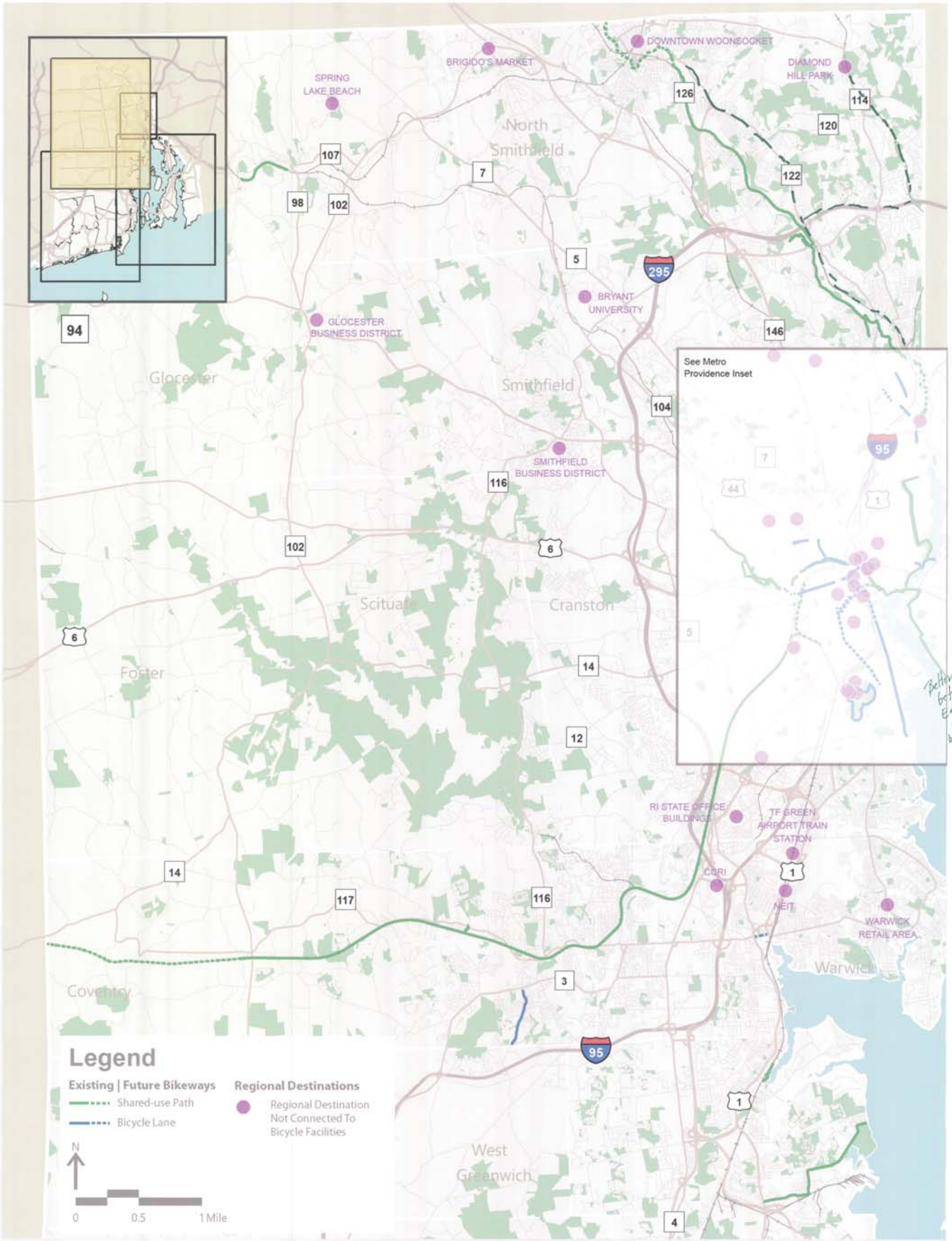
MOVING FORWARD RI 2040

Bicycle Network



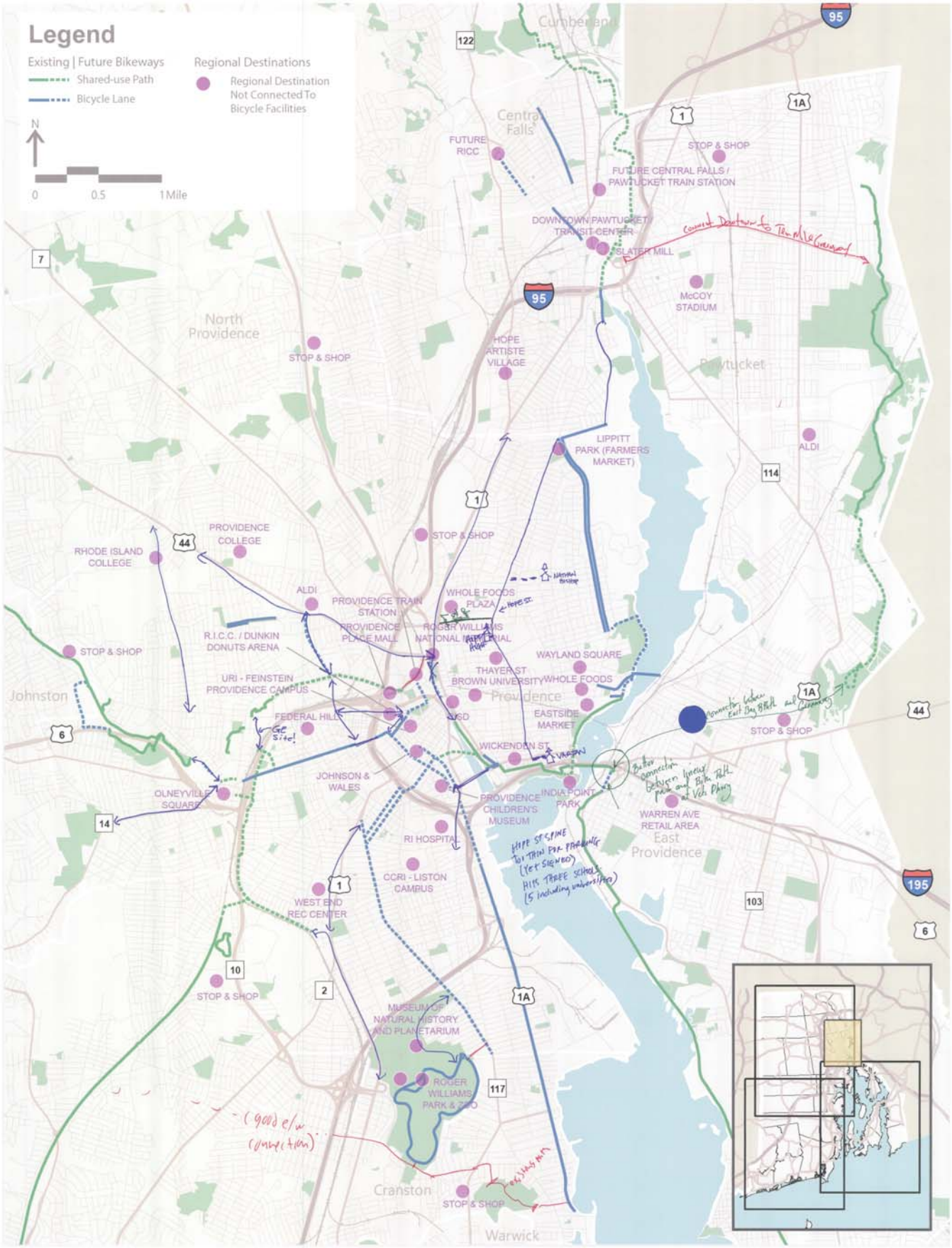
MOVING FORWARD RI 2040

Bicycle Network - North



MOVING FORWARD RI 2040

Bicycle Network - Metro



MOVING FORWARD RI 2040

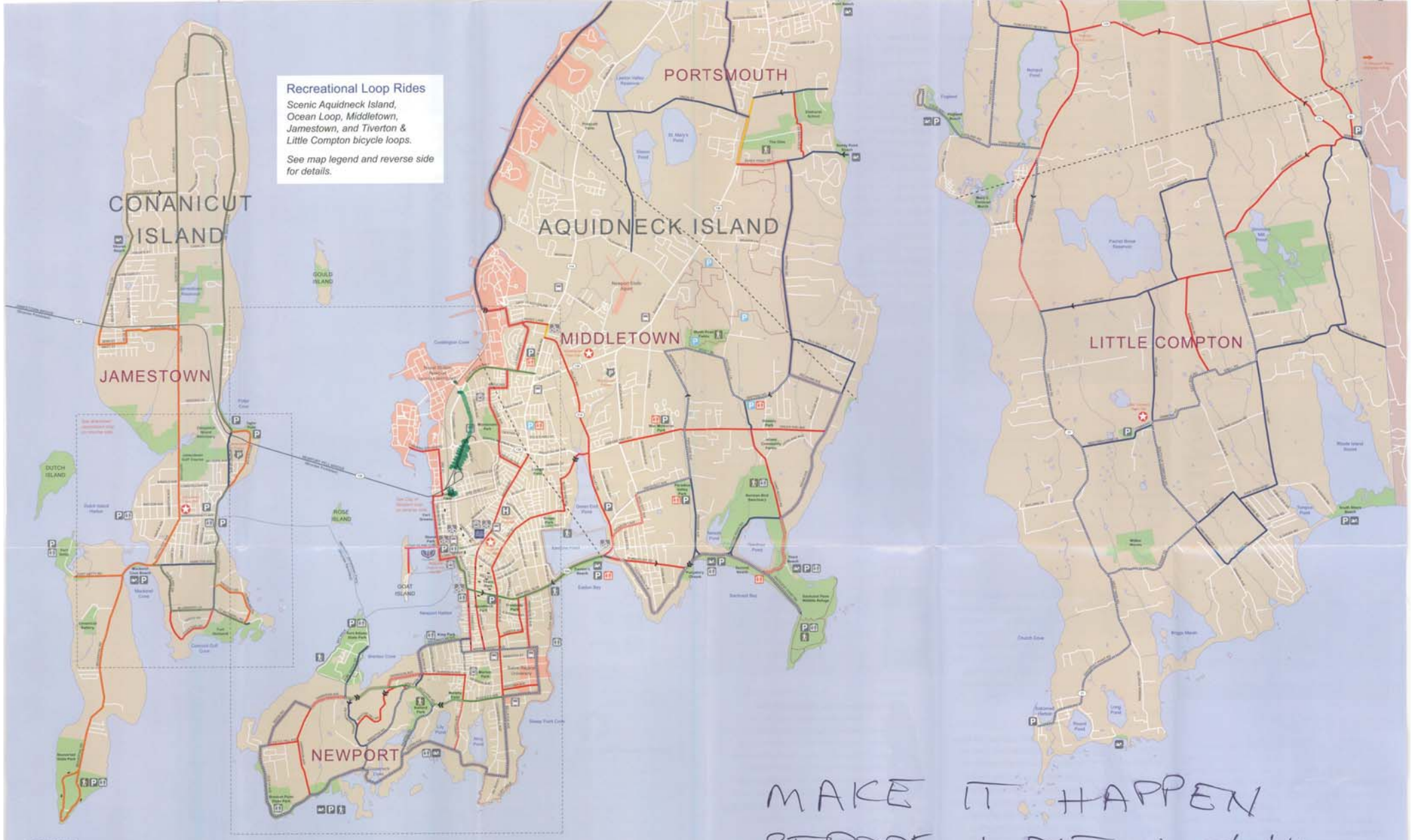
Bicycle Network - West



MOVING FORWARD RI 2040

Bicycle Network - East





MAKE IT HAPPEN
BEFORE I DIE. b 5/29/42

DISCLAIMER

All map data herein is authored and provided by the Rhode Island Department of Transportation (RIDOT).

Designations of road suitability are made to assist experienced and/or commuter cyclists in planning trips on roadways designated as most suitable for bicycle travel.

The designated roadways many not be suitable for inexperienced riders or children. Riders should choose routes and trip lengths appropriate for their individual skill level. Bicyclists should use helmets, rearview mirrors and other protective equipment when riding on roadways and bicycle paths. Although RIDOT has made reasonable efforts to ensure that the information contained in this map is correct as of the date of publication, the actual conditions cyclists encounter may vary. Neither RIDOT, nor the cities and towns through which the designated roads pass, nor the groups and individuals who have contributed to the development of this map warrant the safety or suitability of the routes shown on the map for shared bicycle/motor vehicle use.

Cyclists must remain alert to traffic and changing road conditions and obey traffic control devices. Cyclists assume the risk for their own safety at all times when traveling on roadways in Rhode Island. Cyclists have the same responsibility as motorists to obey traffic laws and regulations.

RIDOT, the City of Newport, the Town of Middletown, the Town of Portsmouth, the Town of Jamestown, the Town of Tiverton, the Town of Little Compton, Bike Newport, the funders of Bike Newport, and the sponsors of this map assume no liability for personal injury or property damage suffered by users of this map or of any bicycle route indicated on this map. Emergency: Dial 911

bike newport

www.bikenewportri.org

LEGEND

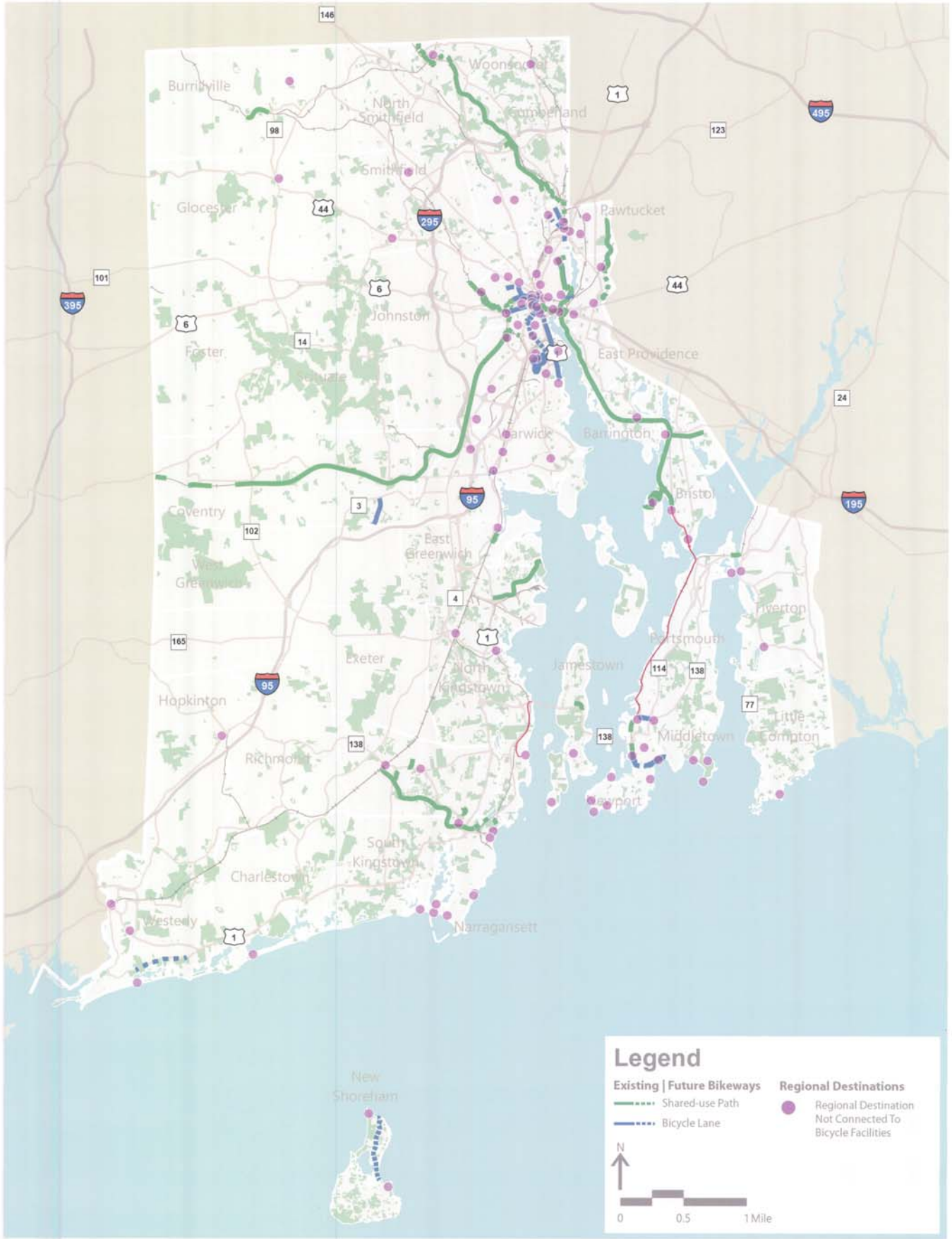
- Most Suitable Road
- Suitable Road
- Shared Roadway/ Bicycle Lane/Path
- Difficult connection use extreme caution or consider dismounting
- Aquidneck Loop
- Ocean Drive Loop
- Tiverton/Little Compton Loop
- Middletown Loop
- Jamestown Loop
- Parks
- Major Institutions
- Water
- Scenic Walks
- One-Way Street
- Steep Grade
- Steeper Grade
- Swimming
- Hiking
- Restrooms
- Parking
- Limited Parking
- Seasonal Restrooms
- Bicycle Rental / Repair*
- Bike Air and Repair Stations
- Major Bus Stop not all stops shown

★ For more information, see the service list on the reverse side or visit www.bikenewportri.org/bike-shops

1-31-18
Newport

MOVING FORWARD RI 2040

Bicycle Network

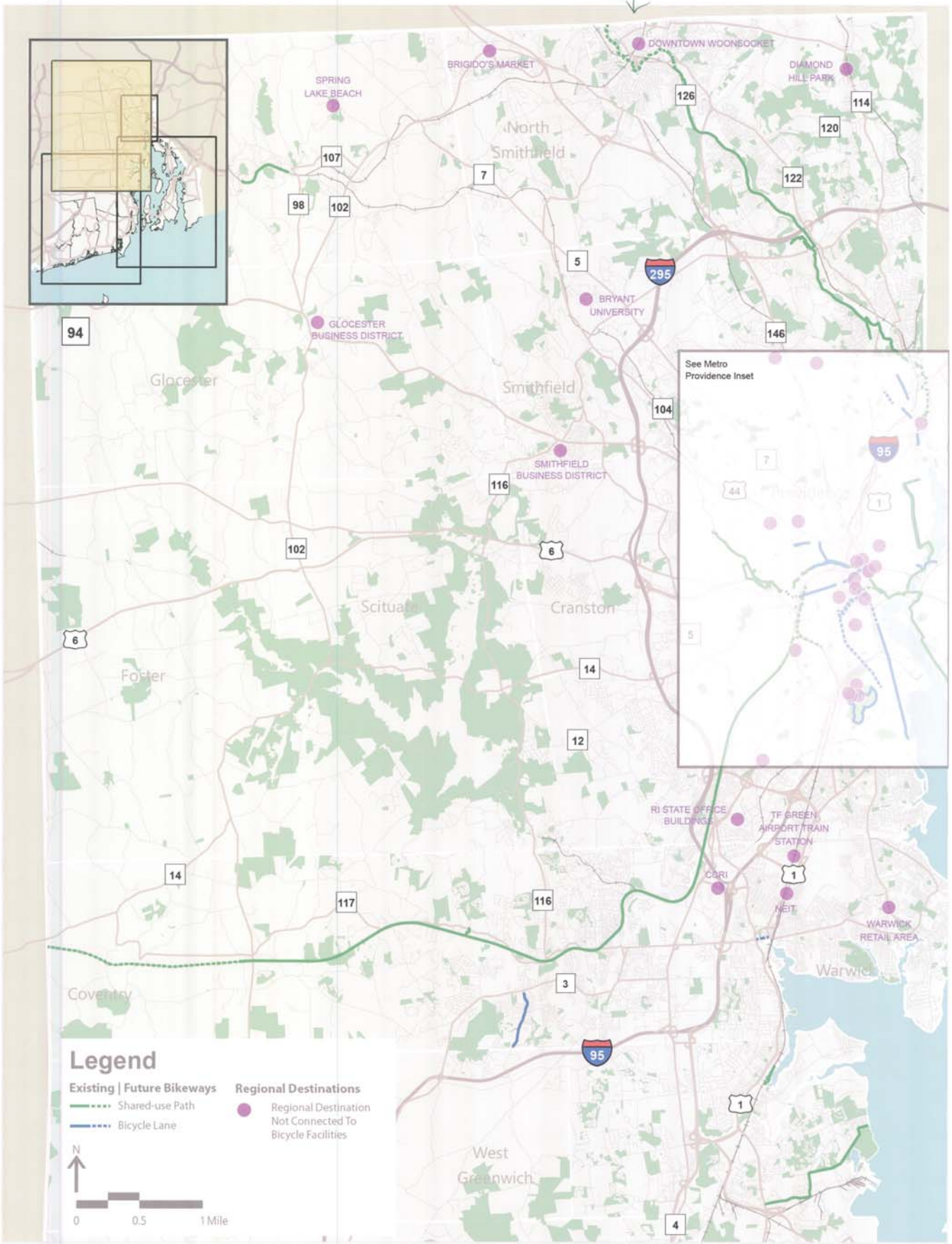


MOVING FORWARD RI 2040

Bicycle Network - North

1-31-18 Newport

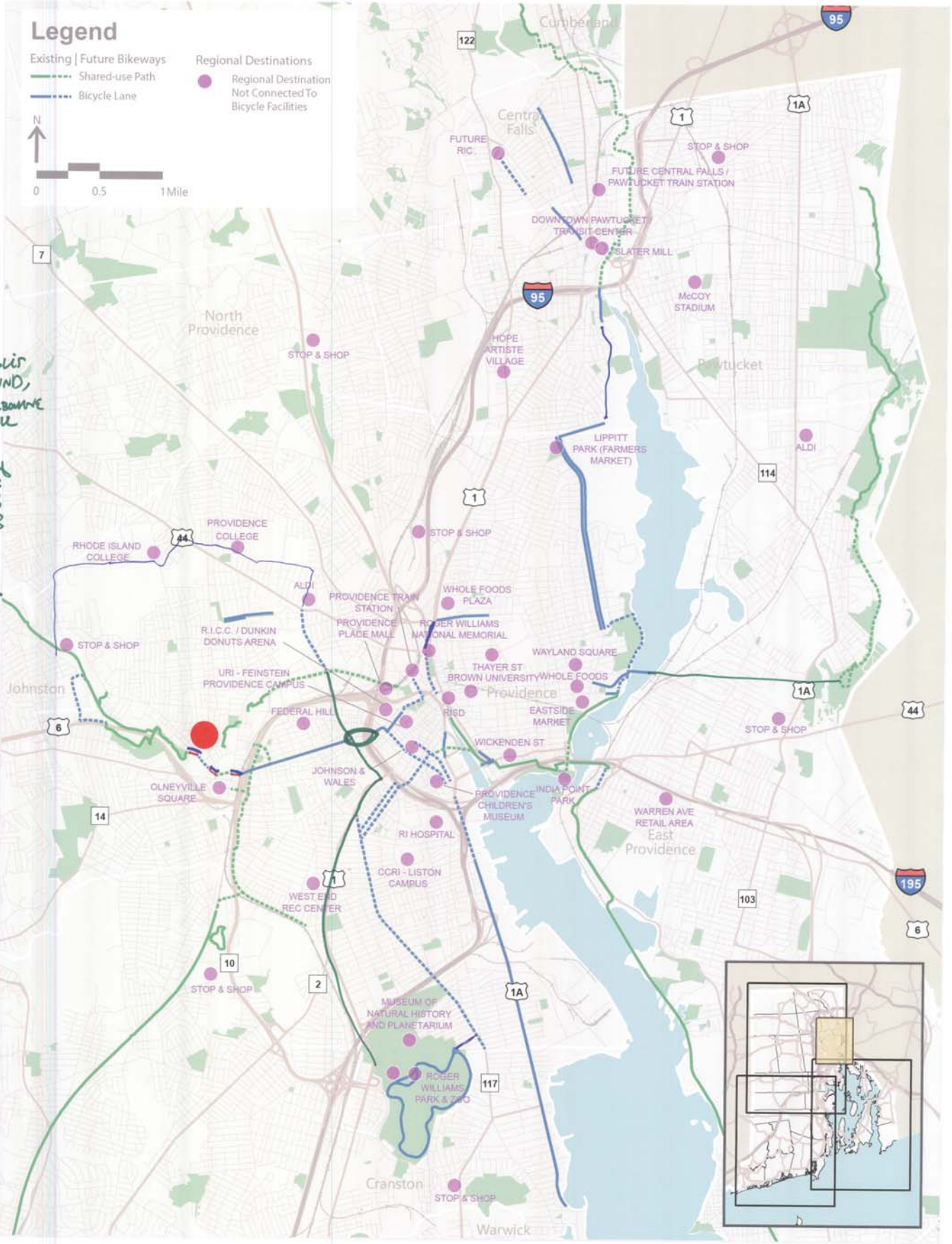
Better signs



1-31-18
Newport

MOVING FORWARD RI 2040

Bicycle Network - Metro



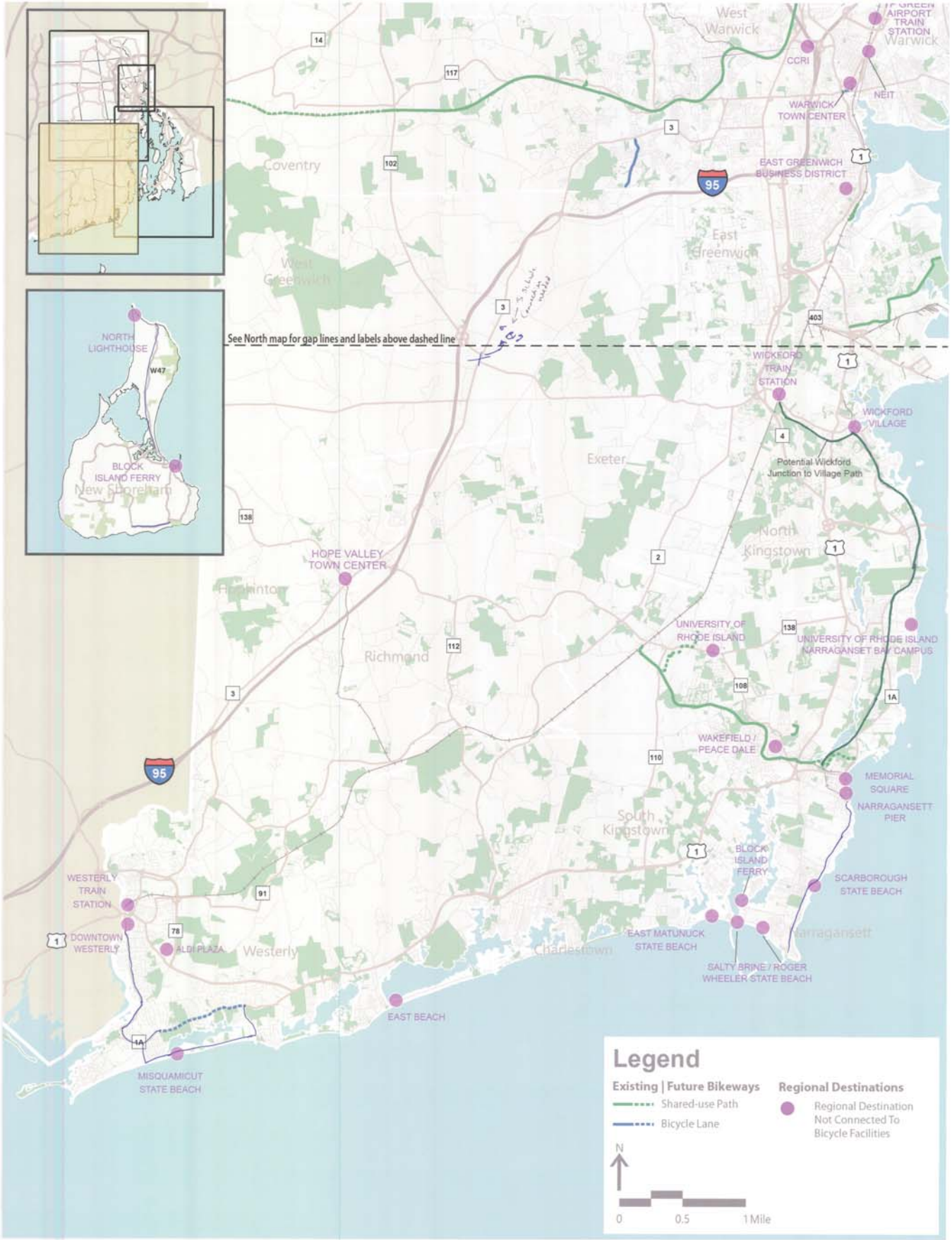
READ: MEGALOPOLIS UNBOUND, BY CLEARBOURNE PELL

