



SOUTH COUNTY
HEALTH | INSTITUTIONAL
MASTER PLAN 2022

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By Hand Delivery

July 15, 2022

Maria H. Mack, Chair
Town of South Kingstown Planning Board
180 High Street
Wakefield, RI 02879

Dear Ms. Mack,

Please accept this Institutional Master Plan (“IMP”) of South County Hospital Healthcare System (“South County Health”) in accordance with Section 603 (Government and Institutional [GI] Zone) of the South Kingstown Zoning Ordinance.

We look forward to a determination of completeness in accordance with Section 603 (C) (3) (a). Requests for additional information should be addressed to Andrew Prescott, General Counsel.

Pursuant to Section 603.1(2)(a) requiring “a letter outlining the improvements since the existing Master Plan was last approved”, South County Health provides the following information:

Improvements since the existing IMP was last approved:

1. *Replacement of Emergency Department and Expansion of Diagnostic Imaging.* In 2002, pursuant to the approved IMP, South County Health: (a) built-out a new Emergency Department to replace the one opened in 1979; and (b) expanded diagnostic imaging facilities, patient registration, and related support services.
2. *Operating Room 5 Addition.* Also pursuant to the IMP, in 2002, South County Health added a fifth operating room to the existing surgical services suite.
3. *South County Radiation Therapy (“SCRT”) Building.* Per the 2004 amendment to the 2001 IMP, South County Health converted this building from a day care facility into a radiation therapy services building. This building existed at the time of South County Health’s 2001 IMP. In early 2022, South County Health completed renovations to the facility (primarily interior), which included installation of a new state of the art Varian TrueBeam linear accelerator, the complex instrument used to treat tumors with radiation, and other technology upgrades. The facility reopened in March 2022 after the renovations.
4. *Frost Family Pavilion.* Shown as the “East Addition” on pages 6 and 7 of the 2001 IMP, this addition to the Hospital facility constructed in 2006-2007 includes the South County Health Cancer Center and inpatient units currently designated to treat orthopedic, cardiac telemetry, and general medical and surgical patients.

5. *Transition of Cancer Center from 85 Kenyon Avenue to main Hospital campus.* Completed in 2016, the transition of the Cancer Center from 85 Kenyon Avenue to main Hospital campus marked the development of South County Health's Community Cancer Center by bringing together medical oncology, infusion therapy, alternative therapies and patient education all in one place. The center is designed to virtually eliminate the need for patients to travel throughout the Hospital for cancer care.
6. *Operating Room 6 Addition.* In 2016, South County Health added a sixth operating room to the existing surgical services suite.
7. *Labor and Delivery Upgrades.* Each year since 2015, the Hospital has earned the Women's Choice Award for outstanding care in obstetrics. In late 2016, South County Health completed construction that upgraded our Women and Newborn Care Unit on the second floor of the Read Wing enlarging and updating the C-section surgical suite and nurse's station while adding a shared 2-station fetal monitoring room and a nursery and resuscitation nursery. Existing spaces were also updated as part of this sequence.
8. *Parking improvements.* South County Health reconfigured its on-site parking and added signage designed to create additional surface parking capacity for increasing volumes of patients and visitors. South County Health and the Town of South Kingstown entered into two lease agreements for expanded parking, one originating in 2001, and most recently, one in 2017 for 10 years, effective until July 1, 2027.
9. *da Vinci XI Installation.* In 2018, South County Health installed a da Vinci Xi robotic surgical system, including supporting infrastructure within central sterile through renovation and expansion, for use in urologic, gynecological and general surgeries. The da Vinci robotic surgical system is part of an array of high-tech, robotic and precision surgical systems utilized in the Hospital's surgery platform.
10. *Generator.* In 2018, South County Health installed a second external generator. This generator provides critical power to a large portion of our facilities and campus during outages. It is housed in a green trailer near the helipad.
11. *Endoscopy Space Renovations.* In February 2021, South County Health completed as part of ongoing renovations to improve efficiencies in patient care and enhance technologies that result in superior outcomes and experiences, a technologically advanced Endoscopy Suite. This suite consists of two rooms with a third available upon future development of a shelled-out space. We built out the suite for the diagnosis and treatment of gastrointestinal and pulmonary conditions using advanced, patient-centered technologies, including endoscopic ultrasound and expanded diagnostic capabilities that minimize patient discomfort and transform the way symptoms of GERD and motility disorders are evaluated.
12. *Operating Room #7.* In February 2021, South County Health opened a new operating room large enough to accommodate the da Vinci XI and other robotic surgical technologies. On the day the new OR opened, a South County Health general

surgeon performed the first robotic hernia repair at South County Health – a less invasive methodology using eTEP abdominal wall reconstruction.

13. *ED Triage and Waiting Room Renovations.* In spring 2021, to improve the experience of patients and to provide the highest possible quality care, South County Health substantially modernized and improved its Emergency Department waiting room and triage areas resulting in over 13,000 square feet of upgraded space. At the same time, South County Health installed a negative pressure airflow system that treats and disinfects the air flowing into patient care and waiting areas in the ED; a critical advance implemented as the community and South County Health continued to struggle through the COVID-19 pandemic. The triage improvements included “fast track” triaging for patients with less serious and major issues and four new patient bays with chairs for treatment of patients with less serious needs.
14. *MOB Renovations.* South County Health continues to improve and renovate the Medical Office Building. Wound care, Cardiac Rehab, and Cardiology practices were relocated to the lower level of the MOB from upper floors. South County Health also renovated approximately 4,095 feet on the lower level to provide examination, diagnostic and procedure space for The Vascular Experts RI, our partner providing vascular surgical services at the Hospital. Additionally, the second floor of the Medical Office Building was fully renovated to accommodate Ortho Rhode Island’s Wakefield office move from High Street to the Hospital campus to facilitate surgical specialty provider presence on the Hospital campus.
15. *Balise (West) Entry Upgrades.* South County Health has commenced work on a vital project to transform our Hospital’s Balise (West) Entrance into a welcoming gateway to a superior patient and visitor experience. This work is expected to be complete sometime during the late fall in 2022. The Balise (West) Entrance will also serve as the main entrance to the Hospital during renovation of the Hospital’s main lobby and the construction of the connector walkway project discussed in the IMP.

All of the above-listed improvements are consistent with the 2001 IMP, and as amended in 2004 and 2015.

Sincerely,



Aaron Robinson
President and CEO
South County Health

CC:
James D. Rabbitt, AICP

ZONING ORDINANCE SECTION D. SUBSECTION 1

Mission Statement and Community and Neighborhood Relations

The **Mission** of South County Health is to be Rhode Island's ***Most Trusted Health Partner***.

Our **Vision**: A model health system – advancing high value health and wellness for our communities by delivering unparalleled quality, service, and innovation.

We are guided by our **core values** of:

1. **Integrity** – Honoring our commitments to those we serve
2. **Caring** – Exceptional compassion for our patients and coworkers
3. **Respect** – Building trust through mutual regard, collaboration, openness, and humility
4. **Excellence** – Relentless pursuit of benchmark performance in everything we do
5. **Partnership** – Building relationships that support our core values and accelerate results
6. **Stewardship** – Managing organizational resources to preserve and sustain our mission

Our commitment to these values ensures that our patients receive the highest quality healthcare in a community-based setting designed to optimize their safety and overall experience with their comfort, convenience, and privacy at top of mind.

The **Key Strategic Initiatives** of South County Health as depicted below are to:



- 1) Remain a ***High Performing Health System***, achieving benchmark performance in quality, service, and financial indicators to optimally sustain and promote our mission;
- 2) Grow existing and develop new ***Service Line Center of Excellence*** differentiated for quality, service and innovation, serving evolving community needs;
- 3) Enhance convenient and ***Differentiated Access*** to care delivery services to expand and optimize patient access to healthcare services;
- 4) Advance ***Digital Health*** infrastructure that uniquely and seamlessly connects all components of the health delivery system; and
- 5) Purposefully evolve care models through a ***Health and Value Pivot*** creating a pathway that positions the organization for success

in response to future risk- and value-based models of reimbursement.