Johnston

Woonsocket

MOVING FORWARD RI 2040

Bicycle Network - West



1-5-18 Newport

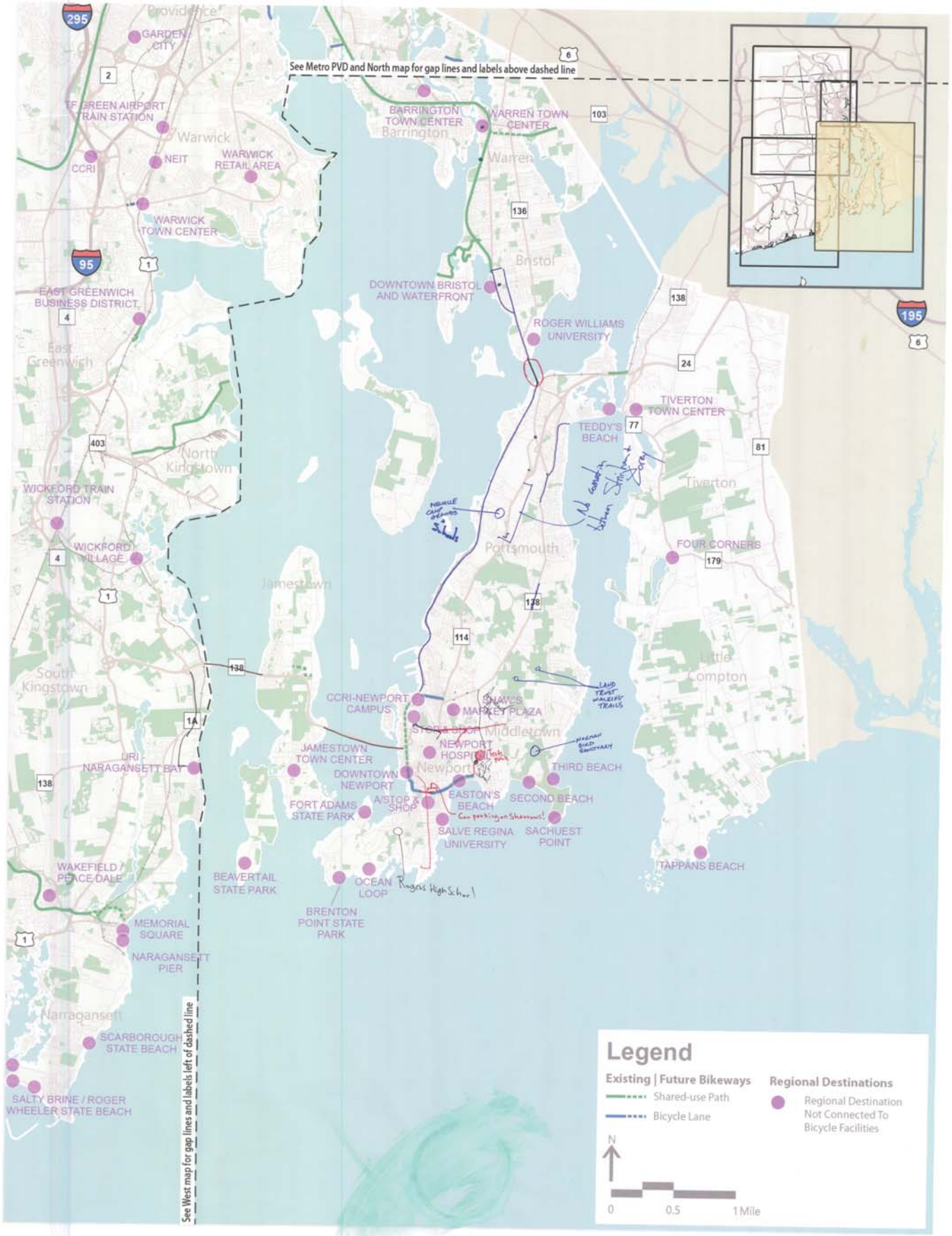
MOVING FORWARD RI 2040

Bicycle Network - East



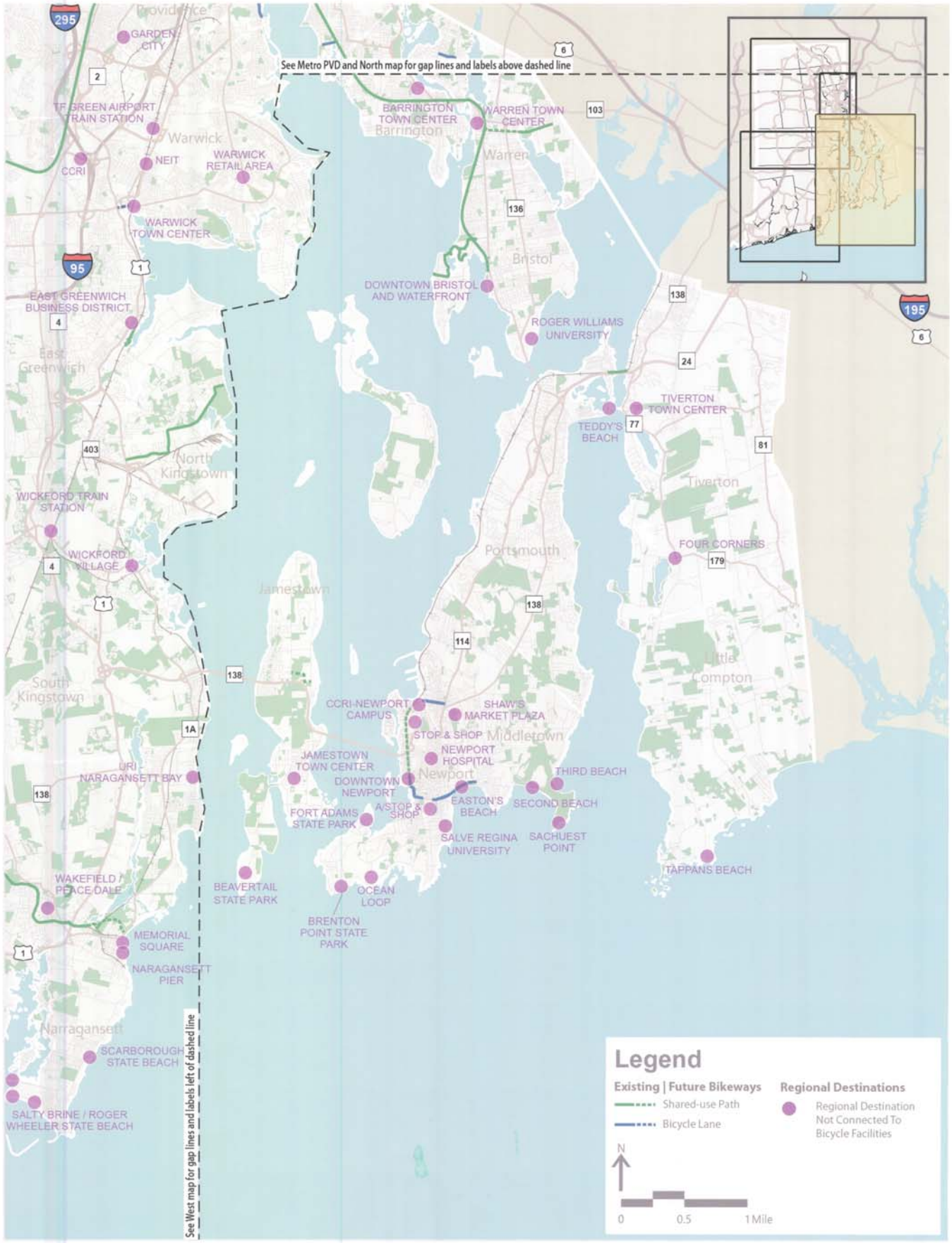
MOVING FORWARD RI 2040

Bicycle Network - East



MOVING FORWARD RI 2040

Bicycle Network - East





Vision Public Workshop: Findings

Long Range Transportation Plan & Bicycle Mobility Plan

February 2018

Vision Workshop

South Kingstown – 1/23/18
Providence – 1/24/18
Newport – 1/31/18

MOVING RI FORWARD 2040

Long Range Transportation Plan
Bicycle Mobility Plan

January Vision Workshops

MOVING FORWARD RI 2040

Stations

Station 1 – Why are you here?

A brief introduction to today's workshop, purpose, and goals.

Station 2 – Vision for the future...

Step through the vision, goals, and objectives of the Long-range Transportation Plan and help us make improvements. Collaborate with others and make your edits here or leave us comments.

Station 3 – Bicycling in the future...

Review and prioritize the goals and needs of the Bicycle Mobility Plan.

Station 4 – You're the Governor

Fearing losses in funding, your help is needed to come up with new funding ideas.

Station 5 – Path to No Where

Which bicycle network gaps should we close first?

Station 6 – Thank you!

Thank you for joining us here today! Return your scorecard here to enter the raffle.

Station 1 – Why are you here?





Purpose

- Learn about the vision, goals and objectives for each plan
- Provide comments and feedback
- Help inform the next steps for the Long-range Transportation Plan – Future Scenarios
- Help identify sources of bicycle improvement funding
- Help prioritize bicycle gaps and needs statewide

What is your Vision?

Grab a pen and help us improve our Long-range Transportation Plan vision. Collaborate with others and make your edits here or leave us comments.

"Provide more opportunities to connect people and places in a safe, efficient, and sustainable manner. The goals for Rhode Island's transportation system are achieved through innovation, forward-thinking policies, and short- and long-range funding strategies."

Common themes:

- Remove/revise the phrase "Provide more opportunities … "
- Enhance public transit and biking/walking options and choices
- Incorporate "all ages and all abilities", provide transportation to serve all citizens
- Key words: safe, efficient, timely, collaboration, resiliency, partnerships, sustainable, accessible, affordable, multimodal, health, economy
  - Theme: key words describing the indirect impacts of transportation

What is your Vision?

Grab a pen and help us improve our Long-range Transportation Plan vision. Collaborate with others and make your edits here or leave us comments.

~~Provide more opportunities to~~ This Plan envisions a multimodal transportation network that connects people, places, and goods in a safe and resilient manner by providing effective and affordable transportation choices that are supportive of healthy communities, provide access to jobs and commercial centers, and promote a sustainable and competitive Rhode Island economy. ~~The goals for Rhode Island's transportation system are achieved through innovation, forward-thinking policies, and short- and long-range funding strategies.~~

MOVING FORWARD RI 2040

What does each goal mean to you?

Write a word you think of for each Long-range Transportation Plan goal.

Active, Health, Walkable

Environmental Justice, Equity

*Connectivity for **all** people*

(include mobility-limited)

Provide a sense of place



MOVING FORWARD RI 2040

What does each goal mean to you?

Write a word you think of for each Long-range Transportation Plan goal.

Safe, Reliable, Resilient, Efficient

Right-size, Maintenance,

Enhance ped/bike/transit

Active, Health, Walkable

Environmental Justice, Equity

*Connectivity for **all** people*

(include mobility-limited)

Provide a sense of place



MOVING FORWARD RI 2040

What does each goal mean to you?

Write a word you think of for each Long-range Transportation Plan goal.



MOVING FORWARD RI 2040

What does each goal mean to you?

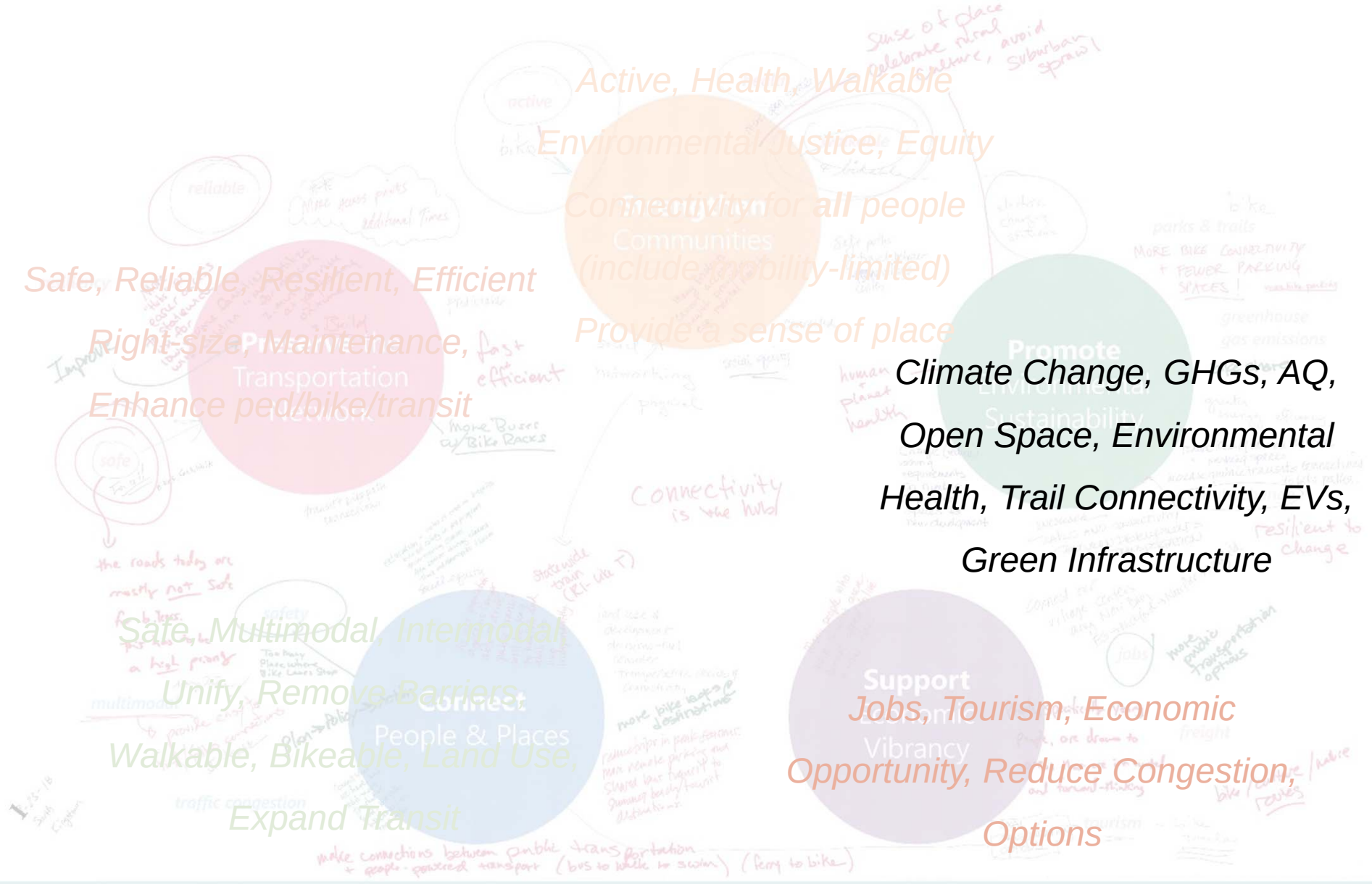
Write a word you think of for each Long-range Transportation Plan goal.



MOVING FORWARD RI 2040

What does each goal mean to you?

Write a word you think of for each Long-range Transportation Plan goal.



MOVING FORWARD RI 2040

What does each goal mean to you?

Write a word you think of for each Long-range Transportation Plan goal.

Active, Health, Walkable

Environmental Justice, Equity

*Connectivity for **all** people*

(include mobility-limited)

Provide a sense of place

Safe, Reliable, Resilient, Efficient

Right-size, Maintenance,

Enhance ped/bike/transit

Climate Change, GHGs, AQ,

Open Space, Environmental

Health, Trail Connectivity, EVs,

Green Infrastructure

Safe, Multimodal, Intermodal,

Unify, Remove Barriers,

Walkable, Bikeable, Land Use,

Expand Transit

Jobs, Tourism, Economic

Opportunity, Reduce Congestion,

Options

MOVING RI FORWARD 2040

What should we do to...



...improve health (through transportation)

...expand transportation choices

...reduce car travel (number of trips, length of trips)

...improve connections to jobs, services, necessities

...reduce traffic congestion

...grow tourism (through transportation)

...support social equity

What should we do to...



...improve health (through transportation)

- Designing Complete Streets
- Expanding dedicated bike, pedestrian, transit facilities and networks
- Expand education about sharing the road



...expand transportation choices

...reduce car travel (number of trips, length of trips)

...improve connections to jobs, services, necessities

- Improve trip frequency on transit
- Invest in electric vehicles

...reduce traffic congestion

...grow tourism (through transportation)

...support social equity

What should we do to...



...improve health (through transportation)

...expand transportation choices



...reduce car travel (number of trips, length of trips)



- Connect modes (transit, bikes, park-n-ride)

...improve connections to jobs, services, necessities

- Remove barriers to biking (example: bridges)
- Improve ADA accessibility of transportation network

...reduce traffic congestion



- Promote transit orientated design
- Provide funding needed to improve RIPTA and transit services

...grow tourism (through transportation)

- Provide alternatives to close the first mile/last mile gap
- Expand transit options during off peak travel (evenings, weekend)

...support social equity



- Expand transit choices (expand rail, ferry)

What should we do to...



...improve health (through transportation)

...expand transportation choices

...reduce car travel (number of trips, length of trips)



...improve connections to jobs, services, necessities

- Improve transit services (frequency)

...reduce traffic congestion

- Education
- Raise the cost of driver (gas tax, VMT tax)

...grow tourism (through transportation)

- Limit parking within city centers
- Incentivize ridesharing and transit

...support social equity

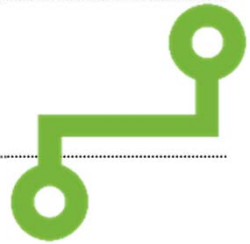
- Focus on expanding capacity for transit and bike modes, not automobiles

What should we do to...



...improve health (through transportation)

...expand transportation choices



...reduce car travel (number of trips, length of trips)

...improve connections to jobs, services, necessities

...reduce traffic congestion

- Improve transit connections to central business districts
- Specifically – Improve connections from Cranston to Pawtucket

...grow tourism (through transportation)

- Create bus only lane on freeways
- Create routes between Newport and Jamestown and routes connecting Washington County

...support social equity

- Install and maintain more bike racks in Central Business Districts

What should we do to...



...improve health (through transportation)

- Increase cost of driving (gas tax, VMT tax)

...expand transportation choices

- Create a statewide rail service



- Traffic signal improvements

...reduce car travel (number of trips, length of trips)

- More dedicated lanes for transit and bikes

...improve connections to jobs, services, necessities

- Congestion Pricing, carbon tax
- Improve/expand bus stop and bike rack locations

...reduce traffic congestion

...grow tourism (through transportation)

...support social equity

What should we do to...



...improve health (through transportation)

- Expand opportunities to use transportation as a feature: ferry rides as sight seeing, bike paths as scenic attractions

...expand transportation choices

- Increased wayfinding/signage to key attractions

...reduce car travel (number of trips, length of trips)

- Bike parking at key attractions
- Transit service to key attractions

...improve connections to jobs, services, necessities

- Improved connectivity to TF Green Airport
- Provide affordable options

...reduce traffic congestion

...grow tourism (through transportation)



...support social equity

What should we do to...



...improve health (through transportation)

...expand transportation choices

- Appropriate maintenance and snow removal statewide
- Expand rural connectivity

...reduce car travel (number of trips, length of trips)

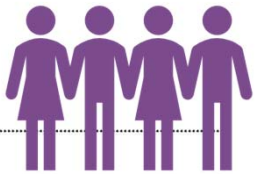
- Provide transportation for mobility-limited populations
- Provide transportation choices that are affordable

...improve connections to jobs, services, necessities

- Close first mile/last mile gaps

...reduce traffic congestion

...grow tourism (through transportation)



...support social equity

- Missing Trend: Aging Population
- Top 3 Trends:
  - Increased demand for biking/walking
  - Increased impacts of climate change/extreme weather
  - Increases in commuting and utility bike trips (non-recreation)

MOVING FORWARD RI 2040

What does the future hold?

Future Scenarios In the year 2040...

Fix It First

- The transportation network is working toward (has not achieved) a state of good repair
- The impacts of climate change require additional protections for critical transportation assets
- Current travel and land use trends remain the same
- Traffic congestion continues to grow

Transportation Choice

- Attractive alternative transportation choices and connections decrease demand for cars and increase demand for transit, bikes, and ridesharing
- The mobility-limited population continues to grow rapidly requiring new transportation options to meet needs
- Expanded transportation choices shift priorities away from personal vehicles

Get Moving

- Housing density increases as residents choose to live in urban areas and growth centers
- Demand for walkable/bikeable cities and suburbs continues to grow
- Bicycle travel for commuting and utility trips becomes common

Tech-Ready

- Data infrastructure and availability improves travel ease and efficiency
- Cities and growth centers are becoming "smarter" with better management of transportation and travel needs
- The transportation network is prepared for or already serving connected/autonomous vehicles

Help us identify a 5th future scenario. *Choose **3** trends that you think we should consider.*

20	Increased housing density (more people living in the cities)
5	Travel options and choices remain the same (car, bus, bike, and so on...)
12	Driverless cars (or much smarter automobiles) are on the road
32	Impacts of climate change/extreme weather have increased in severity/frequency
3	Decreased housing density (fewer people living in the cities)
29	Increased number of people using bikes for commuting and utility trips
5	Data improves travel ease and efficiency
14	The transportation network continues to work toward (has not reached) a state of good repair
15	We have more options than today to efficiently travel/commute (car, bike, bus, ferry, and so on...)
12	Through data, cities are smarter, which makes travel within the cities easier and traffic is better managed
47	Demand for walkable/bikeable neighborhoods and centers has increased

Where do we begin?

*Help us prioritize the objectives of the LRTP by selecting your **top 2** and **bottom 2** objectives.*

Strengthen Communities	Improve individual and community health	8 / 1
	Foster social equity	15 / 3
	Support compact and connected communities	22 / 0
Connect People & Places	Reduce Travel Congestion	3 / 9
	Expand connectivity through car-free options	21 / 1
	Improve regional connectivity	12 / 3
Preserve the Transportation Network	Achieve a state of good repair	8 / 1
	Enhance transportation network resiliency	1 / 10
	Enhance transportation safety	9 / 0
Promote Environmental Sustainability	Reduce vehicle miles traveled	4 / 11
	Reduce transportation greenhouse gas emissions	10 / 0
	Create a network of open space, trails, and paths	14 / 3
Support Economic Vibrancy	Expand connections to jobs and growth centers	21 / 1
	Improve access to national/global freight markets	2 / 21
	Make investments supportive of tourism	5 / 15
	Reduce transportation costs for people and goods	6 / 18

- Trends
  - Strong support for connectivity
    - Within communities
    - For car-free options
    - To growth centers/ jobs
  - Little support for economic development (freight and tourism)
  - Little support for reducing transportation costs
  - No mention of technology

Bicycle Mobility Plan Vision

Bicycling is safe, fun and practical in the Ocean State.