South County Health: A Dedicated Community Partner

Our organization is best known in South Kingstown for South County Hospital located on 100 Kenyon Avenue in Wakefield, and our Medical Office Building adjoining the Hospital located on 70 Kenyon Avenue. We also have a building on 85 Kenyon Avenue. South County Health has been an anchor institution in the community for more than 100 years.



Aerial View of South County Hospital. South County Hospital is located along the Commodore Oliver Hazard Perry Memorial Highway and is flanked primarily by a residential area along the North, East and North West sides. The West side abuts waterfront and Town-owned land. The South side of the site abuts recreational areas, including a ball field.

South County Health fulfills its charitable mission of being Rhode Island's Most Trusted Health Partner by offering a broad spectrum of healthcare services to all patients – irrespective of their ability to pay. We are committed to investing in our facilities, technological innovations, clinical advancements, and community-based healthcare and health promotion programs intended to optimize the health of all communities we serve, including the neighborhood(s) we regularly interact with.

Our Administrative Director of Facilities Management, David Fontes, has been leading efforts for our organization to be a responsible and engaged member of the neighborhood in which we operate. In an effort to engage with members of the neighborhood, David

responded to a letter he received in February 2022 from neighbors on the west side of the property regarding lighting and noise. He immediately set up a walk-through meeting with the neighbors on the evening of February 16th to observe the issues and seek further input. New lighting was installed and others adjusted in April. He has received very positive feedback as this initiative has solved some major lighting issues. He continues to engage the group in a concerted and purposeful effort to identify and include facility response solutions to identified concerns in this Institutional Master Plan (“IMP”). David has also formed a community/hospital landscaping group to review present landscaping and potential improvements along our buffer zones. Additionally, South County Health has hosted forums for neighbors and will continue to engage with and generate feedback from neighbors.

South County Health’s Commitment to Community Defined by the Numbers:

Going beyond fostering an environment of open dialogue with our neighbors, South County Health devotes a significant amount of time and resources, including operating margin reinvestment, aimed at improving the health of residents of South Kingstown and the health and resiliency of the broader South (Washington) County community. Some of our recent key community-based contributions are below:

- South County Health is the largest employer in South Kingstown. Our organization currently employs approximately 1600 staff, nearly 300 of which are South Kingstown residents holding market competitive positions.
- During October 2019–September 2020, South County Health provided approximately \$6.9M of financial assistance and other community benefits at cost.
- South County Health provides significant annual subsidies for community health services including nearly \$1.3M of subsidies for population-based health promotion programs like the Community Health Team, *First Connections*, and *Healthy Bodies Healthy Minds*.
- South County Health provides significant annual subsidies, around \$14M, for primary care and specialty physician practices by employing physicians and advanced practice providers, deploying them in communities that otherwise may not support private practice models of ambulatory care.
- South County Hospital, like all hospitals in Rhode Island, was a vital healthcare provider during the COVID-19 pandemic. South County Hospital has provided hospital-based care to over 600 patients with COVID-19, some even requiring extended durations of acute care for as long as 89 days.
- South County Health has led community vaccination efforts against COVID-19, administering over 5,300 doses of COVID-19 vaccines to some of the most

vulnerable members of the community during 39 separate vaccination clinics held on our campus.

- South County Health is a principal provider of healthcare services to the community. During October 2020–September 2021 (fiscal year 2021), South County Health provided the following healthcare services to residents of our community:

Statistic	Residents of South Kingstown	Total
Emergency department visits (excluding admissions and admissions for observation)	8,941	17,930
Hospital-based medical and surgical inpatient care	2,778	7,274
Hospital-based medical and surgical outpatient care	985	2,548
Cardiac catheterizations	211	419
Diagnostic imaging visits	14,501	35,307
Laboratory visits	35,210	90,468
Physician practice visits	21,194	176,569

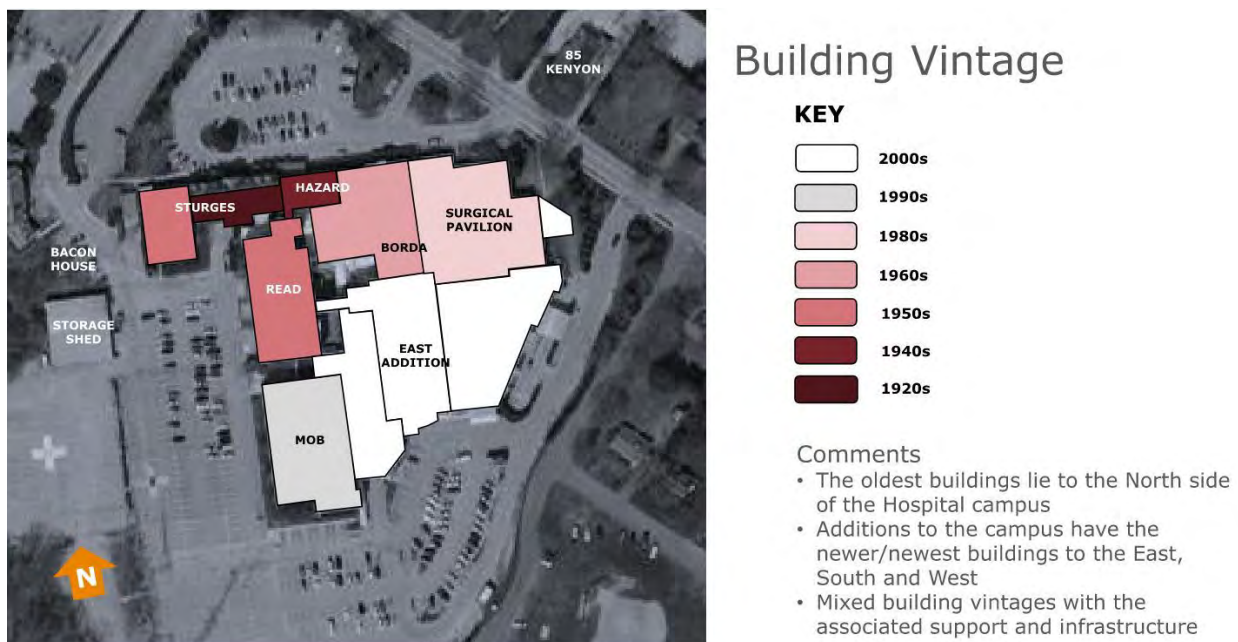
- South County Health staff and leadership routinely engage with community-based charities and not-for-profit organizations with aligned missions volunteering time and resources through routine participation and sponsorships. As an example, during the COVID-19 pandemic, South County Health nurses through Nursing Shared Governance committee organized a food drive in benefit of the Johnnycake Center donating 866 non-perishable food items. Additionally, Anitra Galmore, South County Health’s Chief Nursing and Operating Officer sits on the Johnnycake Center’s Board while routinely participating in events and meetings.
- South County Health staff and leadership also routinely stand behind other not-for-profit organizations giving their time, talents and treasures to: URI, GFWC Women’s Club of South County, Domestic Violence Center, South County Museum, Ocean State Waves, Southern RI Chamber of Commerce, South Kingstown 300th Anniversary Planning Committee, Wakefield Rotary, South County Pride Board, the South Kingstown Land Trust, and various CTE (vocational) programs.

- South County Health’s executive leadership firmly believes in our organization’s positive impact on the Town of South Kingstown and the broader South County community. One-hundred percent of our Executive Leaders have pledged their philanthropic support of South County Health’s mission with financial commitments made to our *Trust and Transformation Comprehensive Campaign* over the next 5 years to support our growth initiatives and sustainability.

South County Health’s commitment to being a good neighbor and steward of community health and wellbeing will continue as we strive to fulfill our mission of being Rhode Island’s Most Trusted Health Partner guided by our core values in the years to come.