Implementation of the Bicycle Mobility Plan has made Rhode Island the most bikeable state in New England. Bicycling is fully integrated into the state's and municipalities' policies, programs and improvement projects, creating a network of paths and streets that safely connect our cities, towns, villages and regions. Bicycle projects are designed to encourage people of all ages and abilities to choose bicycling for both transportation and recreation.

- Comments
  - Why only New England?
  - Additional network elements: neighborhoods, attractions
  - Expand "all ages and abilities" to include income levels and skills

MOVING RI FORWARD 2040

Prioritization

How should we prioritize bike projects?
*Which **2** criteria are the most important?*

	Less Important	Modestly Important	Very Important	Top 2 Criteria
Connectivity: Project helps to connect the state's bicycling network of existing shared use paths and bike lanes	1	4	40	**35**
Multimodal: Project helps to integrate bicycling with public transit (e.g. new paths to train stations or improved bike parking)	0	14	32	**21**
Policy: Project reflects the move towards stronger statewide policies that promote bicycling	3	14	23	7
Equity: Project represents a significant bicycling investment in traditionally underserved communities	3	9	24	9
Safety: Project is located near a cluster of reported crashes that involved a bicyclist and/or fills a hazardous gap in the local bicycle network	2	9	29	11
Economic Development: Project improves climate for development or promotes bicycle tourism	5	15	16	6
Public Health: Project enables residents to incorporate bicycling into their daily routines and helps to improve public health	6	16	19	5
State Employees: Project or initiative promotes bicycle commuting and general use by State of Rhode Island employees	19	9	7	**2**
Transportation Focus: Project promotes bicycling for daily users	6	10	23	16
Cost/Timeframe: Project contains few funding, engineering, or permitting challenges, allowing for a quicker implementation timeframe	5	18	6	**4**
Population Served: Project would improve bicycling conditions for a significant local or regional population	0	8	28	13

MOVING FORWARD RI 2040

Funding Bike Projects

In order to achieve the goals of the Bike Mobility Plan, dedicated funding will need to be established. Review the options below and use a dot to indicate what change, if any, you would make to these potential sources.



Taxes



Sharing



Fees

What change would you make?		No Change	$	$$	$$$
1	**Increased Sales Tax** Current Sales Tax = 7%	35	12	2	0
2	**Increase Gas Tax** Current Gas Tax = $0.34/gallon	7	17	18	29
3	**New Tax: Vehicle Miles Traveled** Annual fee for miles driven *(e.g. 12,000 miles per year @ 1% tax = $120)*	19	9	12	21
4	**Increase Share of Funding** Reallocation of existing transportation spending—*current share 0% dedicated*	2	4	13	45
5	**Ride Hailing Fee** Fixed fee per ride for ride hailing	5	20	14	7
6	**Congestion Pricing** Fixed cost for entering congested areas during certain hours	14	9	20	11
7	**Automate Traffic Enforcement** Expand automated enforcement *(red light cameras, etc.)*	13	12	8	25

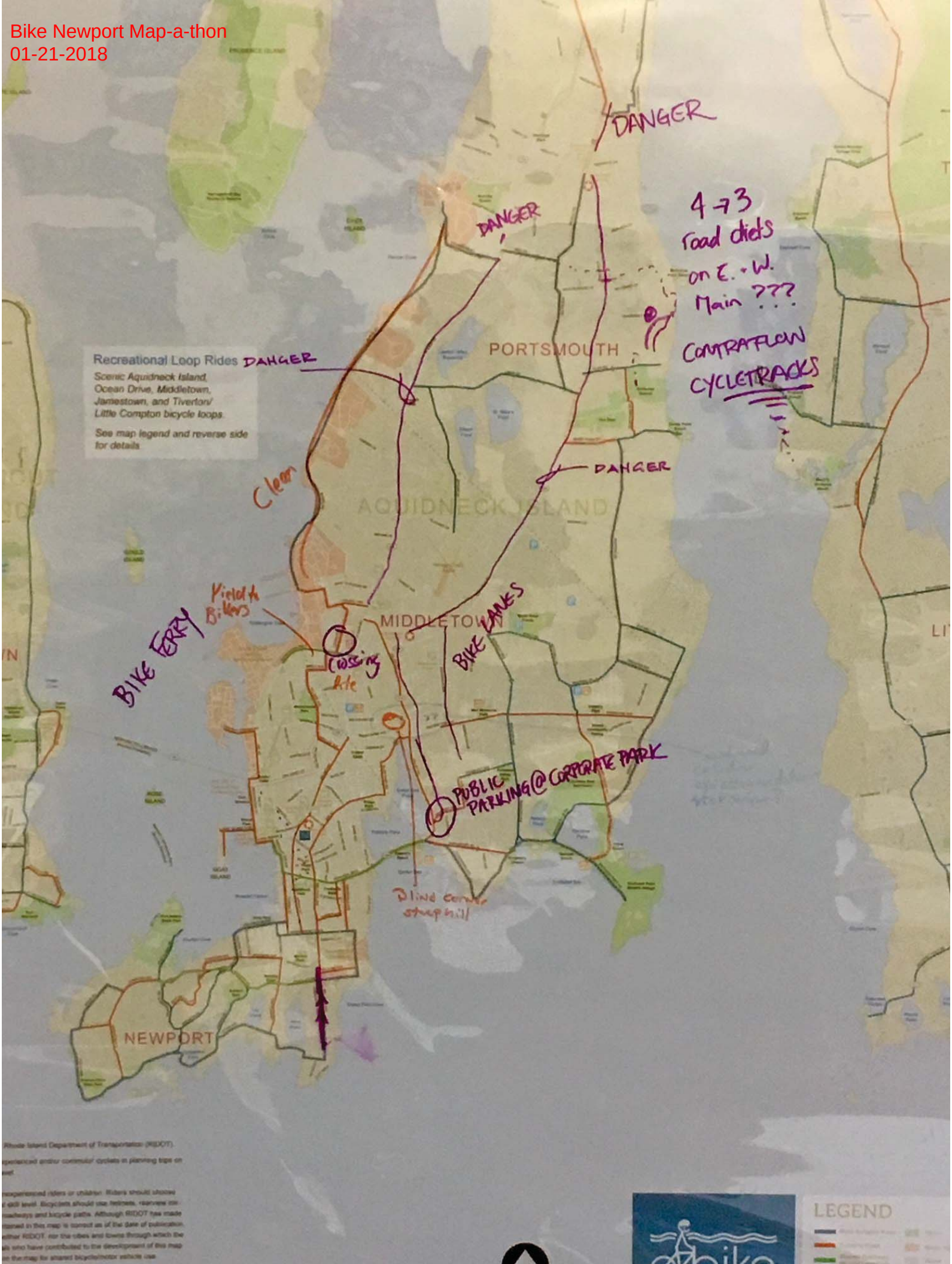


Vision Public Workshop: Findings

Long Range Transportation Plan & Bicycle Mobility Plan

February 2018

Bike Newport Map-a-thon
01-21-2018



Bike Newport Map-a-thon
01-21-2018



Bike Newport Map-a-thon
01-21-2018



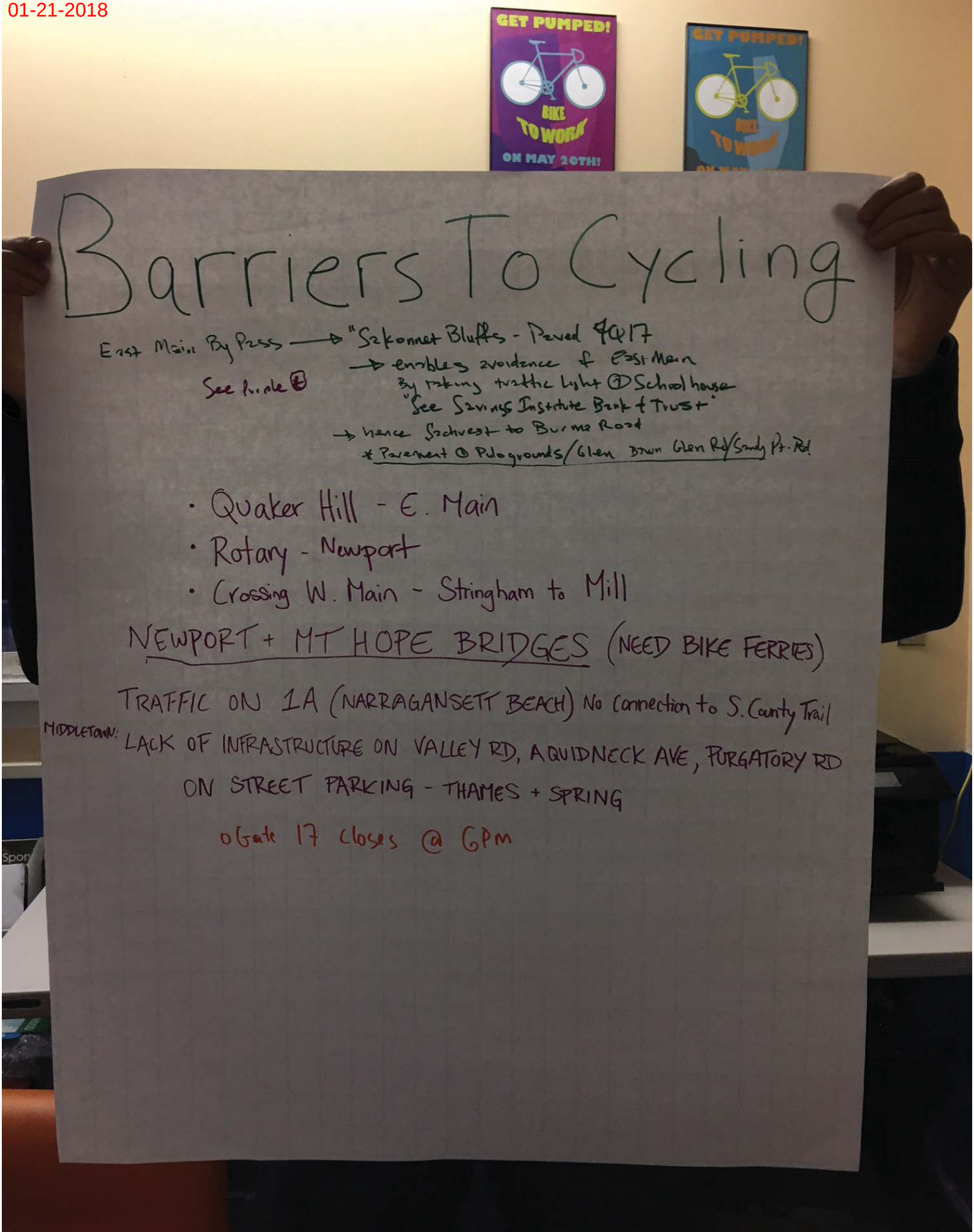
Bike Newport Map-a-thon
01-21-2018

DESTINATIONS

- Brenton Point
- 1st, 2nd, 3rd Beaches
- Fort Adams
- Norman Bird Sanctuary
- Salve Regina
- Naval Base
- Rogers HS
- Sachuest Point
- Thames st
- Bowen's & Bannister's Wharfs
- Goat Island
- Beaver Tail
- Fort Wetherel
- Stop and shop / walmart / A-Market
- HEALTH CARE PROVIDERS - HOSPITAL, SO MEMORIAL
- NEWPORT MANSIONS / BELLEVUE AVE

+ NUWC/NAVSta
+ Weetamo Woods
+ Ballard Park

Bike Newport Map-a-thon
01-21-2018



Barriers To Cycling

East Main By Pass → "Sakonnet Bluffs - Paved 4Q17
→ enables avoidance of East Main
By taking traffic light @ School house
"See Savings Institute Bank & Trust"
→ hence Southwest to Burma Road
* Pavement @ Playgrounds/Glen Brown Glen Rd/Sandy Pt. Rd.
See Inset ②

- Quaker Hill - E. Main
- Rotary - Newport
- Crossing W. Main - Stringham to Mill

NEWPORT + MT HOPE BRIDGES (NEED BIKE FERRIES)

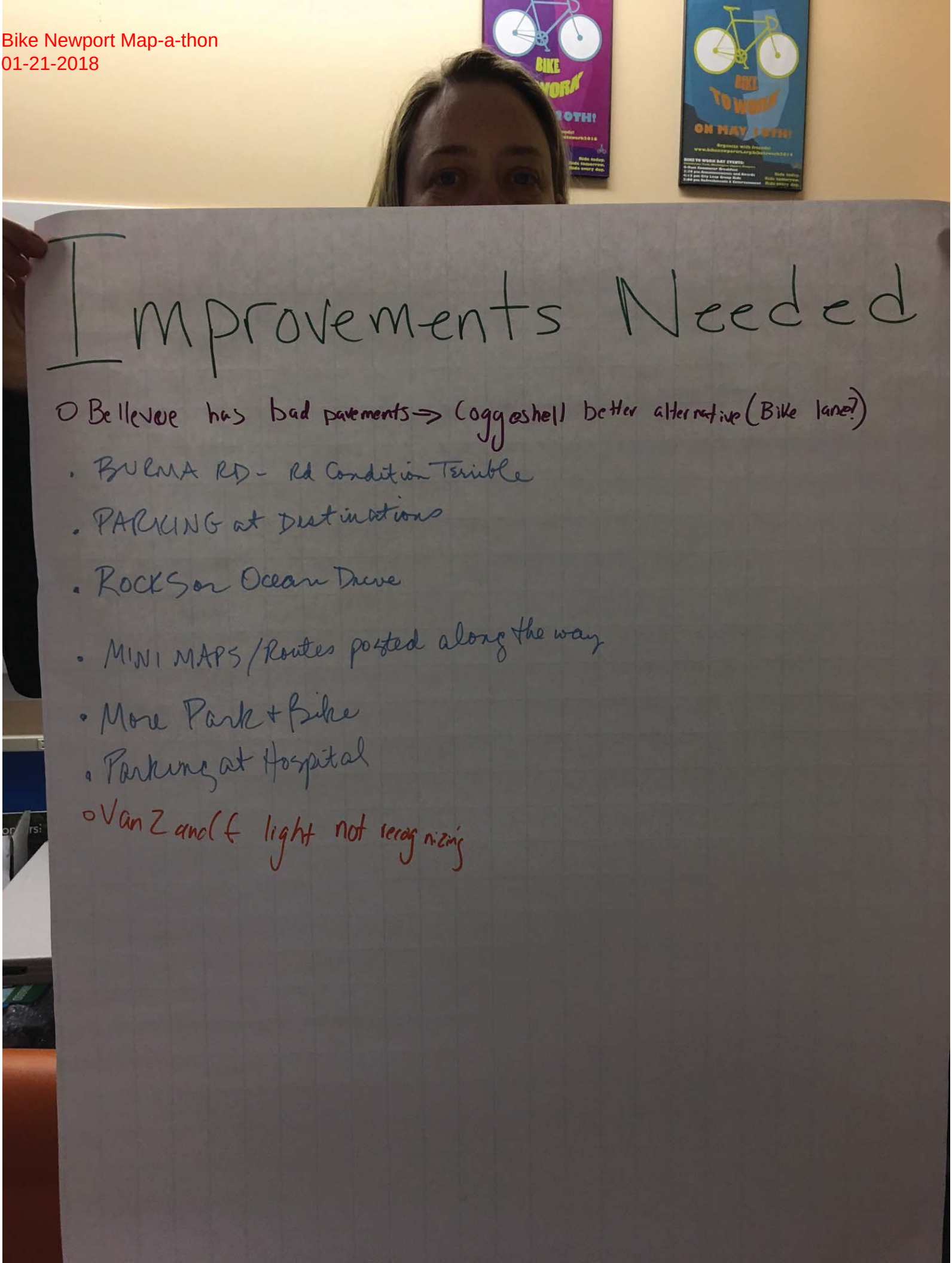
TRAFFIC ON 1A (NARRAGANSETT BEACH) No Connection to S. County Trail

MIDDLETOWN: LACK OF INFRASTRUCTURE ON VALLEY RD, AQUIDNECK AVE, PURGATORY RD

ON STREET PARKING - THAMES + SPRING

oGate 17 closes @ 6PM

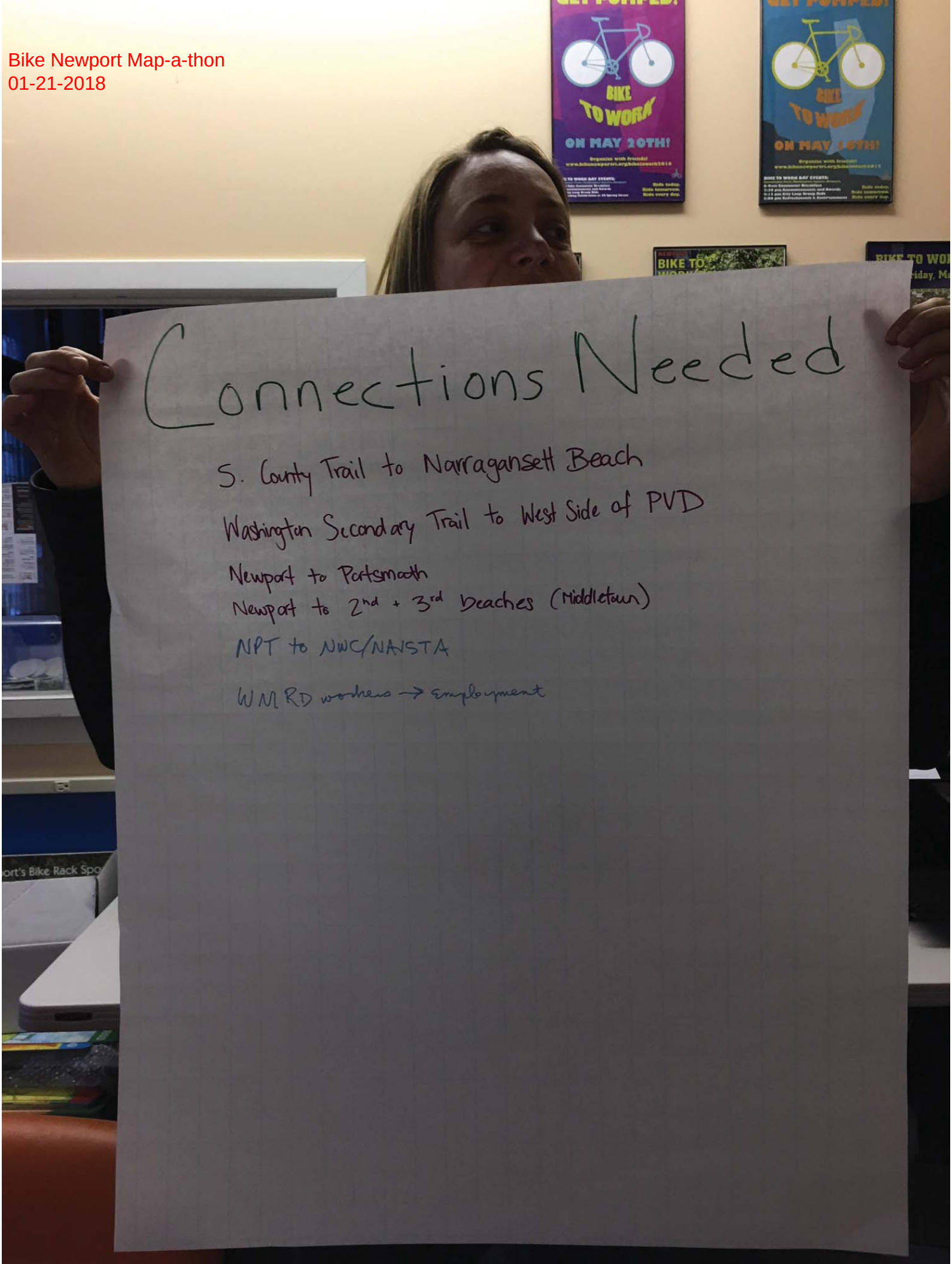
Bike Newport Map-a-thon
01-21-2018



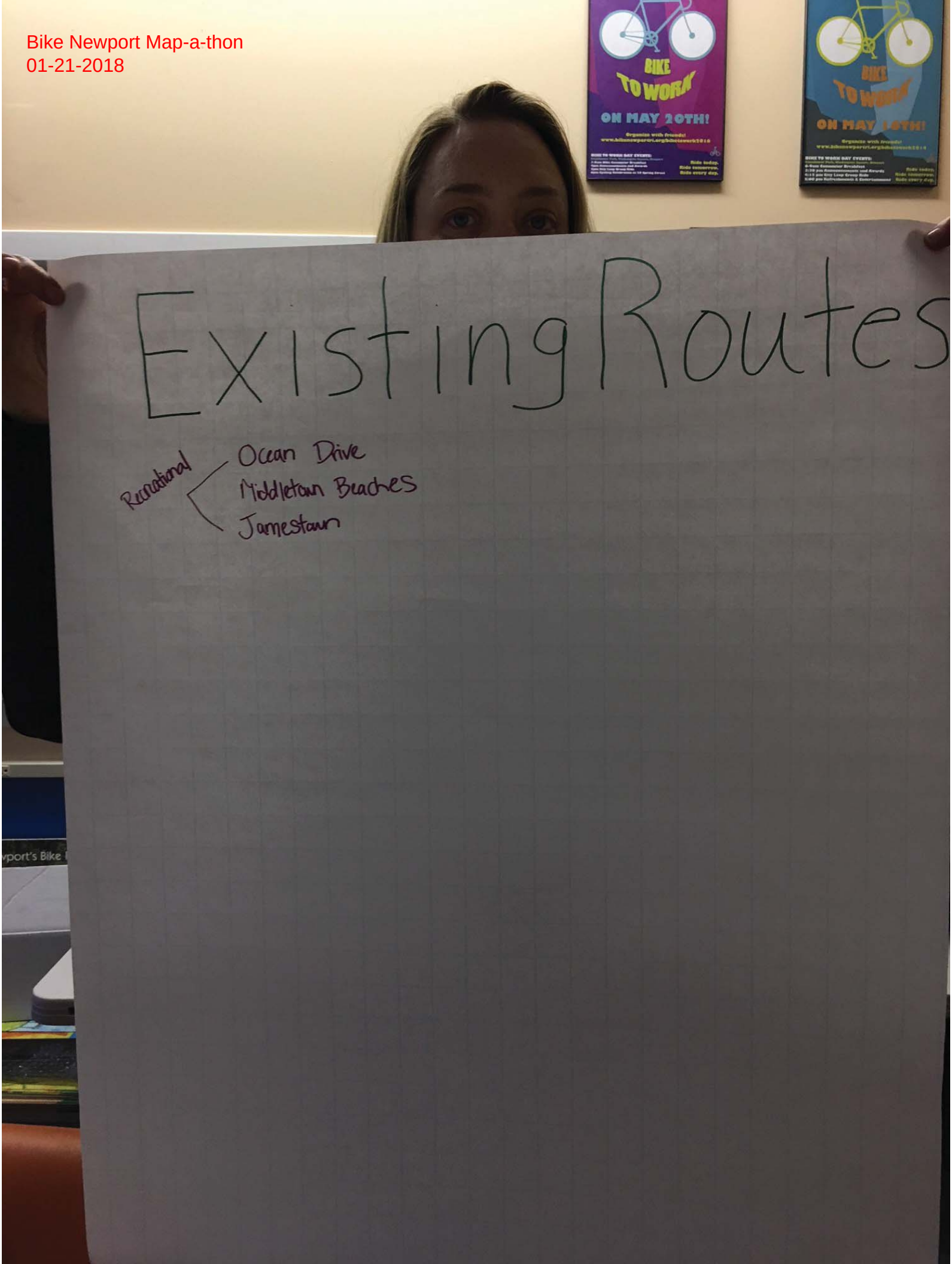
Improvements Needed

- Bellevue has bad pavements => Cogg as hell better alternative (Bike lane?)
- BURMA RD - Rd Condition Terrible
- PARKING at Destinations
- Rocks on Ocean Drive
- MINI MAPS / Routes posted along the way
- More Park + Bike
- Parking at Hospital
- Van Z and ft light not recognizing