ZONING ORDINANCE SECTION D. SUBSECTION 2

Existing Buildings and Facilities Inventory



Building Vintage. Description of building dates of construction in the key above.

The following table includes a list of existing buildings owned and/or leased by South County Health.

Existing Buildings and Facilities

Building Name	Footprint (SF) (Approximate)	Height in Stories	Height in Feet	Physical Condition	Primary Use	% Used for Patient Care (approximate)	% Used for Administrative Offices/Other (approximate)	GLFA (SF)			Corresponding Parking (Existing)
								Outpatient Use	Hospital & Admin Use	Total	
Sturges Wing	10,902	3 + Basement	48.2'	Fair/Good	Admin, Dietary, Linen, Chapel, IT Morgue, HR, Conference	0%	100%	-	21,357	21,357	61
Read Wing	14,531	2 + Ground & Basement	49.08'	Good	Central Sterile, Materials Receiving, Labor & Delivery, OP Infusion/Cancer	90%	10%	7,935	23,276	31,211	81
Hazard Wing (& former ED Ground)	9,400	2 + Ground	29.68'	Good	Admin, Medical Records, Sleep Study, Surgical Support	40%	60%	7,391	8,199	15,590	53
Borda Wing	10,318	2 + Ground Floor	42.1'	Good	ICU, Inpatient unit, Surgical Support, Coffee Shop, Admin	80%	20%	750	22,638	23,388	58
Surgical Pavilion	22,053	1	25.56'	Good	Surgery, Anesthesiology, Prep/Recovery, PACU, Surgical Support	90%	10%	10,578	10,578	21,155	124
East/Frost Addition	44,128	3+ Ground & Partial Basement	~50'	Good	Inpatient Tower, Public Reception Imaging, ED, Lab, Pharmacy	95%	5%	36,818	60,675	97,493	248
Storage Building	6,100	1	18'	Good	Receiving and Storage	0%	100%	-	6,100	6,100	34
Bacon House	4,059	3	39.07'	Good	Finance, Inf Prev, Purchasing	5%	90%	-	8,255	8,255	23
Radiation Therapy	7,209	1 + Basement		Good	Outpatient Radiation Therapy	100%	0%	5,864	-	5,864	40
Medical Office Building	14,850	2 + Ground & Basement	49.5'	Good	Hospital & Leased Tenant Outpatient Care	90%	10%	55,140	-	55,140	83
85 Kenyon Ave	2,855	1	15.2'	Fair	Admin / Storage	0%	100%	-	2,500	2,500	16
							Totals	124,475	163,578	288,053	821

Corresponding Parking (Existing) Calculations. Parking attributed to each building in the table above was calculated using total existing parking spaces attributed proportionately to building footprint square footage. Corresponding Parking (Existing) for staff in clinical spaces may vary significantly day to day according to staffing assignments and patient volumes/throughput. Corresponding Parking (Existing) attributed to Storage Building(s) accommodates demand for medical equipment and device distribution through South County

ZONING ORDINANCE SECTION D. SUBSECTION 3

Statement of 5- and 10-year Objectives

South County Health must continue to grow, increasing its revenue through expanded services and volumes of existing services. Without such growth, South County Health's ability to continue to offer the community a full spectrum of acute, outpatient, and ambulatory healthcare services will be compromised. Unfortunately, the healthcare reimbursement structure in the State of Rhode Island systematically disadvantages all Rhode Island providers when compared to Connecticut- and Massachusetts-based peer groups. When compared to regional median rates of reimbursement, South County Health is adversely affected by approximately \$20 million per year in virtually the same operating environment. More unfortunately still, after four waves of COVID-19 leading to lower than customary elective procedural volumes, rising costs of medical supplies including prescription treatments for COVID-19, and severe labor shortages and rising costs for contracted workers, South County Health is projecting to end the fiscal year again with a negative operating margin. *Therefore, growth is more important now than ever before for South County Health's sustainability as Rhode Island's last remaining independent health system.*

In an effort to support South County Health's key strategic growth initiatives of: 1) Remaining a **High Performing Health System**; 2) Growing existing and develop new **Service Line Center of Excellence**; and 3) Enhancing convenient and **Differentiated Access**, South County Health plans to begin or complete the following projects in the next 5 years on the South County Hospital campus located on 100 Kenyon Avenue of Wakefield, our Medical Office Building adjoining the Hospital located on 70 Kenyon Avenue, and our building on 85 Kenyon Avenue.

Projects influencing volume and throughput on our campus:

1. Permanently expand surface-level on-campus parking through the acquisition and development of Town Farm Park via land swap while optimizing existing parking areas through demolition of obsolescent structures, including a storage shed on the South County Hospital campus and possibly the building located at 85 Kenyon Avenue. Through an integrated design concept, this project intends to accommodate growth while enhancing outdoor on-campus spaces and promoting community connectivity with walking loop(s), a playground, and scenic overlook(s). This project also includes corrections for lighting and landscaping deficiencies to promote compliance with community standards and regulations. **Anticipated during years 1–3.**
2. Completion of the third shelled-out endoscopy room/bay in the recently renovated endoscopy suite to accommodate demand for routine preventative, diagnostic, and interventional endoscopy procedures generated from growth and expansion of employed and community-based provider specialty group practices. **Anticipated during years 1–3.**

3. Development of an eighth operating room to accommodate demand for surgical procedures generated from growth and expansion of employed and community-based provider specialty group practices. This project will also require reconfiguration of pre- and post-operative spaces capable of preparation and recovery of all interventional radiology, cardiac catheterization, endoscopy, and surgical patients. ***Anticipated during years 4–5.***
4. Renew and renovate the Hospital’s Borda 1 overflow unit to accommodate growth while optimizing and promoting the most efficient use of the Hospital’s licensed bed capacity through the creation of an acuity adaptable unit capable of handling all patient acuities and types, including medical, surgical, bariatric and patients requiring respiratory isolation for infection prevention purposes and future pandemic preparedness. ***Anticipated during years 4–5.***

Projects to renew and modernize our campus:

1. Complete the renovation of the Medical Office Building to accommodate employed and community-based provider specialty group practices building on the breadth of specialty care services available at South County Hospital. This project includes completion of the Urology and multispecialty office spaces and the renewal of the exterior building façade to modernize the entire Medical Office Building. ***This project work remains ongoing and is anticipated to be completed within years 1–3.***
2. Renovation and renewal of the Balise (West) Entrance in advance of initiation of construction on the Medical Office Building - Frost Pavilion connector walkway (project # 3 below) to facilitate patient, provider and staff flow throughout the facilities. The mobile PET/CT, housed in a trailer, that was once located in close proximity to the Balise (West) Entrance has been relocated off site. South County Health expects to find an alternative location to accommodate the mobile PET/CT upon completion of the Balise (West) Entrance. The patient and visitor experience will also be improved with renovation and renewal of related common areas. ***Anticipated during years 1–3.***
3. Develop an aboveground (first floor level) connector walkway from the Medical Office Building orthopedic space to the Frost Pavilion of South County Hospital through which surgical specialty providers will gain seamless access to their patients requiring hospital-based care. This project will require temporary closure of the main Hospital entrance where the patient and visitor experience will also be improved with renovation and renewal of related common areas. ***Anticipated during years 1–3.***
4. Replace climate control infrastructure that is nearing the end of its life with infrastructure capable of sustaining operations, including operations associated with expanded procedural areas as noted in projects above while maintaining compliance with infection prevention protocols and regulations. ***Anticipated during years 1–3.***