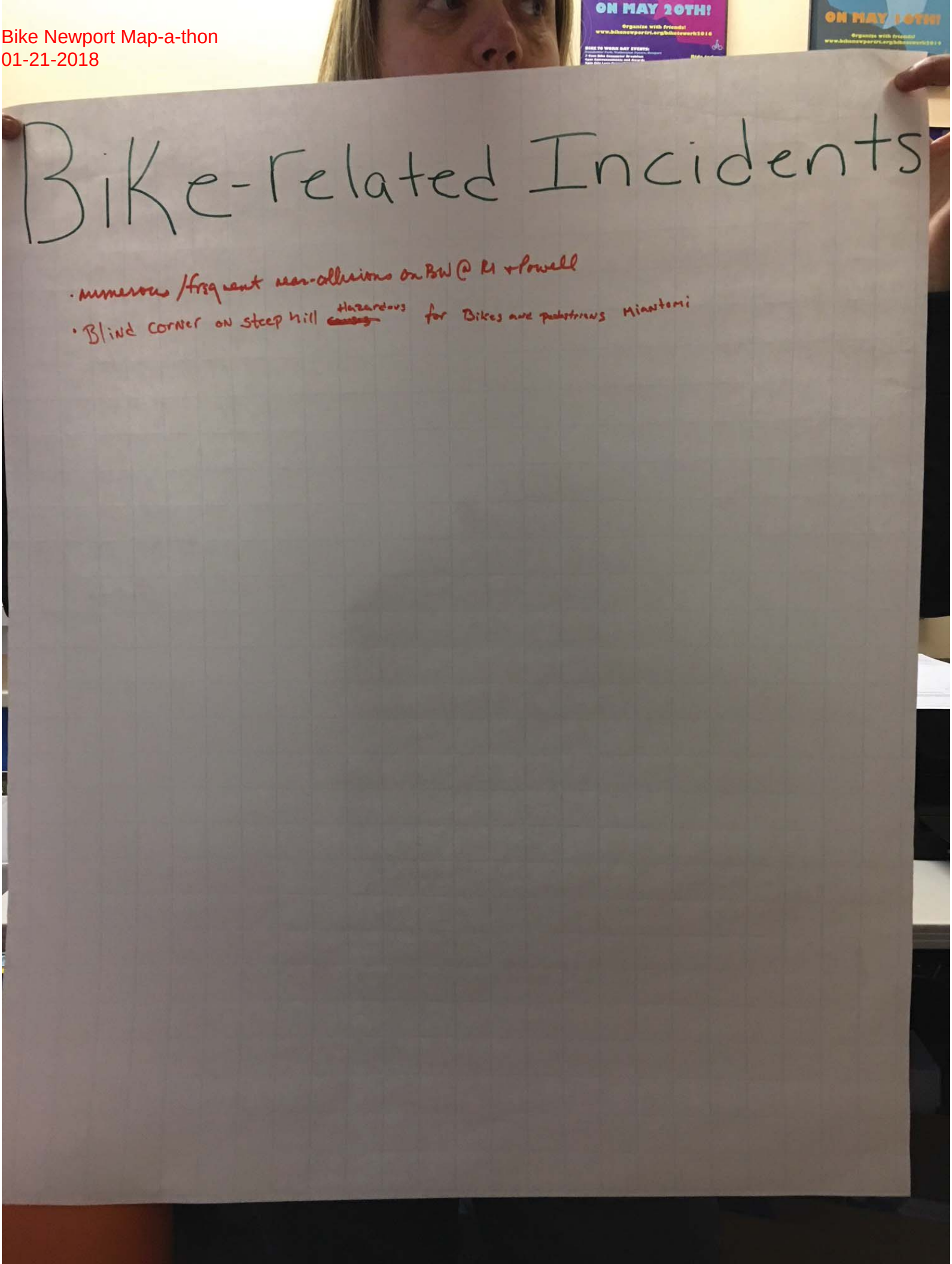
Bike Newport Map-a-thon
01-21-2018

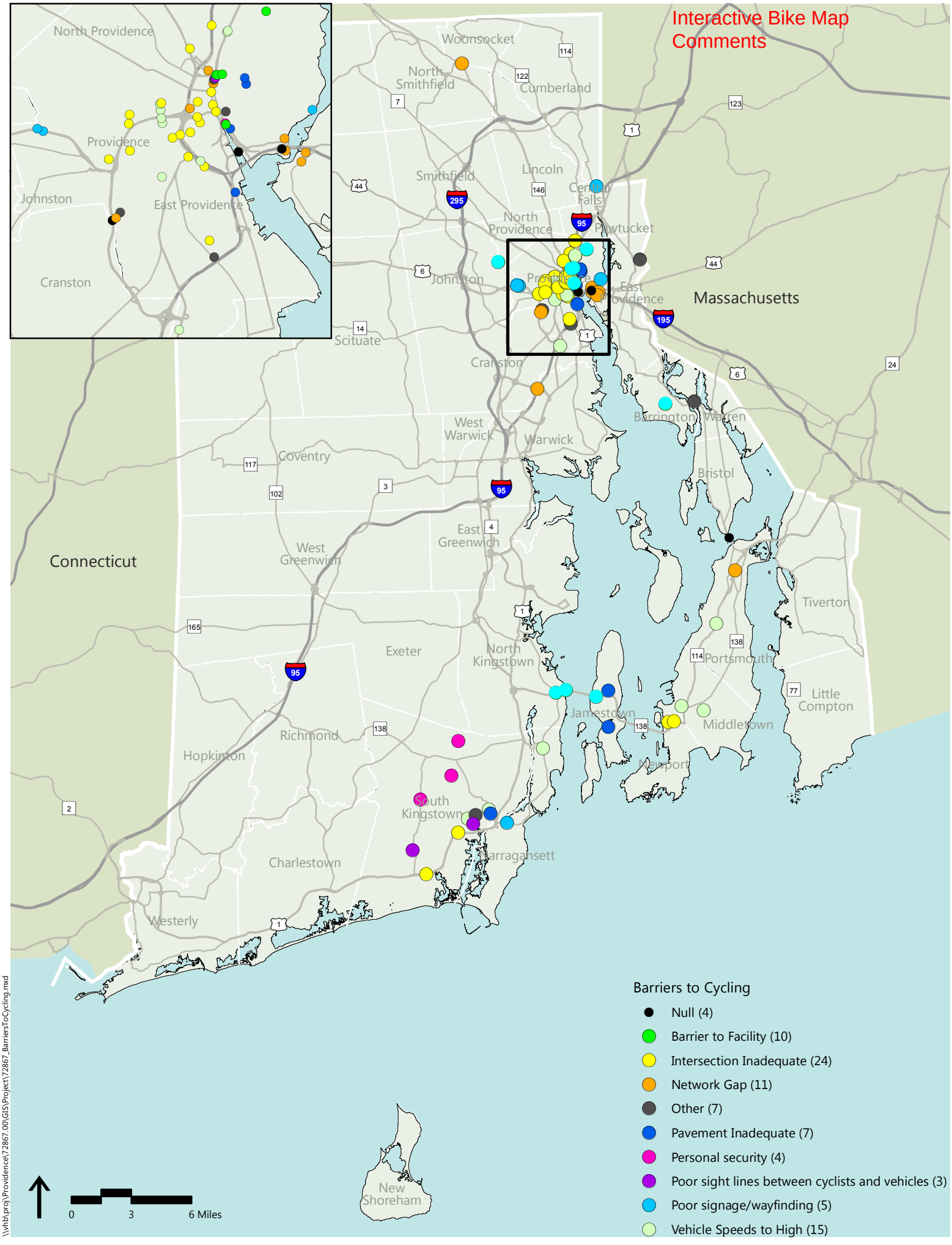


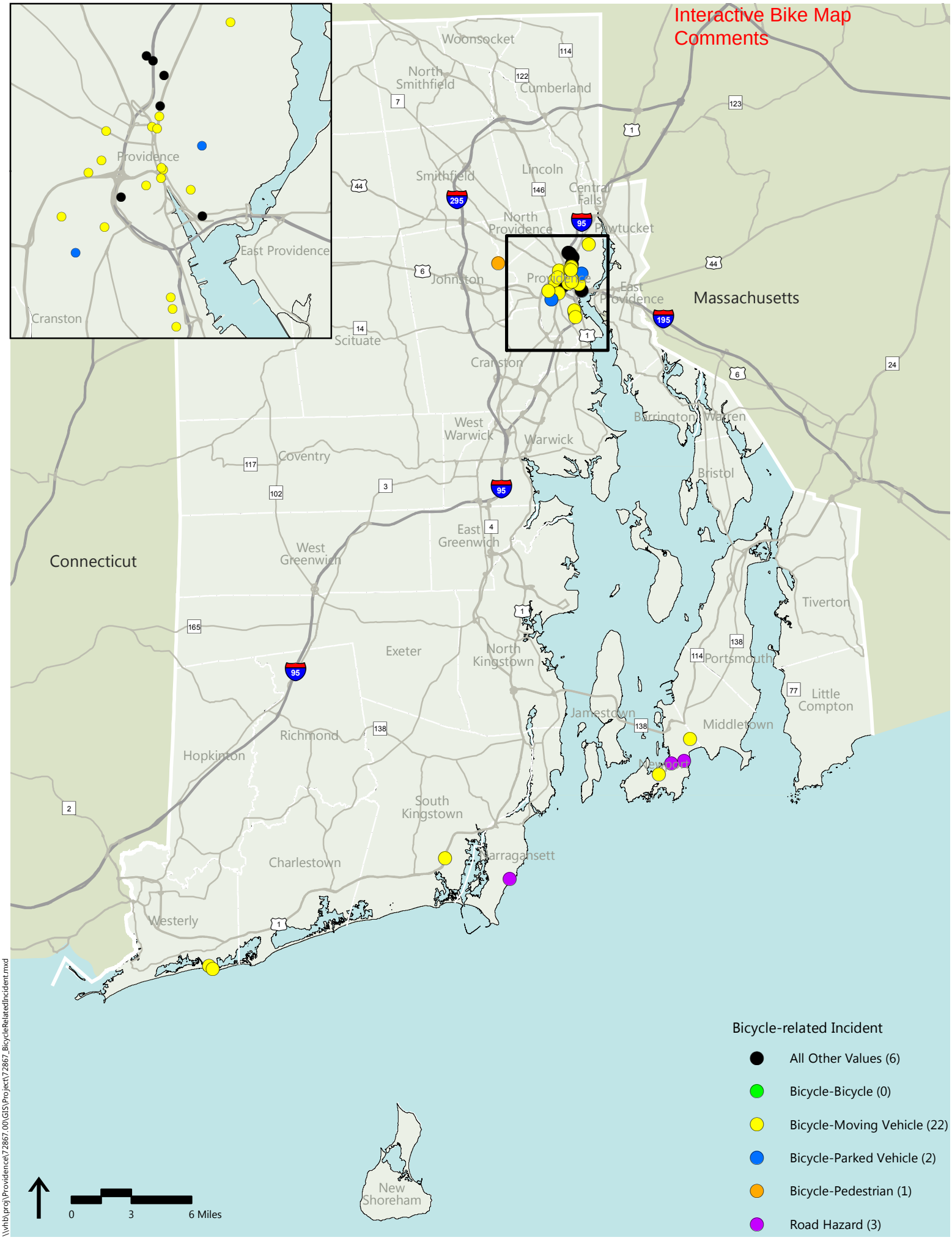
Bike Newport Map-a-thon
01-21-2018

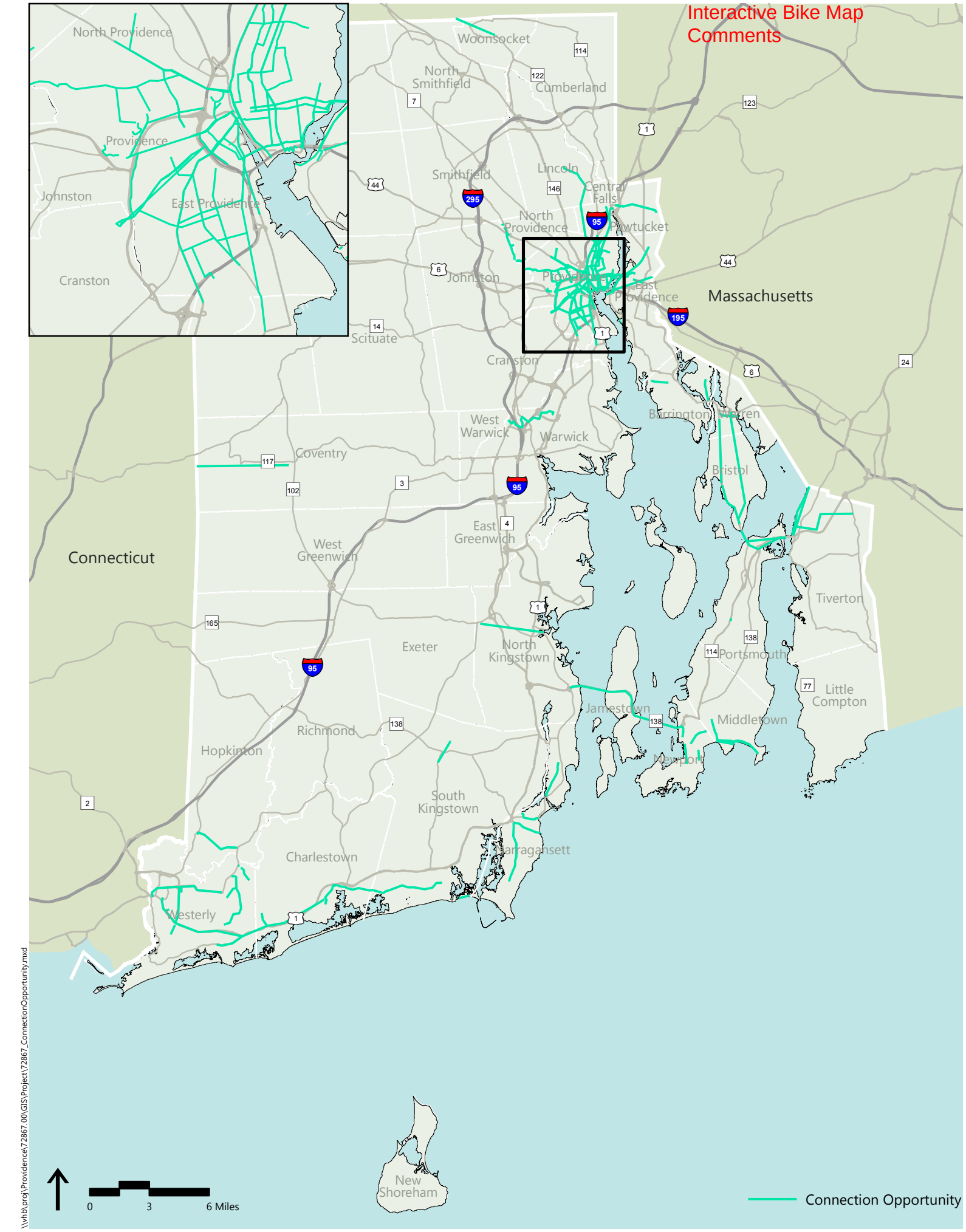


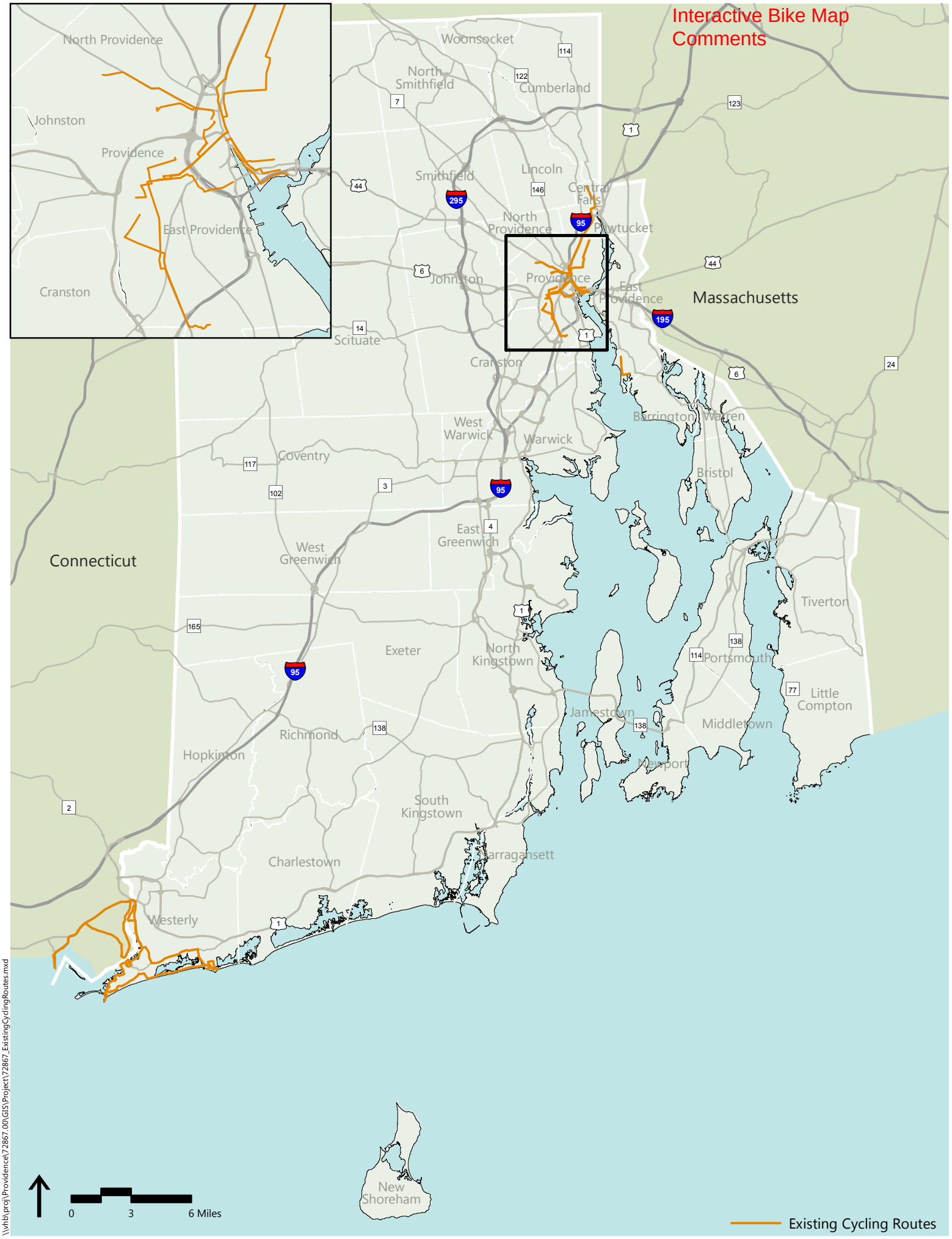
Bike Newport Map-a-thon
01-21-2018

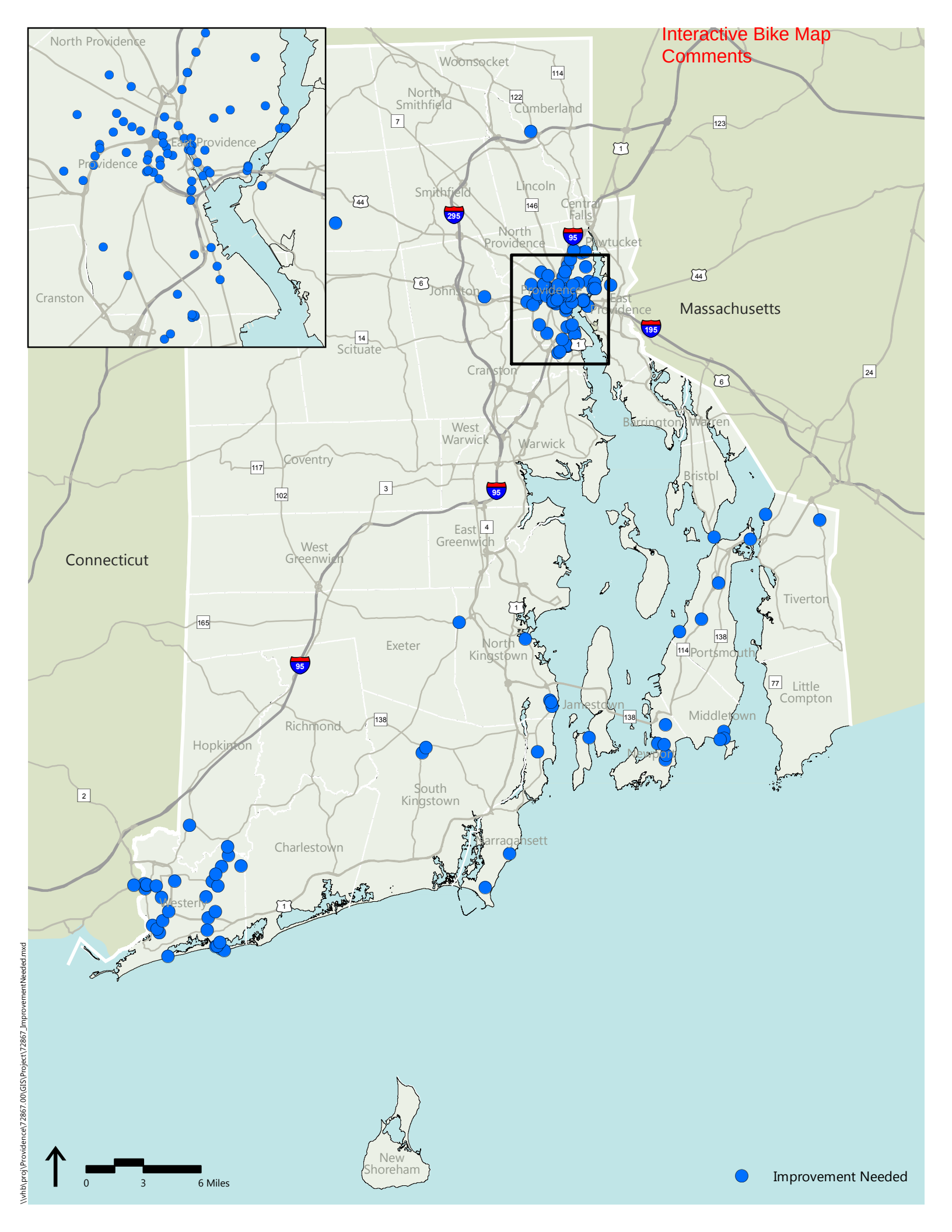



Interactive Bike Map Comments
North Providence
Providence
Johnston
East Providence
Cranston
Woonsocket
North Smithfield
Cumberland
Lincoln
Smithfield
Central Falls
Pawtucket
North Providence
Johnston
East Providence
Massachusetts
Scituate
Cranston
Barrington
Warren
West Warwick
Warwick
Coventry
Bristol
East Greenwich
West Greenwich
Connecticut
Tiverton
Exeter
North Kingstown
Portsmouth
Little Compton
Jamestown
Middletown
Newport
Richmond
Hopkinton
South Kingstown
Narragansett
Charlestown
Westerly
New Shoreham
0
3
6 Miles
Barriers to Cycling
Null (4)
Barrier to Facility (10)
Intersection Inadequate (24)
Network Gap (11)
Other (7)
Pavement Inadequate (7)
Personal security (4)
Poor sight lines between cyclists and vehicles (3)
Poor signage/wayfinding (5)
Vehicle Speeds to High (15)
\\vhb\proj\Providence\72867.00\GIS\Project\72867_BarriersToCycling.mxd


Interactive Bike Map Comments
Providence
East Providence
Cranston
Woonsocket
North Smithfield
Cumberland
Smithfield
Lincoln
Central Falls
North Providence
Pawtucket
Johnston
East Providence
Massachusetts
Scituate
Barrington
Warren
West Warwick
Warwick
Coventry
Bristol
Connecticut
West Greenwich
East Greenwich
Tiverton
Exeter
North Kingstown
Portsmouth
Little Compton
Jamestown
Middletown
Richmond
Hopkinton
South Kingstown
Narragansett
Charlestown
Westerly
New Shoreham
0
3
6 Miles
Bicycle-related Incident
All Other Values (6)
Bicycle-Bicycle (0)
Bicycle-Moving Vehicle (22)
Bicycle-Parked Vehicle (2)
Bicycle-Pedestrian (1)
Road Hazard (3)
\\vhb\proj\Providence\72867.00\GIS\Project\72867_BicycleRelatedIncident.mxd


Interactive Bike Map Comments
North Providence
Providence
Johnston
East Providence
Cranston
Woonsocket
North Smithfield
Cumberland
Smithfield
Lincoln
Central Falls
North Providence
Pawtucket
Johnston
Providence
East Providence
Massachusetts
Scituate
Cranston
West Warwick
Warwick
Barrington
Warren
Coventry
Bristol
Connecticut
West Greenwich
East Greenwich
Tiverton
Exeter
North Kingstown
Portsmouth
Little Compton
Jamestown
Middletown
Newport
Richmond
Hopkinton
South Kingstown
Narragansett
Charlestown
Westerly
New Shoreham
0
3
6 Miles
Connection Opportunity
\\vhb\proj\Providence\72867.00\GIS\Project\72867_ConnectionOpportunity.mxd


Interactive Bike Map Comments
North Providence
Johnston
Providence
East Providence
Cranston
Woonsocket
North Smithfield
Cumberland
Smithfield
Lincoln
Central Falls
North Providence
Pawtucket
Johnston
Providence
East Providence
Massachusetts
Scituate
Cranston
West Warwick
Warwick
Barrington
Warren
Coventry
Bristol
East Greenwich
West Greenwich
Connecticut
Tiverton
Exeter
North Kingstown
Portsmouth
Little Compton
Jamestown
Middletown
Richmond
Hopkinton
Newport
South Kingstown
Charlestown
Narragansett
Westerly
New Shoreham
0
3
6 Miles
Existing Cycling Routes
\\vhb\proj\Providence\72867.00\GIS\Project\72867_ExistingCyclingRoutes.mxd


Interactive Bike Map Comments
North Providence
Woonsocket
North Smithfield
Cumberland
Lincoln
Smithfield
Central Falls
North Providence
Pawtucket
Providence
East Providence
Johnston
Massachusetts
Cranston
Scituate
West Warwick
Warwick
Coventry
Bristol
Barrington
Warren
East Greenwich
West Greenwich
Connecticut
Tiverton
Exeter
North Kingstown
Portsmouth
Little Compton
Jamestown
Middletown
Newport
Richmond
Hopkinton
South Kingstown
Narragansett
Charlestown
Westerly
New Shoreham
0
3
6 Miles
Improvement Needed
\\vhb\proj\Providence\72867.00\GIS\Project\72867_ImprovementNeeded.mxd



RHODE ISLAND

MOVING FORWARD

STATEWIDE BICYCLE MOBILITY PLAN

APPENDIX

A7. Candidate Bicycle Networks and Prioritization

KEY CORRIDORS

While the needs of bicyclists to have safe and comfortable facilities exist in nearly every city and town in Rhode Island, a handful of critical corridors stand out. The implementation of these recommendations will help riders of all ages and abilities negotiate the state's paths and roadways for both transportation and recreational uses.

This plan prioritizes low cost, easy to implement solutions. For efforts involving substantial construction, the priority and more critical consideration for action is addressing bike path bridges that need substantial work/repair or replacement, including the Barrington and Warren Bike Path bridges. Bike path maintenance and preservation is a priority action.

Appendix A7 includes the detailed prioritization of the candidate corridors, which are summarized in the following tables. In order to provide a higher level of detail with the candidate bicycle treatments, the state was subdivided by county.

PRIORITIZATION CRITERIA

IMPROVED SAFETY



MAX: 25 POINTS

Number of bus stops, ferry stations, Amtrak stations, and existing/funded bicycle lanes and paths within a 1/2-mile radius of the proposed project.

UTILITY



MAX: 15 POINTS

Number of jobs, K-12 students, college students , grocery stores, and commercial land within a 1/2-mile radius of the proposed project.

POTENTIAL TO ADDRESS BICYCLING HAZARDS



MAX: 15 POINTS

Number of bicycle-involved crashes and public comments about bicycling hazards within a 1/4-mile radius of the proposed project.

HEALTH



MAX: 10 POINTS

Percent of residents reporting poor health within a 1/2-mile radius of the proposed project.

ECONOMIC DEVELOPMENT



MAX: 5 POINTS

Number of activity centers within a 1/2-mile radius of the proposed project.

DENSITY



MAX: 20 POINTS

Number of Rhode Island residents per acre within a 1/2-mile radius of the proposed project.

EQUITY



MAX: 10 POINTS

Equity score within a 1/2-mile radius of the proposed project (see Section 3.1.2 for more information).

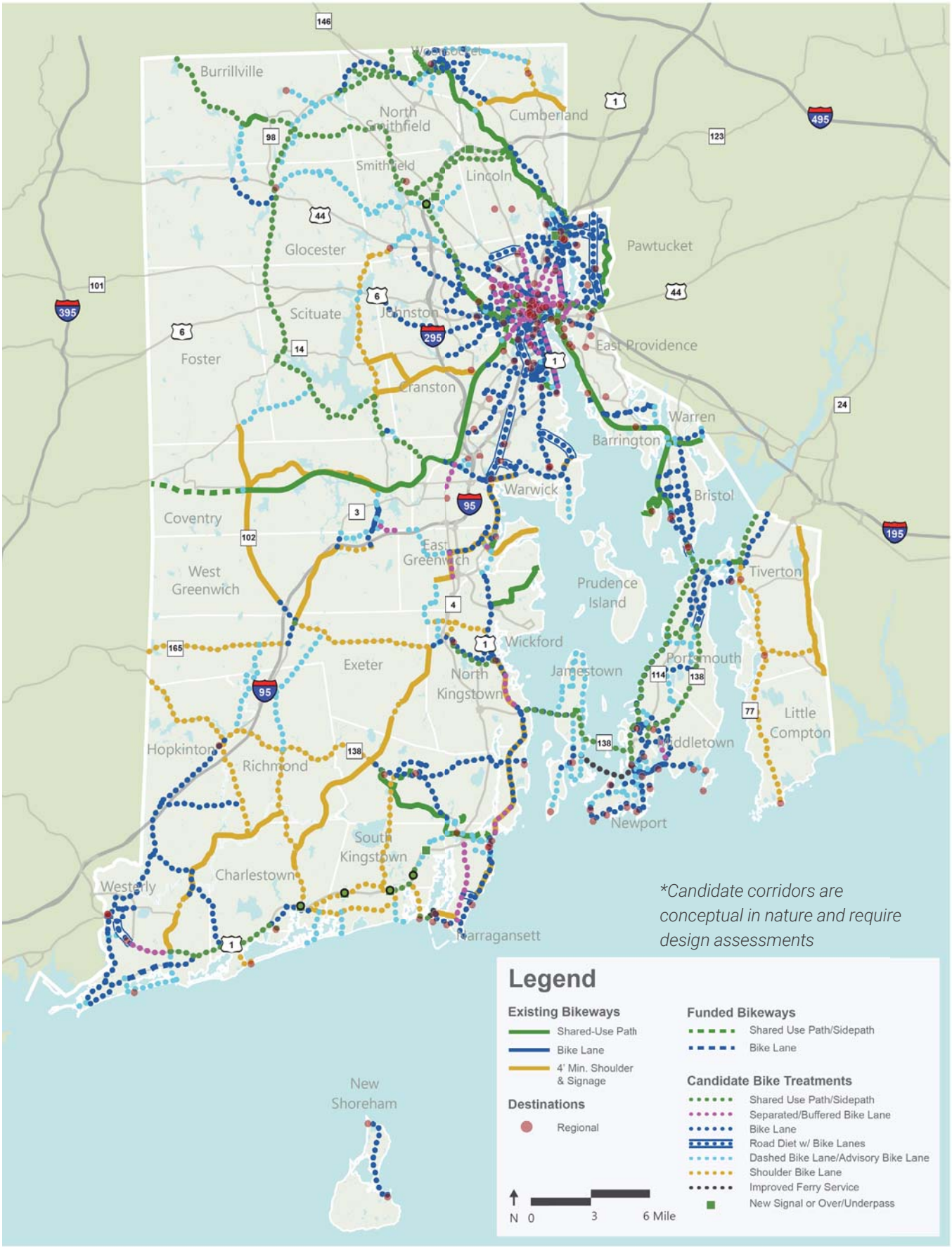
TOTAL MAX: 100 POINTS

In order to help the State prioritize the hundreds of project recommendations, the Bicycle Mobility Plan used seven criteria to evaluate and score each project. These criteria were derived from the planning goals established early on the process and presented in Chapter 1.

For each quantitative criterion, the project scoring approach used available geospatial data to identify a range of values that provide a close approximation of how well the area immediately surrounding the recommended project addresses the needs discussed in the plan's goals (i.e. connections to businesses, addresses known safety issues, etc.). "Connectivity" and "Safety" received heavier weightings to reflect feedback from multiple public meetings throughout the engagement process. The scores for each criterion were added together for a maximum possible score of 100 points.

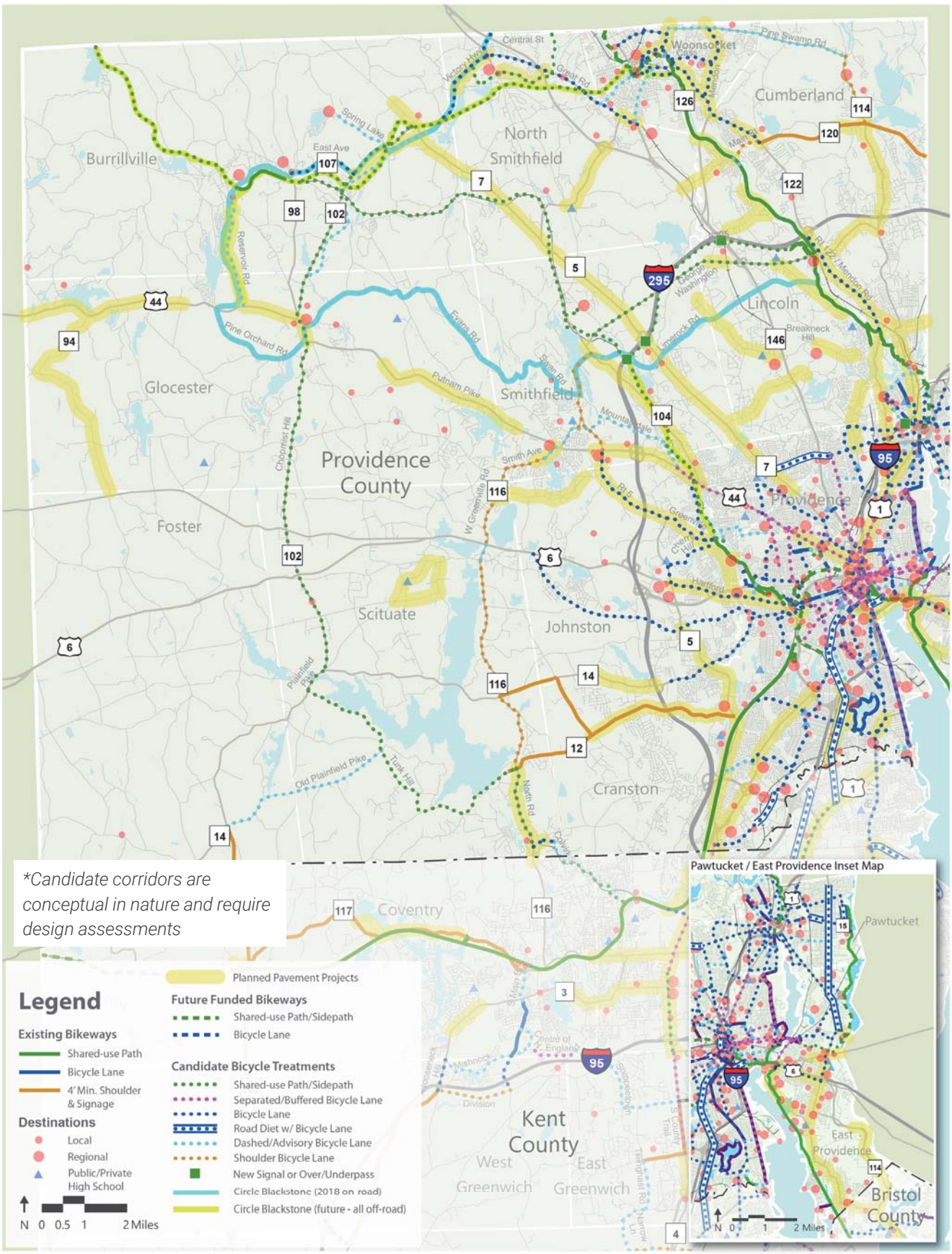
The tables on the following pages summarize the highest ranking corridors based on this criteria. The scores and subsequent rankings were designed to inform prioritization and should remain flexible to changing local conditions, availability of funding opportunities, and ongoing community support. Priority corridors are subject to change based on the finalization of Providence's Great Streets Master Plan, as well as other municipal and state plans to include the Transit Master Plan and Long Range Transportation Plan.

Statewide Candidate Bikeway Network

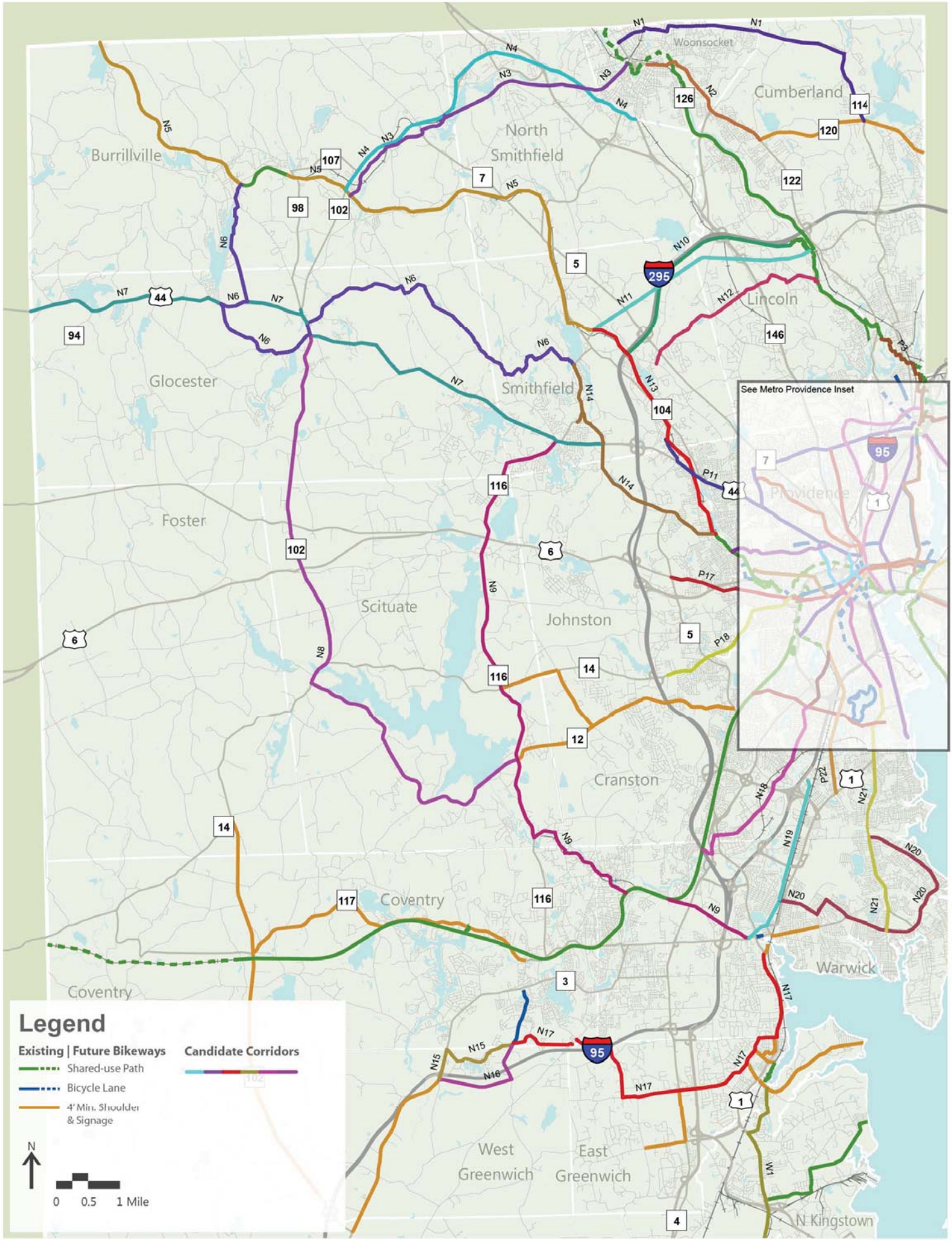


To view a scalable map click here:
https://bit.ly/2Hh8wqf

Providence County Candidate Bikeway Network



To view a scalable map click here:
https://bit.ly/2Hh8wqf


Woonsocket
Cumberland
North Smithfield
Burrillville
Lincoln
Glocester
Smithfield
Foster
Scituate
Johnston
Cranston
Coventry
Warwick
West Greenwich
East Greenwich
N Kingstown
See Metro Providence Inset
Providence
Legend
Existing | Future Bikeways
Shared-use Path
Bicycle Lane
4' Min. Shoulder & Signage
Candidate Corridors
N
0 0.5 1 Mile

NORTH RHODE ISLAND CORRIDORS

CID	PID	MUNI	LOCATION	SCORE	STATE RANK	REGION RANK	PAR-ALLEL	EQUITY	TIP ID	TIP YEAR
N1		-	Winter St - Diamond Hill Rd - Rt 114	58	32	4	N2	8/10	-	-
N1	15	Cumberland	Rt 114 from Nate Whipple Hwy to Pine Swamp Rd	13	643	256	N2	2/10	-	-
N1	630	Woonsocket	Privilege St from Winter St to Social St	61	253	22	N2	8/10	-	-
N1	631	Woonsocket	Winter St from Harris Ave to Privilege St	62	246	21	N2	7/10	-	-
N1	632	Woonsocket	Diamond Hill Rd from Social St to Pine Swamp Rd/Bound Rd	56	281	30	N2	8/10	-	-
N1	633	Woonsocket	Pine Swamp Rd from Diamond Hill Rd/Bound Rd to Diamond Hill Rd	21	604	144	N2	5/10	-	-
N1	726	Woonsocket	Social St from Privilege St to Diamond Hill Rd	59	263	23	N2	8/10	-	-
N2		-	Hamlet Ave - Cumberland Hill Rd - Mendon Rd	72	21	1	N1	7/10	-	-
N2	627	Woonsocket	Hamlet Ave from Front St to Cumberland St	83	93	2	N1	8/10	-	-
N2	635	Cumberland	Mendon Rd from Cumberland Hill Rd to Nate Whipple Hwy	38	431	254	N1	6/10	-	-
N2	636	Woonsocket	Cumberland Hill Rd from Hamlet Ave to Mendon Rd	71	182	13	N1	7/10	-	-
N3		-	Victory Hwy - Railroad Right of Way	49	36	6	N4	6/10	-	-
N3	256	North Smithfield	Railroad Right of Way from Victory Hwy to Great Rd	35	450	95	N4	5/10	-	-
N3	257	Burrillville	Victory Hwy from Railroad Right of Way (300' north of Marcoux Way) to Inman Rd/Broncos Hwy	22	593	139	N4	5/10	-	-
N3	258	North Smithfield	Railroad Right of Way from Great Rd to Water St	70	190	15	N4	7/10	-	-

CID	PID	MUNI	LOCATION	SCORE	STATE RANK	REGION RANK	PAR-ALLEL	EQUITY	TIP ID	TIP YEAR
N4		-	Broncos Hwy - Victory Hwy - Smithfield Rd	34	51	14	N3	5/10	-	-
N4	88	North Smithfield	Victory Hwy from Inman Rd to N Smithfield Expy	29	512	111	N3	3/10	-	-
N4	95	North Smithfield	Victory Hwy/Great Rd from N Smithfield Expy to Warren Ave	35	448	94	N3	6/10	-	-
N4	596	Burrillville	Broncos Hwy/Rt 102 from Inman Rd to Central St	22	584	134	N3	5/10	-	-
N4	622	North Smithfield	Rt 146A from Warren Ave to S Main St	34	462	99	N3	6/10	-	-
N4	623	North Smithfield	Smithfield Rd from S Main St to Park Ave	48	346	53	N3	6/10	-	-
N5		-	Railroad Right of Way	27	60	16	N6, N7	4/10	-	-
N5	37	Smithfield	Railroad Right of Way from Aspen Ln to Appian Way	24	565	127	N6, N7	4/10	-	-
N5	242	Burrillville	Railroad Right of Way from State Border (200' north of Oak Hill Rd) to Pascoag Main St	34	456	97	N6, N7	5/10	-	-
N5	245	Burrillville	Railroad Right of Way from Mowry St to Aspen Ln	36	439	90	N6, N7	5/10	-	-
N6		-	Pascoag Main St - Putnam Pike - Evans Rd - Log Rd	24	64	18	N5, N7	1/10	-	-
N6	27	Burrillville	Reservoir Rd from S Main St to Putnam Pike	25	554	123	N5, N7	4/10	1304	2023-(2024-2027)
N6	243	Pascoag	Pascoag Main St/S Main St from 100' north of Elm St to Reservoir Rd	38	428	85	N5, N7	5/10	-	-
N6	567	Glocester	Reservoir Rd from S Main St to Putnam Pike	14	637	155	N5, N7	3/10	1304	2023-(2024-2027)
N6	598	Burrillville	Pine Orchard Rd from Putnam Pike to Chestnut Hill Rd	12	664	167	N5, N7	3/10	-	-

CID	PID	MUNI	LOCATION	SCORE	STATE RANK	REGION RANK	PAR-ALLEL	EQUITY	TIP ID	TIP YEAR
N6	599	Burrillville	Chestnut Hill Rd from Pine Orchard Rd to Putnam Pike	22	591	138	N5, N7	2/10	-	-
N6	600	Burrillville	Douglas Hook Rd from Putnam Pike to Cooper Rd	21	600	142	N5, N7	1/10	-	-
N6	601	Smithfield	Long Entry Rd from Cooper Rd to Evans Rd	12	653	160	N5, N7	1/10	-	-
N6	602	Smithfield	Evans Rd from Long Entry Rd to Tarklin Rd	9	689	170	N5, N7	1/10	-	-
N6	603	Smithfield	Mapleville Rd from Tarklin Rd to Kristen Dr	10	677	168	N5, N7	1/10	-	-
N6	604	Smithfield	Kristen Dr from Mapleville Rd to Colwell Rd	12	662	166	N5, N7	1/10	-	-
N6	605	Smithfield	Colwell Rd from Kristen Dr to Mann School Rd	12	659	163	N5, N7	1/10	-	-
N6	606	Smithfield	Mann School Rd from Colwell Rd to Log Rd	14	635	153	N5, N7	1/10	-	-
N6	607	Smithfield	Log Rd from Mann School Rd to Pleasant View Ave	14	633	152	N5, N7	1/10	-	-
N6	644	Burrillville	Cooper Rd from Douglas Hook Rd to Long Entry Rd	12	654	161	N5, N7	1/10	-	-
N6	728	Glocester	Putnam Pike from Pine Orchard Rd to Reservoir Rd	12	661	165	N5, N7	3/10	9549	2024-2027
N6	730	Scituate	Putnam Pike from Chestnut Hill Rd to Douglas Hook Rd	22	580	131	N5, N7	1/10	-	-
N7		-	Putnam Pike - Victory Hwy	32	55	15	N5, N6	1/10	-	-
N7	244	Glocester	Putnam Pike from State Border (1400' west of Putnam Heights Rd) to Pine Orchard Rd	12	660	164	N5, N6	3/10	9549	2024-2027
N7	246	Glocester	Putnam Pike from Chopmist Hill Rd to 2000' north of Chestnut Oak Rd	20	609	146	N5, N6	1/10	-	-
N7	247	Smithfield	Putnam Pike from 2000' north of Chestnut Oak Rd to Primrose Ln	22	581	132	N5, N6	1/10	-	-

CID	PID	MUNI	LOCATION	SCORE	STATE RANK	REGION RANK	PAR-ALLEL	EQUITY	TIP ID	TIP YEAR
N7	248	Smithfield	Putnam Pike from Primrose Ln to Pleasant View Ave	37	437	89	N5, N6	2/10	-	-
N7	411	Glocester	Putnam Pike from Reservoir Rd to Victory Hwy	22	582	133	N5, N6	2/10	9547	2024-2027
N7	642	Smithfield	Putnam Pike from Pleasant View Ave to Cedar Swamp Rd/Sanderson Rd	44	376	66	N5, N6	2/10	-	-
N7	729	Scituate	Victory Hwy/Putnam Pike from Money Hill Rd to Douglas Hook Rd	22	588	137	N5, N6	1/10	-	-
N8		-	Chompist Hill Rd - Plainfield Pike - Scituate Ave	13	74	21		0/10	-	-
N8	437	Scituate	Chopmist Hill Rd from Plainfield Pike to Chestnut Hill Rd	22	586	135		1/10	-	-
N8	438	Foster	Plainfield Pike from Chopmist Hill Rd to Tunk Hill Rd	9	691	128		1/10	-	-
N8	439	Scituate	Tunk Hill Rd/Scituate Ave from Plainfield Pike to East Rd	12	651	159		1/10	-	-
N9		-	Smith Ave - W Greenville Rd - Toll Gate Rd	46	40	10		3/10	-	-
N9	4	Warwick	Toll Gate Rd from Providence St to Centerville Rd	57	275	27		4/10	-	-
N9	53	Scituate	E Rd/Ruta de Rhode Island from Plainfield Pike to Scituate Ave	10	679	169		1/10	-	-
N9	73	Scituate	W Greenville Rd/Ruta de Rhode Island from Danielson Pike to Plainfiled Pike	20	608	145		1/10	-	-
N9	238	Scituate	W Greenville Rd/Ruta de Rhode Island from Hartford Pike to Danielson Pike	22	595	140		1/10	-	-
N9	239	Scituate	W Greenville Rd/Ruta de Rhode Island from Snake Hill Rd to Hartfield Pike	26	548	120		1/10	-	-

CID	PID	MUNI	LOCATION	SCORE	STATE RANK	REGION RANK	PAR-ALLEL	EQUITY	TIP ID	TIP YEAR
N9	240	Scituate	Smith Ave/Ruta de Rhode Island from W Greenville Rd to Terrace Dr	29	505	109		2/10	9535	2024-2027
N9	241	Scituate	Smith Ave/Ruta de Rhode Island from Terrace Dr to Putnam Pike	32	486	103		2/10	9535	2024-2027
N9	440	Scituate	North Rd from Scituate Ave to Main St/Hope Ave	13	646	158		2/10	-	-
N9	441	Scituate	Main St/Hope Ave from N Rd to Jackson Flat Rd	14	636	154		3/10	-	-
N9	442	Scituate	Jackson Flat Rd from Main St/Hope St to Colvin St	14	640	156		2/10	-	-
N9	443	Scituate	Colvin St from Jackson Flat Rd to Hill St	16	627	150		3/10	-	-
N9	444	Coventry	Hill St from Colvin St to Arkwright-Harris River Walk	17	623	149		3/10	-	-
N9	445	West Warwick	Pawtuxet River Path from Hill St to Washington Secondary Trail	52	311	1		4/10	-	-
N10		-	I-295	27	61	17	N11, N12	3/10	-	-
N10	254	Smithfield	I-295 from Railroad Right of Way to Blackstone River Bikeway	42	402	74	N11, N12	3/10	-	-
N11		-	George Washington Hwy	36	49	12	N10, N12	4/10	-	-
N11	446	Lincoln	George Washington Hwy from Appian Way to Blackstone River Bikeway	53	303	38	N10, N12	4/10	-	-
N12		-	Limerock Rd - Wilbur Rd - Martin St	35	50	13	N10, N11	5/10	-	-
N12	611	Smithfield	Limerock Rd from Ridge Rd to Jenckes Hill Rd	23	573	129	N10, N11	2/10	-	-
N12	612	Lincoln	Wilbur Rd from Jenckes Hill Rd to Great Rd	24	560	126	N10, N11	5/10	-	-