5. Replace and expand the oxygen storage reservoir to meet on-campus and home-care demands, including the demands observed during the COVID-19 pandemic event for future pandemic preparedness. This project includes but is not limited to the development of a larger pad to accommodate a larger tank and the creation of a secure area intended to limit non-essential access. ***Anticipated during years 1–3.***
6. Renew and renovate the Hospital’s interventional radiology, cardiac catheterization and fluoroscopy spaces to modernize the Hospital’s interventional procedural platforms to accommodate procedural diagnostics and interventions/treatments at current standards and techniques of care brought to bear by employed and community-based specialist providers. ***Anticipated during years 1–3.***
7. Using existing space, renew and renovate the Hospital’s core Emergency Department rooms expanding on projects already completed in waiting, triage, and low-acuity fast track areas to modernize in totality the Hospital’s emergency care platform, including but not limited to facility response solutions to better accommodate behavior health, holding and respiratory isolation patients for infection prevention purposes and future pandemic preparedness. ***Anticipated during years 4–5.***
8. Using existing spaces, renew and renovate the Diagnostic Imaging department, consolidating disparate diagnostic imaging suites into a single, integrated suite complimenting South County Health’s Centers for Women’s Health and Cancer Center. The integrated diagnostic imaging suite will contain a comprehensive breast imaging center in response to growing demand for breast health services and Washington County’s high incident rate of breast cancer, which is the highest in the State. The patient and visitor experience will also be improved with renovation and renewal of related common areas. ***Anticipated during years 4–5.***

These projects are reflected in South County Health’s 5-year capital budget (FY2022) as part of our normal budgeting process. This process typically follows 5-year cycles, and is updated iteratively according to operating performance. These projects are supported by utilization forecasts that project community need for healthcare services within a 10-year planning horizon completed by South County Health in partnership with various consulting agencies. Many utilization forecasts previously shared with the Town purposefully rely on data pre-dating the COVID-19 pandemic in effort to control for highly variable utilization patterns observed during the pandemic event. These highly variable utilization patterns observed during the pandemic event are expected to normalize as we enter endemic phases of COVID-19, suggesting the durability and generalizability of previously forecasted utilization models. Hospital-specific data collected during the COVID-19 pandemic event were adjusted to control for COVID-19-related impacts, and facility responses proposed address lessons learned during the COVID-19 pandemic event for future pandemic preparedness. Additionally, all utilization forecasts supporting these projects reflect trends in the healthcare industry, the impact of healthcare reform, the

industry's increasing push towards ambulatory environments of care as well as local population-based dynamics.

South County Health's **10-year objectives** intend to continue to promote the achievement of our Key Strategic initiatives of: 1) Remaining a *High Performing Health System*; 2) Growing existing and develop new *Service Line Center of Excellence*; and 3) Enhancing convenient and *Differentiated Access*. Through projects that may include further renovation and renewal of hospital-based care platforms, diagnostic imaging, procedural, and shared/common areas; rationalizing the size of existing program footprints including hospital and ambulatory spaces to meet evolving community demand and shifting payor and regulatory requirements; and optimizing the facility to promote a safe, private and healing environment, South County Health remains committed to facility enhancements that best optimize the most efficient use of space and licensed bed capacity while allowing us to continue to deliver on our mission of being Rhode Island's Most Trusted Health Partner.

ZONING ORDINANCE SECTION D. SUBSECTION 4

Parking and Circulation Analysis

Multiple traffic and parking circulation studies been performed on the main South County Health campus during July 2020–present by Vanasse Hangen Brustlin (VHB), bringing a significant degree of rigor to assessment through multiple field visits and traffic counts. The most recent traffic and parking circulation study was completed during May 2022. This study, its projections and conclusions in totality accompany this IMP submission (**Appendix A**).

ZONING ORDINANCE SECTION D. SUBSECTION 5

Proposed Changes in Land Holdings

No streets are currently owned or proposed to be owned by South County Health.

A pending land swap to increase campus parking will enable South County Health to acquire the Town Farm Park property. A property on Glen Rock Road will be swapped for these purposes.

The proposed Glen Rock Road property features a pond, waterfalls, streams, ravines, walking and hiking trails, wetlands, wooded forest with numerous species of deciduous and evergreen trees, as well as a variety of plant, animal and aquatic life. All of these features are of significant recreational value to residents of South Kingstown and to residents of the broader Washington County community.