CID	PID	MUNI	LOCATION	SCORE	STATE RANK	REGION RANK	PAR-ALLEL	EQUITY	TIP ID	TIP YEAR
N12	613	Lincoln	Great Rd from Wilbur Rd to Simon Sayles Rd	24	557	124	N10, N11	5/10	-	-
N12	614	Lincoln	Simon Sayles Rd from Great Rd to Cullen Hill Rd	27	535	115	N10, N11	5/10	-	-
N12	615	Lincoln	Cullen Hill Rd from Simon Sayles Rd to Martin st	43	382	68	N10, N11	5/10	-	-
N12	616	Lincoln	Martin St from Cullen Hill Rd to Blackstone Bikeway ramp	42	393	72	N10, N11	5/10	-	-
N13		-	Railroad Right of Way	50	35	5	N14	5/10	-	-
N13	38	Johnston	Railroad Right of Way from Warren St to Lyman Ave	64	232	18	N14	6/10	-	-
N13	727	Smithfield	Railroad Right of Way from Appian Way to Warren St	39	426	84	N14	1/10	-	-
N14		-	Pleasant View Ave - Rt 5 - Lyman Ave	46	39	9	N13	4/10	-	-
N14	412	Johnston	Rt 5 from Atwood Ave to US-44	37	435	88	N13	3/10	1341	2024-2027
N14	413	Johnston	Greenville Ave from Atwood Ave to Providence City Border	53	300	37	N13	5/10	9516	2024-2027
N14	477	Johnston	Greenville Ave from Atwood Ave to Selena Ave	32	489	104	N13	4/10	9517	2024-2027
N14	643	Smithfield	Cedar Swamp Rd from Pleasant View Ave to Putnam Pike	38	429	86	N13	2/10	-	-
N14	645	Smithfield	Pleasant View Ave from Tunmore Rd to Log Rd	27	538	116	N13	1/10	-	-
N15		-	Nooseneck Hill Rd - Mishnock Rd	18	71	19	N16	2/10	-	-
N15	55	West Greenwich	Nooseneck Hill Rd from Mishnock Rd to Division Rd	13	644	105	N16	2/10	-	-
N15	56	West Greenwich	Mishnock Rd from Nooseneck Hill Rd to Hopkins Hill Rd	30	500	62	N16	2/10	-	-
N16		-	Division Rd - Hopkins Hill Rd	16	72	20	N16	2/10	-	-

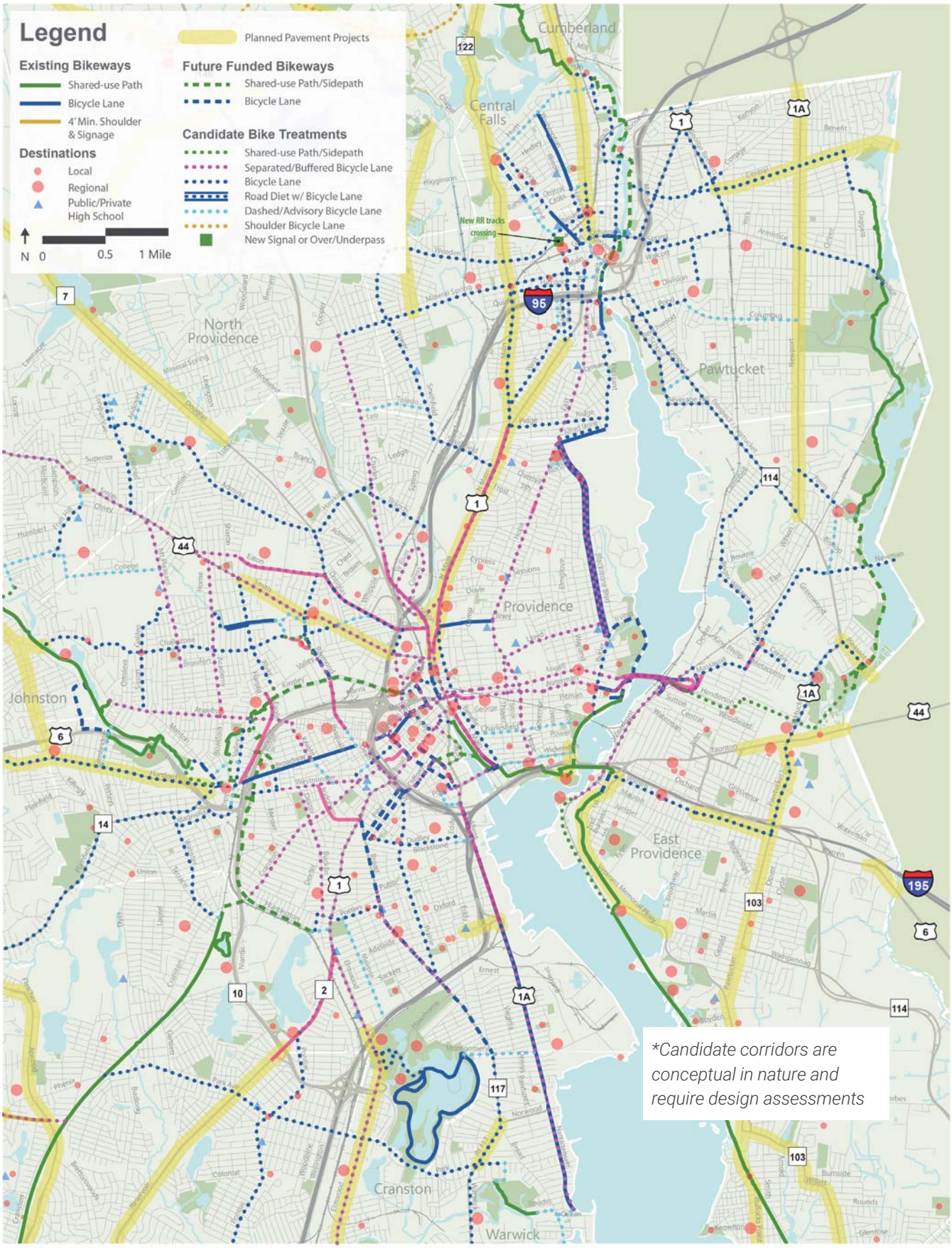
CID	PID	MUNI	LOCATION	SCORE	STATE RANK	REGION RANK	PAR-ALLEL	EQUITY	TIP ID	TIP YEAR
N16	3	West Greenwich	Division Rd from Nooseneck Hill Rd to Hopkins Hill Rd	14	638	103	N16	2/10	-	-
N16	81	West Greenwich	Hopkins Hill Rd from Mishnock Rd to Division St	27	528	74	N16	2/10	-	-
N17		-	Centre of New England Blvd - Middle Rd - Post Rd	43	43	11		3/10	-	-
N17	425	East Greenwich	Middle Rd from S County Trail to Cedar Ave	34	458	45		4/10	-	-
N17	426	East Greenwich	Kenyon Ave from 1st Ave to Cedar Ave	37	434	36		4/10	-	-
N17	428	East Greenwich	Kenyon Ave from Division St to 1st Ave	36	440	37		4/10	-	-
N17	429	East Greenwich	Division St from Kenyon Ave to Post Rd/Main St	36	443	39		3/10	-	-
N17	431	Warwick	Post Rd from Matteson Ave to Division St	41	409	77		2/10	-	-
N17	483	West Warwick	Center of New England Blvd from Dante Blvd to New London Turnpike	28	522	71		2/10	-	-
N17	484	East Greenwich	Crompton Rd/Shippeetown Rd/Middle Rd from New London turnpike to S County Trail	21	596	90		3/10	-	-
N17	731	Coventry	Centre of New England Blvd from Hopkins Hill Rd to Dante Blvd	35	452	96		2/10	-	-
N18		-	W Natick Rd - Mayfield Ave - Pontiac Ave	60	30	3	N19, N20, N21	6/10	-	-
N18	650	Cranston	Pontiac Ave from Garden City Dr to Park Ave	55	288	33	N19, N20, N21	6/10	-	-
N18	651	Cranston	Pontiac Ave from Sockanosset Cross Rd to Garden City Dr	46	367	63	N19, N20, N21	5/10	-	-

CID	PID	MUNI	LOCATION	SCORE	STATE RANK	REGION RANK	PAR-ALLEL	EQUITY	TIP ID	TIP YEAR
N18	652	Cranston	Pontiac Ave from Howard Ave to Sockanosset Cross Rd	47	359	60	N19, N20, N21	6/10	-	-
N18	653	Cranston	Mayfield Ave/East Ave/Pontiac Ave from Oaklawn Ave to Howard Ave	54	297	35	N19, N20, N21	6/10	-	-
N18	654	Cranston	Bald Hill Rd/Cotirell St from W Natick Rd to Oaklawn Ave	55	291	34	N19, N20, N21	6/10	-	-
N18	655	Cranston	W Natick Rd from Washington Secondary Trail to Bald Hill Rd	50	328	47	N19, N20, N21	6/10	-	-
N19		-	Jefferson Blvd - Post Rd - Veterans Memorial Dr	48	38	8	N18, N20, N21	3/10	-	-
N19	80	Warwick	Centerville Rd/Veterans Memorial Dr from Post Rd to Toll Gate Rd	48	345	52	N18, N20, N21	3/10	-	-
N19	215	Warwick	Post Rd from Main Ave to Veterans Memorial Dr/Post Rd Ext	49	341	51	N18, N20, N21	2/10	-	-
N19	235	Warwick	Jefferson Blvd from Kilvert St/Coronado Rd to Main Ave	56	284	32	N18, N20, N21	3/10	-	-
N20		-	Main Ave - Inman Ave - W Shore Rd	48	37	7	N18, N19, N21	0/10	-	-
N20	17	Warwick	W Shore Rd from Sandy Ln to Draper Ave	51	317	43	N18, N19, N21	4/10	1410	2024-2027

CID	PID	MUNI	LOCATION	SCORE	STATE RANK	REGION RANK	PAR-ALLEL	EQUITY	TIP ID	TIP YEAR
N20	52	Warwick	W Shore Rd from Warwick Ave to Economy Ave	52	310	41	N18, N19, N21	4/10	-	-
N20	82	Warwick	Strawberry Field Rd from Inman Ave to Sandy Ln	39	423	82	N18, N19, N21	1/10	-	-
N20	216	Warwick	Main Ave from Post Rd to Warwick Industrial Dr	40	417	81	N18, N19, N21	0/10	-	-
N20	217	Warwick	Main Ave from Warwick Industrial Dr to Buttonwoods Ave	30	498	107	N18, N19, N21	0/10	-	-
N20	219	Warwick	Inman Ave from Parkway Dr to Main Ave	30	503	108	N18, N19, N21	1/10	-	-
N20	220	Warwick	Parkway Dr from Inman Ave (west) to Inman Ave (east)	29	517	112	N18, N19, N21	0/10	-	-
N20	221	Warwick	Inman Ave from Strawberry Field Rd to Parkway Dr	28	524	113	N18, N19, N21	0/10	-	-
N20	236	Warwick	W Shore Rd from Economy Ave to Draper Ave	41	407	76	N18, N19, N21	4/10	-	-
N21		-	Oakland Beach Ave - Warwick Ave - Broad St	62	28	2	N18, N19, N20	7/10	-	-
N21	237	Warwick	Oakland Beach Ave from Warwick Ave to W Shore Rd	47	351	56	N18, N19, N20	4/10	-	-

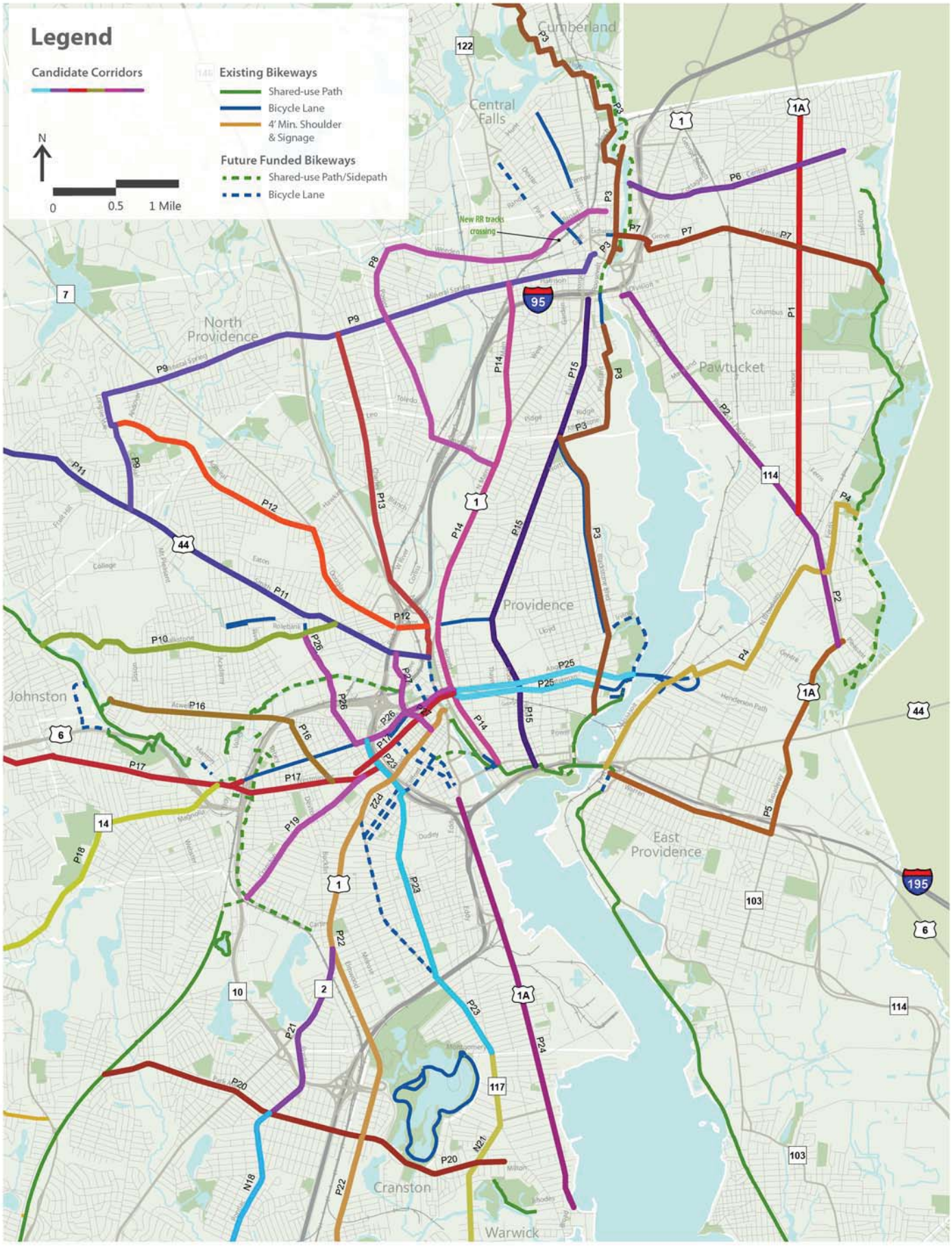
CID	PID	MUNI	LOCATION	SCORE	STATE RANK	REGION RANK	PAR-ALLEL	EQUITY	TIP ID	TIP YEAR
N21	286	Warwick	Rt 117 from Broad St to Montgomery Ave	73	170	12	N18, N19, N20	7/10	9564	2024-2027
N21	414	Warwick	Rt 117 from Airport Rd to Warwick Ave	52	308	39	N18, N19, N20	3/10	9555	2024-2027

Metro Providence Candidate Bikeway Network



To view a scalable map click here:

https://bit.ly/2Hh8wqf


Legend
Candidate Corridors
Existing Bikeways
Shared-use Path
Bicycle Lane
4' Min. Shoulder & Signage
Future Funded Bikeways
Shared-use Path/Sidepath
Bicycle Lane
N
0
0.5
1 Mile
New RR tracks crossing
Cumberland
Central Falls
North Providence
Pawtucket
Providence
Johnston
East Providence
Cranston
Warwick
P1
P2
P3
P4
P5
P6
P7
P8
P9
P10
P11
P12
P13
P14
P15
P16
P17
P18
P19
P20
P21
P22
P23
P24
P25
P26
P27
N18
N21
122
1
1A
95
7
44
6
14
10
2
117
114
103
195

METRO PROVIDENCE CORRIDORS

CID	PID	MUNI	LOCATION	SCORE	STATE RANK	REGION RANK	PAR-ALLEL	EQUITY	TIP ID	TIP YEAR
P1		-	Newport Ave	60	31	27	P2	6/10	-	-
P1	278	Pawtucket	Newport Ave from Central Ave to City line	68	200	182	P2	7/10	1375	2023-(2024-2027)
P1	405	Pawtucket	Newport Ave from Cottage St to Central Ave	61	255	215	P2	7/10	1373	2018
P1	742	East Providence	Newport Ave from Pawtucket Ave to East Providence Border	56	280	227	P2	6/10	1375	2023-(2024-2027)
P2		-	Pawtucket Ave - Prospect St - Division St	72	22	21	P1	8/10	-	-
P2	341	East Providence	Prospect St/Pawtucket Ave from Pond St to Newport Ave	71	180	167	P1	8/10	-	-
P2	359	East Providence	Pawtucket Ave from Newport Ave to Hope St	56	278	225	P1	6/10	1375	2023-(2024-2027)
P2	551	Pawtucket	Prospect St / Division St from Water St to Meadow St	81	105	102	P1	9/10	-	-
P3		-	Butler Ave - Broad St - Blackstone Valley Bikeway	87	6	6		8/10	-	-
P3	292	Pawtucket	Roosevelt Ave from Leather Ave to Broadway	88	45	45		9/10	5155	2018
P3	311	Pawtucket	Pleasant St from Alfred Stone Rd to Bowles Street	69	198	181		8/10	-	-
P3	346	Pawtucket	Pleasant St from Tower St to Alfred Stone Rd	73	168	157		8/10	-	-
P3	396	Pawtucket	Roosevelt Ave from East St to Leather Ave	92	17	17		9/10	-	-
P3	507	Providence	Blackstone Blvd from Hope St to Butler Ave	70	184	170		6/10	-	-

CID	PID	MUNI	LOCATION	SCORE	STATE RANK	REGION RANK	PAR-ALLEL	EQUITY	TIP ID	TIP YEAR
P3	548	Central Falls	Blackstone Valley Bikeway from Heritage Park Cumberland to Pierce Park Central Falls	64	230	203		9/10	-	-
P3	549	Pawtucket	Alfred Stone Rd from Pleasant St to Blackstone Blvd	68	208	189		7/10	-	-
P3	562	Central Falls	Broad St/High St/Charles St from Mill St to Roosevelt Ave	83	92	91		10/10	-	-
P3	581	Providence	Butler Ave from Blackstone Blvd to Old Bridge Path	69	197	180		6/10	-	-
P4		-	Massasoit Ave - Waterfront Dr	69	24	23	P5	6/10	-	-
P4	279	East Providence	Massasoit Ave / Waterfront Dr from North Broadway to I-195	74	155	145	P5	6/10	-	-
P4	329	East Providence	North Broadway from Centre St to Massasoit Ave	49	333	247	P5	7/10	-	-
P4	335	East Providence	N Broadway/Newman Ave from Pawtucket Ave to Centre St	50	332	246	P5	6/10	-	-
P4	337	Pawtucket	Wolf School driveway from Ferris Ave to 10 Mile River Greenway	55	287	230		6/10	-	-
P4	390	East Providence	Massasoit Ave from Dexter Rd to North Broadway	55	292	232	P5	7/10	-	-
P4	391	East Providence	Waterfront Dr from Waterman Ave to Dexter Rd	67	212	192	P5	7/10	-	-
P4	392	East Providence	Dexter Rd from Waterfront Dr to Massasoit Ave	51	321	244	P5	7/10	-	-
P4	424	Pawtucket	Ferris Ave from Ferris Ave to Newman Ave	55	290	231		6/10	-	-
P5		-	Warren Ave - Pawtucket Ave	68	26	24	P4	7/10	-	-
P5	272	East Providence	Pawtucket Ave from Warren Ave to Pleasant St	68	201	183	P4	7/10	1325	2019-2020
P5	356	East Providence	Warren Ave from Pawtucket Ave to Broadway	73	162	151	P4	7/10	1324	2023-(2024-2027)

CID	PID	MUNI	LOCATION	SCORE	STATE RANK	REGION RANK	PAR-ALLEL	EQUITY	TIP ID	TIP YEAR
P5	408	East Providence	Warren Ave from Broadway to First St	64	228	202	P4	7/10	9532	2024-2027
P6		-	Central Ave	82	14	14	P7	9/10	-	-
P6	348	Pawtucket	Central Ave from I-95 to Front St	84	80	80	P7	9/10	-	-
P6	349	Pawtucket	Central Ave from Cottage Ave to I-95	82	99	97	P7	9/10	-	-
P6	350	Pawtucket	Central Ave from RR to Cottage Ave	66	214	194	P7	9/10	-	-
P6	351	Pawtucket	Central Ave from Mendon Rd to Railroad Tracks	65	227	201	P7	8/10	-	-
P6	352	Pawtucket	Central Ave from Newport Ave to Mendon Rd	66	215	195	P7	8/10	9513	2024-2027
P6	743	Pawtucket	Central Ave from Dagget Ave to Newport Ave	57	274	224	P7	7/10	9513	2024-2027
P7		-	Exchange St - Armistice Blvd	83	10	10	P6	9/10	-	-
P7	338	East Providence	Armistice Blvd from Perrin Ave to 10 Mile River Greenway	61	251	213	P6	7/10	-	-
P7	394	East Providence	Armistice Blvd from N Bend St to George Bennett Hwy	71	181	168	P6	9/10	-	-
P7	395	East Providence	Armistice Blvd from George Bennett Hwy to Perrin Ave	63	239	207	P6	8/10	-	-
P7	419	Pawtucket	Armistice Blvd/Grove St from Spring St to South Bend St	85	73	73	P6	9/10	-	-
P7	746	Pawtucket	Goff Ave / Exchange St from Roosevelt Ave to Denver St	88	46	46	P6	9/10	-	-
P8		-	Smithfield Ave - Power Rd - Barton St	85	8	8	P8	10/10	-	-
P8	268	Providence	Smithfield Ave from Power Rd to N Main St	63	234	205	P8	7/10	-	-
P8	499	Pawtucket	Power Rd from Weeden St to Smithfield Ave	62	242	209	P8	7/10	-	-
P8	500	Pawtucket	Barton St / Weeden St from Dexter St to Cobble Hill Rd	87	55	55	P8	10/10	-	-
P8	708	Pawtucket	Barton St from Dexter St to High St	92	18	18	P8	10/10	-	-

CID	PID	MUNI	LOCATION	SCORE	STATE RANK	REGION RANK	PAR-ALLEL	EQUITY	TIP ID	TIP YEAR
P9		-	High Service Ave - Mineral Spring Ave	79	16	16		8/10	-	-
P9	307	North Providence	Mineral Spring Ave from Andover St to Charles St	62	240	208		6/10	-	-
P9	308	Pawtucket	Mineral Spring Ave from Charles St to George St	90	26	26		9/10	-	-
P9	327	Providence	High Service Ave from Smithfield Rd to Smith St	53	299	236		4/10	-	-
P9	684	North Providence	Mineral Spring Ave from Longue Vue Ave to Andover St	55	293	233		4/10	-	-
P9	685	North Providence	Longue Vue Ave (southbound) from Smithfield Rd to Mineral Spring Ave	53	302	238		4/10	-	-
P9	687	North Providence	Smithfield Rd from Longue Vue Ave to Colonial Dr	52	314	242		4/10	-	-
P10		-	Manton Ave - Chalkstone Ave	74	18	18	P11, P12, P13	8/10	-	-
P10	692	Providence	Manton Ave/Chalkstone Ave from Trever Ave/Woonasquatucket River Greenway to Rosebank Ave	81	107	104	P11, P12, P13	8/10	-	-
P10	693	Providence	Chalkstone Ave from Oakland Ave to Smith St	74	160	149	P11, P12, P13	8/10	-	-
P10	744	Providence	Chalkstone Ave from Rosebank Ave to Raymond St	73	167	156	P11, P12, P13	8/10	-	-
P11		-	Dean Ave - Putnam Pike - Smith St	74	19	19	P10, P12, P13	7/10	-	-
P11	48	Providence	Smith St from Olney Ave to Canal St	84	82	82	P10, P12, P13	8/10	1384	2018

CID	PID	MUNI	LOCATION	SCORE	STATE RANK	REGION RANK	PAR-ALLEL	EQUITY	TIP ID	TIP YEAR
P11	260	Smithfield	Dean Ave from Warren St to Putnam Ave	46	362	61	P10, P12, P13	4/10	-	-
P11	261	Smithfield	Putnam Pike from Dean Ave to George Waterman Rd	49	336	50	P10, P12, P13	5/10	-	-
P11	306	North Providence	Smith St from George Waterman Rd to Admiral St	59	261	220	P10, P12, P13	5/10	-	-
P12		-	Admiral St - Douglas Ave - Orms St	86	7	7	P10, P11, P13	9/10	-	-
P12	71	Providence	Admiral St from Colonial Dr to Huxley Ave	72	172	160	P10, P11, P13	7/10	-	-
P12	298	Providence	Douglas Ave from Chalkstone Ave to North Davis St	79	124	119	P10, P11, P13	8/10	-	-
P12	299	Providence	Orms St from I-95 to Charles St	79	123	118	P10, P11, P13	8/10	-	-
P12	376	Providence	Douglas Ave from Admiral St to Eaton St	78	129	123	P10, P11, P13	9/10	-	-
P12	377	Providence	Douglas Ave from Eaton St to Chad Brown St	78	136	128	P10, P11, P13	9/10	-	-
P12	378	Providence	Douglas Ave from Chad Brown St to Candace St	78	132	126	P10, P11, P13	9/10	-	-

CID	PID	MUNI	LOCATION	SCORE	STATE RANK	REGION RANK	PAR-ALLEL	EQUITY	TIP ID	TIP YEAR
P12	379	Providence	Douglas Ave from Candace St to Chalkstone Ave	78	131	125	P10, P11, P13	9/10	-	-
P13		-	Charles St	74	20	20	P10, P11, P12	8/10	-	-
P13	47	Providence	Charles St from Leo Ave to Smith St	85	76	76	P10, P11, P12	8/10	-	-
P13	398	North Providence	Charles St from Mineral Spring Ave to Toledo Ave	60	259	218	P10, P11, P12	7/10	-	-
P14		-	Main St - Benefit St	83	11	11	P15	7/10	-	-
P14	33	Providence	Benefit St from Burrs Ln to Wickenden St	87	62	62	P15	7/10	-	-
P14	277	Providence	N Main St from 7th St to Doyle	80	114	111	P15	7/10	9524	2024-2027
P14	312	Pawtucket	Main St from Pawtucket Ave to Mineral Spring Ave	75	151	141	P15	9/10	1306	2023-(2024-2027)
P14	313	Providence	N Main St from Smithfield Ave to Chace Ave	61	250	212	P15	7/10	-	-
P14	740	Pawtucket	N Main St from Chace Ave to Pidge Ave	62	245	210	P15	7/10	1306	2023-(2024-2027)
P15	72	Providence	Hope St from Olney St to Wickenden St	77	144	135	P14	6/10	-	-
P15		-	Hope St - East Ave	80	15	15	P14	7/10	-	-
P15	364	Providence	Hope St from Chace Ave to Olney St	76	146	137	P14	6/10	-	-
P15	504	Pawtucket	East Ave from Grace St to Chace Ave	85	78	78	P14	8/10	-	-

CID	PID	MUNI	LOCATION	SCORE	STATE RANK	REGION RANK	PAR-ALLEL	EQUITY	TIP ID	TIP YEAR
P16		-	Nanton Ave - Atwells Ave - Knight St	90	3	3	P17, P18, P19	9/10	-	-
P16	515	Providence	Atwells Ave from Sisson St to Knight St	86	71	71	P17, P18, P19	9/10	-	-
P16	531	Providence	Knight St from Atwells Ave to Broadway	89	42	42	P17, P18, P19	9/10	-	-
P16	532	Providence	Knight St from Broadway to Westminster St	90	27	27	P17, P18, P19	9/10	-	-
P16	560	Providence	Atwells Ave from Tuxedo Ave to Knight St	84	84	84	P17, P18, P19	9/10	-	-
P16	734	Providence	Nanton Ave from Woonasquatucket River Bikeway to Sisson St	74	161	150	P17, P18, P19	10/10	-	-
P17		-	Hartford Ave - Westminster St - Washington St	93	1	1	P16, P18, P19	9/10	-	-
P17	304	Providence	Westminster St from Broadway to Manton Ave	94	3	3	P16, P18, P19	10/10	-	-
P17	360	Providence	Westminster St from Tobey St to Service Rd	94	1	1	P16, P18, P19	9/10	-	-
P17	361	Providence	Westminster St from Rt 10 Ramp to Troy St	93	13	13	P16, P18, P19	10/10	-	-

CID	PID	MUNI	LOCATION	SCORE	STATE RANK	REGION RANK	PAR-ALLEL	EQUITY	TIP ID	TIP YEAR
P17	402	Providence	Westminster St from Troy St to Tobey St	93	6	6	P16, P18, P19	9/10	-	-
P17	480	Johnston	Hartford Ave from Atwood Ave to Killingly St	59	264	24	P16, P18, P19	7/10	1339	2018-2021
P17	481	Providence	Hartford Ave from Killingly St to Oleyville Sq	91	23	23	P16, P18, P19	10/10	-	-
P17	517	Providence	Washington St from Empire St to Dean St	90	30	30	P16, P18, P19	8/10	-	-
P17	518	Providence	Washington St from Dean St to Winter St	90	31	31	P16, P18, P19	9/10	-	-
P17	547	Providence	Washington St from Exchange St to Waterman St	83	95	93	P16, P18, P19	7/10	-	-
P17	704	Providence	Washington St from Empire St to Exchange St	88	47	47	P16, P18, P19	8/10	-	-
P18		-	Plainfield St/Plainfield Pike	76	17	17	P16, P17, P19	10/10	-	-
P18	582	Providence	Plainfield St/Plainfield Pike from Independence Way to Hartford Ave	87	58	58	P16, P17, P19	10/10	-	-
P19		-	Cranston St	82	13	13	P16, P17, P18	10/10	-	-

CID	PID	MUNI	LOCATION	SCORE	STATE RANK	REGION RANK	PAR-ALLEL	EQUITY	TIP ID	TIP YEAR
P19	699	Providence	Cranston St from Huntington Ave to Westminster St	92	16	16	P16, P17, P18	9/10	-	-
P20		-	Park Ave	67	27	25		7/10	-	-
P20	276	Cranston	Park Ave from Elmwood Ave to FC Greene Memorial Blvd	62	244	20		8/10	-	-
P20	322	Cranston	Park Ave from FC Greene Memorial Blvd to Rte 117	62	241	19		7/10	-	-
P20	526	Cranston	Park Ave from Washington Secondary Bike Path crossing Park Ave to Elmwood Ave	70	191	16		7/10	-	-
P20	527	Cranston	Park Ave from Warwick Ave to Milton Ave	56	276	28		7/10	-	-
P21		-	Pontiac St	61	29	26	P22, P23, P24	9/10	-	-
P21	525	Providence	Pontiac St from Elmwood Ave to Park Ave	77	139	130	P22, P23, P24	9/10	-	-
P22		-	Hwy 1 - Elmwood Ave - Westminster St	89	4	4	P21, P23, P24	9/10	-	-
P22	124	Providence	Broad St/Weybosset St/Westminster St from Memorial Blvd to Chestnut St	89	35	35	P21, P23, P24	8/10	-	-
P22	316	Providence	Elmwood Ave from Bridgham St to Park Ave	94	2	2	P21, P23, P24	9/10	9529	2024-2027
P22	661	Providence	Hwy 1/Elmwood Ave from Post Rd to Park Ave	59	265	221	P21, P23, P24	7/10	-	-

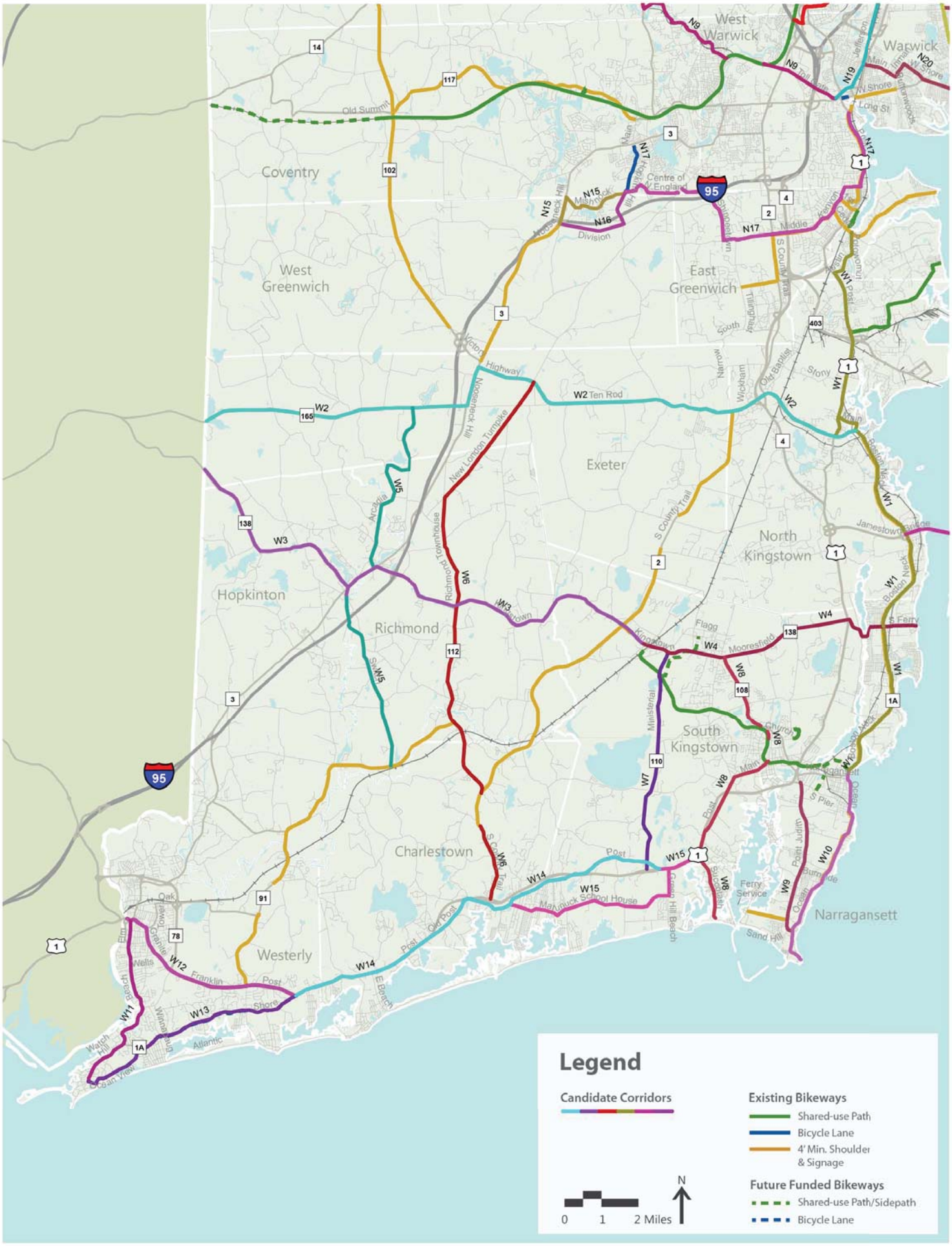
CID	PID	MUNI	LOCATION	SCORE	STATE RANK	REGION RANK	PAR-ALLEL	EQUITY	TIP ID	TIP YEAR
P22	697	Providence	Broad St from I-95 to Empire St/Chestnut St	89	33	33	P21, P23, P24	9/10	-	-
P22	698	Providence	Broad St from Elmwood Ave/Bridgham St to I-95	91	20	20	P21, P23, P24	9/10	-	-
P23		-	Broad St - Prarie Ave - W Franklin St	93	2	2	P21, P22, P24	10/10	-	-
P23	345	Providence	Prarie Ave from Friendship St to Broad St	94	4	4	P21, P22, P24	10/10	-	-
P23	393	Providence	Prarie Ave from Dudley St to Public St	91	21	21	P21, P22, P24	9/10	-	-
P23	516	Providence	W Franklin St from Broadway to Pine St	90	29	29	P21, P22, P24	8/10	-	-
P24		-	Allens Ave	71	23	22	P21, P22, P23	9/10	-	-
P24	524	Providence	Allens Ave from Eddy St to Ocean Ave	83	94	92	P21, P22, P23	9/10	-	-
P25		-	Angell St - Waterman St	82	12	12		6/10	-	-
P25	295	Providence	Angell St from Governor to Paterson St	70	192	175		6/10	-	-
P25	296	Providence	Waterman St from Prospect St to Governor St	80	111	108		6/10	-	-
P25	365	Providence	Angell St from Brown St to Hope St	77	140	131		6/10	-	-
P25	366	Providence	Angell St from Hope St to Governor St	68	204	186		6/10	-	-

CID	PID	MUNI	LOCATION	SCORE	STATE RANK	REGION RANK	PAR-ALLEL	EQUITY	TIP ID	TIP YEAR
P25	367	Providence	Angell St from Benefit St to Prospect St	80	118	114		7/10	-	-
P25	368	Providence	Angell St from Prospect St to Brown St	79	127	121		7/10	-	-
P25	369	Providence	Waterman St from Governor St to Butler Ave	71	179	166		6/10	-	-
P25	370	Providence	Waterman St from Benefit St to Prospect St	81	106	103		7/10	-	-
P26		-	Dean St - Broadway - Thomas St	89	5	5	P17	8/10	-	-
P26	288	Providence	Broadway from Dean St to I-95	89	39	39	P17	8/10	-	-
P26	519	Providence	Dean St from Promenade St to Atwells Ave	86	66	66	P17	8/10	-	-
P26	520	Providence	Dean St from Atwells Ave to Broadway	87	60	60	P17	8/10	-	-
P26	529	Providence	Pleasant Valley Pkwy from Chalkstone Ave to W Park St	74	157	147	P17	8/10	-	-
P26	544	Providence	Broadway/Sabin St/Exchange Ter from Exchange St to Dave Gavitt Way	89	38	38	P17	8/10	-	-
P26	546	Providence	Steeple St / Thomas St from Exchange Ter to Angell St	82	97	95	P17	7/10	-	-
P26	745	Providence	Pleasant Valley Pkwy from W Park St to Promenade St	78	137	129	P17	8/10	-	-
P27		-	Francis St - Dorrance St	85	9	9		8/10	-	-
P27	588	Providence	Francis St from Smith St to Gaspee St	85	75	75		8/10	-	-
P27	589	Providence	Francis St from Gaspee St to Exchange Ter	87	59	59		8/10	-	-
P27	705	Providence	Francis St/Dorrance St from W Exchange St/Exchange Ter to Weybosset St	88	51	51		8/10	-	-

Kent County and Washington County Candidate Bikeway Network



To view a scalable map click here:
https://bit.ly/2Hh8wqf


West Warwick
Warwick
Coventry
West Greenwich
East Greenwich
Exeter
North Kingstown
Hopkinton
Richmond
South Kingstown
Charlestown
Westerly
Narragansett
Legend
Candidate Corridors
Existing Bikeways
Shared-use Path
Bicycle Lane
4' Min. Shoulder & Signage
Future Funded Bikeways
Shared-use Path/Sidepath
Bicycle Lane
0 1 2 Miles
N

WEST RHODE ISLAND CORRIDORS

CID	PID	MUNI	LOCATION	SCORE	STATE RANK	REGION RANK	PAR-ALLEL	EQUITY	TIP ID	TIP YEAR
W1		-	Boston Neck Rd - Post Rd - Potowomut Rd	52	33	1		1/10	-	-
W1	14	North Kingstown	Post Rd/Tower Hill Rd from Newcomb Rd to Victory Hwy/Phillips St	47	360	12		2/10	-	-
W1	58	North Kingstown	Boston Neck Rd from Unnamed Rd (180' south of Crowfield) to Barbers Heights Ave	15	630	100		0/10	5060	2022-2022
W1	91	Narragansett	Boston Neck Rd from Beach St to Narragansett Ave	38	430	34		2/10	1362	2022-(2024-2027)
W1	198	Narragansett	Boston Neck Rd from Old Boston Neck Rd to Beach St	21	603	92		2/10	1362	2022-(2024-2027)
W1	203	Narragansett	Boston Neck Rd from Bridgetown Rd/S Ferry Rd to Old Boston Neck Rd (south)	36	445	41		1/10	1362	2022-(2024-2027)
W1	205	North Kingstown	Boston Neck Rd from Earle Dr to Unnamed Rd (180' south of Crowfield)	18	615	94		0/10	1365	2023-(2024-2027)
W1	206	North Kingstown	Boston Neck Rd from Beach St to Earle Dr	27	532	76		0/10	1365	2023-(2024-2027)
W1	207	North Kingstown	Boston Neck Rd from Brown St to Updike Ave	28	520	70		0/10	-	-
W1	209	North Kingstown	W Main St from Tower Hill Rd to Brown St	32	480	53		2/10	1368	2019-2020
W1	210	North Kingstown	Brown St from Main St to Phillips St/Boston Neck Rd	29	508	66		1/10	-	-

CID	PID	MUNI	LOCATION	SCORE	STATE RANK	REGION RANK	PAR-ALLEL	EQUITY	TIP ID	TIP YEAR
W1	225	North Kingstown	Post Rd from Devils Foot Rd/Newcomb Rd to Essex Rd	41	404	25		3/10	-	-
W1	226	North Kingstown	Post Rd from Essex Rd to Austin Rd	28	519	69		3/10	-	-
W1	227	North Kingstown	Austin Rd from Potowomut Rd to Post Rd	24	563	84		1/10	-	-
W1	228	North Kingstown	Potowomut Rd from Old Forge Rd to Austin Rd	34	465	47		1/10	-	-
W1	403	North Kingstown	Boston Neck Rd from Barbers Heights Ave to Narragansett Town Line	22	583	87		1/10	1365	2023-(2024-2027)
W1	570	Narragansett	Boston Neck Rd from North Kingstown Town Line to S Ferry Rd	32	483	55		1/10	1365	2023-(2024-2027)
W2		-	Ten Rod Rd - Victory Hwy - Philips St	30	56	6		3/10	-	-
W2	6	North Kingstown	Victory Hwy/Ten Rod Rd from Nooseneck Hill Rd to S County Trail	16	626	98		4/10	-	-
W2	32	North Kingstown	Ten Rod Rd from S County Trail to Roberts Way	29	507	65		4/10	-	-
W2	45	North Kingstown	Ten Rod Rd/Victory Hwy from Roberts Way to Tower Hill Rd	35	451	42		3/10	-	-
W2	208	North Kingstown	Phillips St from Tower Hill Rd to Boone	32	481	54		2/10	-	-
W2	224	North Kingstown	Phillips St from Boone St to Brown St	32	487	57		1/10	-	-
W2	469	Exeter	Ten Rod Road from State Border to Nooseneck Hill Rd	10	681	121		4/10	-	-
W2	470	Exeter	Nooseneck Hill Rd from Victory Hwy to Ten Rod Rd	12	649	107		3/10	-	-
W3		-	Rt 138 - Main St - Kingstown Rd	18	68	11		3/10	-	-
W3	70	South Kingstown	Kingstown Rd from Driveay (1600' east of South County Trail) to Blackbird Rd	31	493	59		4/10	1397	2020-2022
W3	485	Hopkinton	Rt 138 from State Border to Rte 3	8	696	132		2/10	-	-

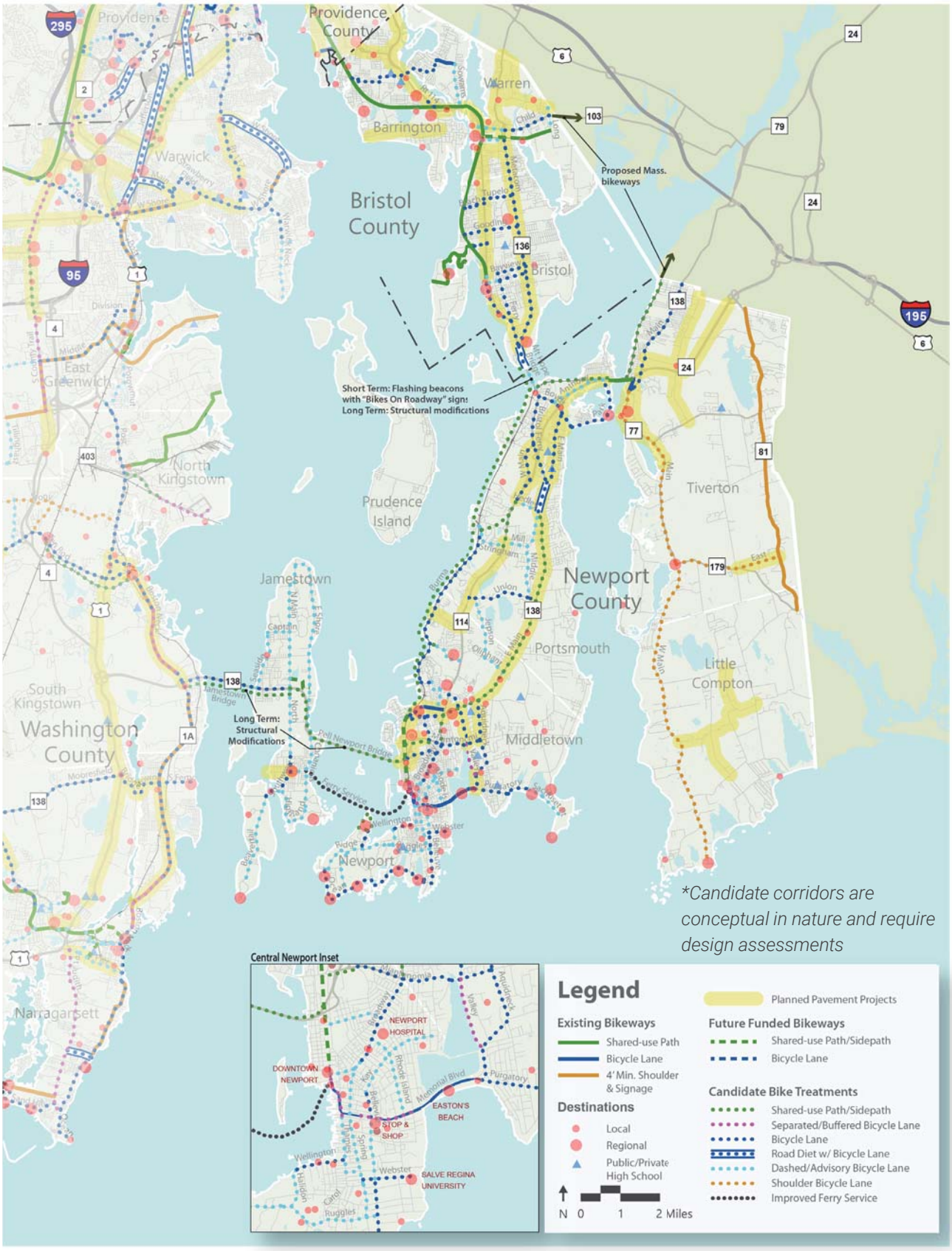
CID	PID	MUNI	LOCATION	SCORE	STATE RANK	REGION RANK	PAR-ALLEL	EQUITY	TIP ID	TIP YEAR
W3	487	Richmond	Main St/Kingstown Rd/Usquepaugh Rd from South County Trail to Mechanic St	23	578	86		3/10	-	-
W4		-	Kingstown Rd - Mooresfield Rd - S Ferry Rd	37	48	4		4/10	-	-
W4	29	Narragansett	S Ferry Rd from Boston Neck Rd to Aquarium Rd	30	499	61		2/10	-	-
W4	75	South Kingstown	Kingstown Rd from Blackbird Rd to S Rd	42	398	22		5/10	1399	2018-2021
W4	102	South Kingstown	Kingstown Rd/Mooresfield Rd from S Rd to Tower Hill Rd	26	544	78		4/10	-	-
W4	204	South Kingstown	Bridgetown Rd from Tower Hill Rd to Narragansett Town Line	24	558	82		2/10	1401	2019-2020
W4	568	Narragansett	Bridgetown Rd from South Kingstown Town Border to Boston Neck Rd	31	497	60		2/10	1401	2019-2020
W5		-	Switch Rd - Arcadia Rd	5	78	14	W6	2/10	-	-
W5	90	Richmond	Switch Rd/Mechanic St from Highview Ave to Carolina-Alton Rd/Church St	9	688	126	W6	2/10	-	-
W5	486	Hopkinton	Arcadia Rd from Ten Rod Rd to Main St	7	702	137	W6	3/10	-	-
W6		-	S County Trail - New London Turnpike	4	79	15	W5	2/10	-	-
W6	63	Charlestown	S County Trail from Charlestown Town Hall driveway to Post Rd	10	685	124	W5	2/10	-	-
W6	64	Charlestown	Carolina Back Rd from Alton Carolina Rd to S County Trail	5	713	146	W5	2/10	-	-
W6	65	Richmond	Richmond Townhouse Rd/Carolina Back Rd from Kingstown Rd to Alton Carolina Rd	5	715	148	W5	2/10	-	-

CID	PID	MUNI	LOCATION	SCORE	STATE RANK	REGION RANK	PAR-ALLEL	EQUITY	TIP ID	TIP YEAR
W6	66	Richmond	Carolina Nooseneck Rd from New London Turnpike to Kingstown Rd	6	707	141	W5	2/10	-	-
W6	67	Exeter	New London Turnpike from Carolina Nooseneck Rd to Ten Rod Rd	6	712	145	W5	3/10	-	-
W7		-	Ministerial Rd	20	67	10	W7	1/10	-	-
W7	22	South Kingstown	Ministerial Rd from Kingstown Rd to Commodore Perry Hwy	35	454	44	W7	2/10	-	-
W8		-	Succotash Rd - Commodore Perry Hwy - Kingstown Rd	38	47	3	W7	2/10	-	-
W8	35	South Kingstown	Succotash Rd from Commodore Perry Hwy to Succotash Marsh State Management Area	7	703	138	W7	0/10	-	-
W8	40	South Kingstown	Railroad St from Kingstown Rd to Church St	49	335	7	W7	3/10	-	-
W8	99	South Kingstown	Post Rd from Commodore Perry Hwy (near Browns Brook) to Commodore Perry Hwy (near White Pond Rd)	10	680	120	W7	1/10	1400	2023-(2024-2027)
W8	100	South Kingstown	Main St from S Rd to ONeill Bike Path (100' east of Robinson St)	40	416	28	W7	2/10	-	-
W8	202	South Kingstown	Post Rd from Main St to Commodore Perry Hwy	12	658	111	W7	2/10	-	-
W8	490	South Kingstown	Kingstown Rd from Mooresfield Rd to South County Bike Path	43	379	17	W7	4/10	9509	2018
W8	741	South Kingstown	Commodore Perry Hwy from Succotash Rd to Post Rd	9	692	129	W7	0/10	-	-
W9		-	Point Judith Rd	25	63	9	W10	2/10	-	-
W9	87	Narragansett	Point Judith Rd from Foddering Farm Rd/Windermere Rd to Ocean Rd	43	387	20	W10	2/10	-	-
W10		-	Ocean Rd - Beach St	27	59	8	W9	2/10	-	-
W10	195	Narragansett	Ocean Rd from South Pier Rd to Point Judith Rd/Old Ocean Rd	36	442	38	W9	3/10	-	-

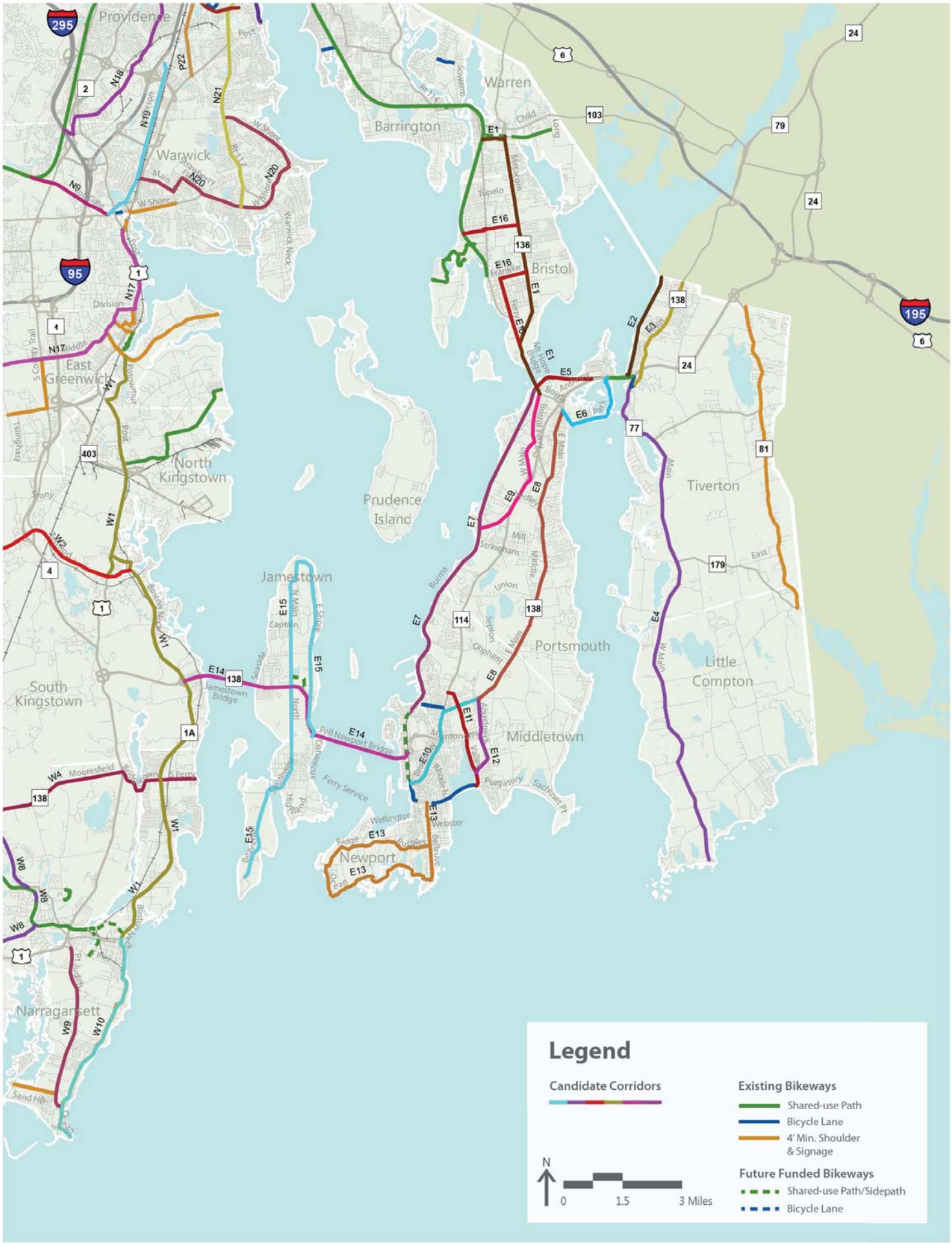
CID	PID	MUNI	LOCATION	SCORE	STATE RANK	REGION RANK	PAR-ALLEL	EQUITY	TIP ID	TIP YEAR
W10	196	Narragansett	Beach St/Ocean Rd from Narragansett Ave to Earles Ct	39	421	31	W9	2/10	-	-
W10	435	Narragansett	Ocean Rd from Point Judith Rd to Point Judith Lighthouse	17	620	95	W9	3/10	-	-
W11		-	Watch Hill Rd - Beach St - Elm St	34	52	5		5/10	-	-
W11	182	Westerly	Elm St from Broad St to Beach St	51	324	5		5/10	-	-
W11	183	Westerly	Beach St from Elm St to Sosoa Ln	33	471	50		5/10	-	-
W11	184	Westerly	Watch Hill Rd from Sosoa Ln to Shore Rd	12	657	110		3/10	-	-
W11	495	Westerly	Watch Hill Rd from Shore Rd to Ninigret Ave	6	710	144		0/10	-	-
W12		-	Post Rd - Franklin St - Broad St	43	42	2		5/10	-	-
W12	74	Westerly	Post Rd from Airport Rd/Veterans Way to Dunns Corner Rd/Langworthy Rd	27	531	75		5/10	-	-
W12	178	Westerly	Broad St from High St to Grove Ave	51	319	3		6/10	-	-
W12	179	Westerly	Granite St from Grove Ave to Tower St	51	323	4		5/10	1420	2024-2027
W12	180	Westerly	Granite St from Tower St to East Ave	39	425	32		5/10	1420	2024-2027
W12	181	Westerly	Franklin St from East Ave to Wells St	33	470	49		5/10	1420	2024-2027
W12	188	Westerly	Post Rd from Langworthy Rd to Shore Rd	14	634	102		4/10	-	-
W12	223	Westerly	Franklin St from Wells St to Airport Rd/Veterans Way	29	513	67		5/10	1420	2024-2027
W13		-	Ninigret Ave - Ocean View Hwy - Shore Rd	29	58	7	W12	1/10	-	-
W13	185	Westerly	Shore Rd from Ocean View Hwy to Winnapaug Rd	28	523	72	W12	1/10	-	-
W13	189	Westerly	Shore Rd from Langworthy Rd/Weekapaug Rd to Post Rd	26	550	80	W12	2/10	-	-

CID	PID	MUNI	LOCATION	SCORE	STATE RANK	REGION RANK	PAR-ALLEL	EQUITY	TIP ID	TIP YEAR
W13	497	Westerly	Ninigret Ave from Watch Hill Rd to Ocean View Hwy	5	716	149	W12	0/10	-	-
W13	498	Westerly	Ocean View Hwy from Shore Rd to Ninigret Ave	6	708	142	W12	0/10	-	-
W14		-	Post Rd - Old Post Rd	11	75	12	W15	1/10	-	-
W14	8	Charlestown	Post Rd from Westerly Town Border to Prosser Trail	14	642	104	W15	1/10	1423	2023-(2024-2027)
W14	98	Charlestown	Old Post Rd from Post Rd (W) to Post Rd (E)	8	698	134	W15	1/10	1308	2020-2021
W14	190	Charlestown	Old Post Rd from Post Rd to Matunuck School House Rd	10	676	118	W15	3/10	-	-
W14	191	South Kingstown	Old Post Rd/Post Rd from Matunuck School House Rd to Highway 1	11	670	114	W15	2/10	-	-
W14	192	South Kingstown	Post Rd from Highway 1 (W) to Highway 1 (East)	7	705	139	W15	0/10	-	-
W14	569	Westerly	Post Rd from Shore Rd to Charlestown Town Border	5	718	150	W15	1/10	1423	2023-(2024-2027)
W15		-	Matunuck School House Rd - Commodore Perry Hwy	9	77	13	W14	0/10	-	-
W15	20	South Kingstown	Commodore Perry Hwy from Upper Farm Way to Succotash Rd	10	682	122	W14	0/10	-	-
W15	21	South Kingstown	Matunuck School House Rd from Old Post Rd to Matunuck Beach Rd	11	671	115	W14	1/10	-	-
W15	36	South Kingstown	Matunuck Beach Rd from Post Rd to Matunuck School House Rd	9	687	125	W14	0/10	-	-

Bristol County and Newport County Candidate Bikeway Network



To view a scalable map click here:
https://bit.ly/2Hh8wqf


Legend
Candidate Corridors
Existing Bikeways
Shared-use Path
Bicycle Lane
4' Min. Shoulder & Signage
Future Funded Bikeways
Shared-use Path/Sidepath
Bicycle Lane
N
0
1.5
3 Miles
Providence
Warwick
Barrington
Warren
Bristol
East Greenwich
North Kingstown
Prudence Island
Jamestown
Portsmouth
Middletown
Newport
Tiverton
Little Compton
South Kingstown
Narragansett

EAST RHODE ISLAND CORRIDORS

CID	PID	MUNI	LOCATION	SCORE	STATE RANK	REGION RANK	PAR-ALLEL	EQUITY	TIP ID	TIP YEAR
E1		-	Franklin St - Metacom Ave - Mt Hope Bridge	50	34	2		4/10	-	-
E1	26	Bristol	Metacom Ave from Jameson Dr to Ferry Rd	45	369	42		5/10	1301	2018
E1	108	Warren	Metacom Ave from Child St to Jameson Dr	49	340	34		4/10	1409	2018
E1	109	Warren	Franklin St from East Bay Bike Path to Metacom Ave	59	269	22		5/10	-	-
E1	114	Bristol	Ferry Rd from Metacom Ave to Mt Hope Bridge	26	543	93		5/10	-	-
E1	116	Bristol	Mt Hope Bridge from Ferry Rd to Bristol Ferry Rd	25	555	97		4/10	-	-
E2		-	Railroad Right of Way	18	70	14	E3	3/10	-	-
E2	25	Tiverton	Railroad Right of Way from State Border/State Ave to Evans Ave	29	510	79	E3	3/10	-	-
E3		-	Main Rd	18	69	13	E2	2/10	-	-
E3	117	Tiverton	Main Rd from State Ave to Quaker Ave	32	477	68	E2	2/10	-	-
E4		-	Main St - Warren Point Rd	10	76	16		1/10	-	-
E4	23	Little Compton	W Main Rd/Warren Point Rd from East Rd to Atlantic Dr	9	686	137		2/10	-	-
E4	94	Tiverton	Main St from Central Ave to East Rd	22	590	110		2/10	1405	2023-(2024-2027)
E5		-	Future Path	15	73	15	E6	4/10	-	-
E5	552	Portsmouth	Future Path from Mt Hope Bridge to Anthony Rd	23	568	101	E6	3/10	-	-
E6		-	Boyds Ln - Park Ave - Point Rd	24	65	11	E5	3/10	-	-
E6	119	Portsmouth	Boyds Ln from E Main St to Park Ave	29	514	81	E5	3/10	-	-

CID	PID	MUNI	LOCATION	SCORE	STATE RANK	REGION RANK	PAR-ALLEL	EQUITY	TIP ID	TIP YEAR
E6	120	Portsmouth	Park Ave from Boyds Ln to Point Rd/Teddys Beach	27	542	92	E5	3/10	-	-
E6	121	Portsmouth	Hummock Point Rd/Hummocks Ave/Point Rd from Fall River Expy to Park Ave/Teddys Beach	29	511	80	E5	3/10	-	-
E7		-	Railroad Right of Way	33	54	8	E8	6/10	-	-
E7	42	Portsmouth	Railroad Right of Way from Mt Hope Bridge to US Naval Center driveway	27	537	91	E8	5/10	-	-
E7	123	Middletown	Railroad Right of Way from US Naval Center driveway to Peary St/JT Connell Hwy On/Off Ramps	53	306	28	E8	7/10	-	-
E8		-	E Main Rd	33	53	7	E7	5/10	-	-
E8	43	Portsmouth	East Main Rd from Turnpike Ave to Hedly St	31	492	73	E7	4/10	1379	2019-2023
E8	79	Portsmouth	E Main Rd from Boyd Ln to Turnpike Ave	40	413	54	E7	4/10	1378	2018
E8	131	Portsmouth	E Main Rd from Middletown Town Line to Hedly St	34	466	65	E7	5/10	9005, 1380	2021-2022
E8	566	Middletown	E Main Rd from Aquidneck Ave to Portsmouth Town Border	32	479	70	E7	5/10	9005, 1380	2021-2022
E9		-	Melville Connector - W Main Rd - Bristol Ferry Rd	23	66	12		4/10	-	-
E9	78	Portsmouth	Bristol Ferry Rd from Mt Hope Bridge/Boyds Ln to W Main Rd	42	396	50		4/10	-	-
E9	125	Portsmouth	W Main St from Bristol Ferry Rd/Turnpike Ave to Hedly St	31	496	76		4/10	1376	2023-(2024-2027)
E9	475	Portsmouth	Melville Connector from West Main Rd to Burma Rd	19	613	119		4/10	5161	2024-2027
E9	732	Portsmouth	W Main Rd from Hedly St to Melville Connector	18	616	121		4/10	-	-

CID	PID	MUNI	LOCATION	SCORE	STATE RANK	REGION RANK	PAR-ALLEL	EQUITY	TIP ID	TIP YEAR
E10		-	Marlborough St - Broadway - E Main Rd	68	25	1	E11, E12	7/10	-	-
E10	130	Middletown	E Main Rd from W Main Rd to Aquidneck Ave	59	262	20	E11, E12	6/10	1356	2018
E10	174	Newport	Marlborough St from Americas Cup Ave to Broadway	68	205	3	E11, E12	6/10	5108	2021-2021
E10	175	Newport	Broadway from Marlborough St to Oak	62	243	15	E11, E12	7/10	-	-
E10	176	Newport	Broadway from Mantonomi Ave to Oak	66	218	6	E11, E12	7/10	-	-
E10	474	Newport	W Main Rd from E Main Rd to Miantonomi Ave	63	235	12	E11, E12	7/10	-	-
E11		-	Valley Rd - Aquidneck Ave	42	45	5	E10, E12	6/10	-	-
E11	144	Middletown	Valley Rd from Green End Ave to Aquidneck Ave	34	455	60	E10, E12	6/10	-	-
E11	145	Middletown	Aquidneck Ave from Valley Rd to Purgatory Rd	39	420	56	E10, E12	6/10	5070	2020-2021
E11	473	Newport	Valley Rd from West Main Rd to Green End Ave	58	271	23	E10, E12	6/10	1359	2024-2027
E12		-	Aquidneck Ave	30	57	9	E10, E11	5/10	-	-
E12	134	Middletown	Aquidneck Ave from E Main Rd to Green End Ave	40	415	55	E10, E11	5/10	1355	2018-2019
E12	472	Newport	Aquidneck Ave from Green End Ave to Valley Rd	31	494	74	E10, E11	5/10	-	-
E13		-	Bellevue Ave - Ocean Ave - Ruggles Ave	44	41	3		1/10	-	-
E13	59	Newport	Ocean Ave from Castle Hill Ave to Coggeshall Ave	21	602	113		0/10	-	-
E13	85	Newport	Harrison Ave/Beacon Hill Rd from Ridge Rd to Brenton Rd	17	618	122		0/10	-	-

CID	PID	MUNI	LOCATION	SCORE	STATE RANK	REGION RANK	PAR-ALLEL	EQUITY	TIP ID	TIP YEAR
E13	159	Newport	Castle Hill Ave from Ocean Ave to Ridge Rd	11	674	134		0/10	-	-
E13	160	Newport	Ridge Rd from Harrison Ave to Castle Hill Ave	10	683	136		0/10	-	-
E13	161	Newport	Bellevue Ave from Coggeshall Ave to Narragansett Ave	47	354	37		3/10	-	-
E13	162	Newport	Coggeshall Ave from Ocean Ave to Bellevue Ave	14	639	126		0/10	-	-
E13	163	Newport	Wickham Rd from Brenton Rd to Hazard Rd	17	619	123		0/10	-	-
E13	164	Newport	Brenton Rd from Beacon Hill Rd to Wickham Rd	17	621	124		0/10	-	-
E13	165	Newport	Ruggles Ave from Hazard Rd to Bellevue Ave	32	482	71		0/10	-	-
E13	168	Newport	Bellevue Ave from Memorial Blvd to Webster St	60	257	19		6/10	-	-
E14		-	Jamestown Bridge - Pell Newport Bridge	38	46	6		6/10	-	-
E14	11	Jamestown	Rt 138/Claiborne Pell Newport Bridge from North Rd to Rt 238	56	282	25		6/10	-	-
E14	460	Jamestown	Jamestown Bridge from Boston Neck Rd to North Rd	22	589	109		1/10	-	-
E15		-	Beavertail Rd - N Main Rd - E Shore Rd	26	62	10		0/10	-	-
E15	151	Jamestown	North Rd from Rt 138 to Whittier Rd	23	576	107		1/10	-	-
E15	152	Jamestown	North Rd from Whittier Rd to Narragansett Ave	29	509	78		1/10	-	-
E15	153	Jamestown	Southwest Ave from Narragansett Ave to Hamilton Ave	28	527	86		1/10	-	-
E15	154	Jamestown	Beavertail Rd from Fort Getty Rd to Hamilton Ave	11	675	135		1/10	-	-

CID	PID	MUNI	LOCATION	SCORE	STATE RANK	REGION RANK	PAR-ALLEL	EQUITY	TIP ID	TIP YEAR
E15	155	Jamestown	Beavertail Rd from Fort Getty Rd to Beavertail State Park	11	669	133		1/10	-	-
E15	453	Jamestown	N Main Rd from Rte 138 to Summit Ave	23	571	104		1/10	-	-
E15	454	Jamestown	Summit Ave from E Shore Rd to N Main Rd	5	717	142		1/10	-	-
E15	455	Jamestown	E Shore Rd from Summit Ave to Conanicus Ave	19	612	118		1/10	-	-
E16		-	Gooding Ave + Franklin St - Wood St - Ferry Rd	42	44	4		4/10	-	-
E16	83	Bristol	Wood St from Franklin St to Ferry Rd	46	361	40		5/10	-	-
E16	84	Bristol	Franklin St from Wood St to Metacom Ave	42	392	48		5/10	-	-
E16	115	Bristol	Ferry Rd from Wood St to Metacom Ave	32	476	67		5/10	1299	2021-2022
E16	662	Bristol	Greylock Rd from East Bay Bike Path to Westwood Rd	33	472	66		3/10	-	-
E16	663	Bristol	Westwood Rd from Greylock Rd to Wayland Rd	26	547	95		3/10	-	-
E16	664	Bristol	Wayland Rd from Westwood Rd to Hope St	27	534	89		3/10	-	-
E16	665	Bristol	Hope St from Gooding Ave to Wayland Rd	27	529	87		3/10	-	-
E16	666	Bristol	Gooding Ave from Hope St to Metacom Ave	34	463	64		3/10	-	-



RHODE ISLAND

MOVING FORWARD

STATEWIDE BICYCLE MOBILITY PLAN

APPENDIX

A8. Performance Measures

Rhode Island Bicycle Mobility Plan
Jul-19
BMP Key Performance Measures

		EXISTING			GEB FUNDED			WORKING DRAFT 2030 and 2040 TARGETS						LONG TERM NEED		
		2019			2019			TARGET - 10-YEAR, 50% COMPLETE (2030) (existing, GEB funded, & 50% of Candidate Projects)			TARGET - 20-YEAR, 100% COMPLETE (2040) (existing, GEB funded, & 100% of Candidate Projects)			(Candidate Projects)		
	Statewide Performance Measure	Urban*	Rural*	Total	Urban*	Rural*	Total	Urban*	Rural*	Total	Urban*	Rural*	Total	Urban*	Rural*	Total
1	Miles of shared use paths (A)	66.2	9.0	75.2	16.2	5.8	22.0	120.5	34.8	155.2	158.5	54.7	213.2	76.1	39.9	116.0
	Order of Magnitude Cost for Candidate Projects							*Est. Cost for 50% of Candidate Projects*		*$86,100,000*	*Est. Cost for 100% of Candidate Projects*		*$172,200,000*			
2	Miles of separated/ buffered bike lanes	3.4	0.0	3.4	0.0	0.0	0.0	18.5	0.0	18.5	33.5	0.0	33.5	30.1	0.0	30.1
	Order of Magnitude Cost for Candidate Projects							*Est. Cost for 50% of Candidate Projects*		*$6,250,000*	*Est. Cost for 100% of Candidate Projects*		*$12,500,000*			
3	Miles of standard bike lanes (includes road diet projects and shared lane markings) (B)	22.5	0.2	22.7	6.3	0.0	6.3	138.3	15.1	153.4	247.8	30.0	277.8	219.0	29.8	248.8
	Order of Magnitude Cost for Candidate Projects							*Est. Cost for 50% of Candidate Projects*		*$35,600,000*	*Est. Cost for 100% of Candidate Projects*		*$71,200,000*			
4	Miles of dashed bike lanes/advisory bike lanes/shoulder bike lanes	60.9	56.0	116.9	0.0	0.0	0.0	108.7	121.9	230.5	156.4	187.7	344.1	95.5	131.7	227.2
	Order of Magnitude Cost for Candidate Projects							*Est. Cost for 50% of Candidate Projects*		*$15,700,000*	*Est. Cost for 100% of Candidate Projects*		*$31,400,000*			
	Miles of ALL facilities	153.0	65.2	**218.2**	22.5	5.8	**28.3**	385.9	171.8	**557.6**	596.2	272.4	**868.6**	420.7	201.4	**622.1**
	Order of Magnitude Cost for Candidate Projects							*Est. Cost for 50% of Candidate Projects*		*$143,650,000*	*Est. Cost for 100% of Candidate Projects*		*$287,300,000*			
5	% of Rhode Island residents within 1/4 mile of shared use path	10.0%			13.9%			16.0%			18.0%			+4.1%		
6	% of Rhode Island residents within 1/4 mile of shared use path OR bike lane (all types)	15.6%			21.3%			35.7%			50.1%			+34.5%		
7	Bicycle commuter mode share	0.4% *(based on 2011-13 data:*			N/A			0.8% *(100% increase over 2011-2013 data)*			1.6% *(100% increase over 2023 Performance Measure)*					
8	Crash-related fatalities and serious injuries for bicyclists	18.6/year *(based on RIDOT data from Jan 2014 to Aug 2017)*			N/A			9.3/year *(equates to 50% crash rate reduction to 2030 from current rate)*			4.6/year....0.0/year as aspirational goal *(equates to 75% crash rate reduction from current rate)*					
9	Number of communities with Complete Street ordinances	1			N/A			goal is all communities			goal is all communities			goal is all communities		
10	League of American Bicyclists (LAB) designated Bicycle Friendly Communities**	1			N/A			5			10			9		

*2010 U.S. Census Bureau urban-rural classification via the Federal Highway Administration (https://hepgis.fhwa.dot.gov/fhwagis/#)
** https://bikeleague.org/bfa/awards#state

(A) Completed & Opened Bike Paths (Source: RIDOT, July 2019)	**Miles**
Blackstone River Bikeway, Segment 1A, Providence	0.71
Blackstone River Bikeway (On-road-Gano Street, Providence to Pawtucket Landing	4
Blackstone River Bikeway (On-road- Central Falls, Pawtucket)	2
Blackstone River Bikeway Visitors Center, Lincoln	0.5
Blackstone River Bikeway (Woonsocket, North Smithfield, Cumberland, Lincoln	9
Burrillville Rail Trail	1.2
Colt State Park Bike Path Improvements, Bristol	3.1
East Bay Bicycle Path (Providence, East Providence, Barrington, Warren, Bristol	14.5
East Greenwich Bicycle Path, Former Crompton Avenue Landfill	0.43
George Redman (Washington Bridge) Linear Park, Providence, East Providence	0.34
Quonset Point/Davisville Bicycle Path, North Kingstown	2.5
Sakonnet River Bridge Bicycle/Pedestrian Access, Tiverton, Portsmouth	0.7
Ten Mile River Greenway (Pawtucket, East Providence)	3.01
Warren Bike Path (Former Warren/Fall River Railroad ROW)	0.85
Washington Secondary Bike Path (Coventry Greenway)	4.3
Washington Secondary Bike Path (Cranston Bike Path)	5.5
Washington Secondary Bike Path (Warwick Bike Path)	1.6
Washington Secondary Bike Path (West Warwick Greenway)	2.8
Washington Secondary Bike Path, Trestle Trail East (Coventry)	4.8
William C. O'Neil (South County) Bike Path (South Kingstown, Narragansett)	7.8
Woonasquatucket River Greenway (Off-road-Providence, Johnston)	3.5
Woonasquatucket River Greenway (On-road-Providence)	2.8
Total Completed & Opened	75.23

(B) Bike Lanes and Shared Lane Markings (Source: RIDOT, July 2019)		**Miles**
Middletown	Coddington Highway	2.0
Newport	Broadway (SLM)	0.7
Newport	Memorial Blvd.	4.0
Newport	Coddington Hwy.	2.0
Pawtucket	Dexter Street	0.6
Providence	South Main St.	0.4
Providence	Wickenden St.	0.1
Providence	Dean St./Pleasant Valley Parkway Bridge #777	0.1
Providence	Promenade Street	0.2
Providence	Kinsley Ave./Providence Place	1.0
Providence/Cranston	Allens Ave./Narragansett Blvd.	6.2
Providence	Alfred Stone Road	0.4
Providence	Blackstone Blvd	4.2
Providence	Henderson Bridge	0.8
TOTAL BIKE LANE MILES		**22.7**