Aerial View of Town Farm Park Property. The red-shaded areas in the image above reflects the current areas of the Town Farm Park property currently leased by South County Health.



Glen Rock Road Property. The red shaded area of the Glen Rock Road property is proposed for the land swap.

The pending land swap to increase campus parking enabling growth is essential for South County Health's sustainability as Rhode Island's last remaining independent health system and imperative for improving the patient and visitor experience. South County Health is projected by VHB to experience 94% of current parking space utilization at peak periods of volume. This utilization is above industry standard; the current amount of parking spaces available to South County Health patients and visitors in the existing condition is inadequate. This results in excessive traffic circulation, excess time spent looking for parking spaces, excess walking (experienced in part by patients), and parking variation according to designated areas and policy. The pending land swap (in combination with other efforts described in the IMP and attached VHB parking study) adds 170 parking spaces (144 net new parking spaces) to South County Health's current capacity bringing the

projected parking utilization from 94% to 87%, including the demand associated with projects in the IMP, thereby alleviating the suboptimal experiences of the existing condition. While South County Health continues to investigate off-site parking options to facilitate improvement in current parking and circulation patterns, many of these options are not feasible, offer inadequate relief, and/or result in significant excess expense that would prevent South County Health from reinvesting in care delivery initiatives, which is at odds with our charitable mission. Additionally, South County Health continues to work to optimize our parking and traffic management strategies, including: 1) formalizing policies and procedures; 2) designating specific parking spaces and lots according to patients, visitors and staff; 3) encouraging staff to park off site and carpool through incentive opportunities; 4) improving signage and wayfinding; and 5) offering on-site services for staff to access during the workday in an effort to reduce circulation.

ZONING ORDINANCE SECTION D. SUBSECTION 6

Proposed Changes in Land Use

The Town Farm Park property is proposed to be converted in part for surface-level parking and vehicular circulation. Additionally, a storage shed on the South County Hospital campus, and possibly the building (which is obsolescent for clinical use) on 85 Kenyon Avenue, will be demolished to facilitate adequate parking and vehicular circulation. Additional details are provided in response to Zoning Ordinance Section D. Subsection 7 below.

ZONING ORDINANCE SECTION D. SUBSECTION 7 & 8

Proposed Capital Improvements

In alignment with facility response solutions aimed at facilitating the achievement of our strategic organizational objectives, South County Health proposes the following capital improvements below which have been ordered to coincide with the our preceding statement of 5- and 10-year objectives:

Projects requiring capital commitment influencing volume and throughput on our campus:

1. ACQUISITION AND DEVELOPMENT OF TOWN FARM PARK PROPERTY

Project intent:

The intent of this project is to permanently expand surface-level on-campus parking through the acquisition of Town Farm Park via land swap and development of an additional parking area, walking path, and playground. Additional parking is greatly needed to improve the experience of patients and visitors while accommodating the growth needed for the South County Health's continued viability. The project will improve landscaping and enhance the value of the area as a healing environment for patients and their loved ones while acting as a place of respite for all. Lighting will be state-of-the-art and compliant with all regulations. South County Health welcomes

and continues to solicit input from the neighborhood regarding the overall design and features of the repurposed areas, including the location of designated parking for public recreational purposes in an effort to minimize the impact to neighbors on Town Farm and Dobson Roads.

Location on campus map in existing conditions:



Aerial View of Existing Parking Conditions. The image above shows the South and South East portions of the South County Hospital campus, including the existing parking conditions abutting the Town Farm Park property.

South County Hospital Aerial – Existing Conditions
vhb South Kingstown, RI

Parking and loading associated with proposed uses:

The project will create 170 parking spaces (144 net new parking spaces). Additional details may be found in the most recent traffic and parking circulation study completed during May 2022 by VHB. This study, its projections and conclusions in totality accompany this IMP submission (**Appendix A**). The total new reconfigured spaces may adjust slightly with review of internal parking lot landscape requirements once a final design has been completed. South County Health's Parking Management Plan also accompanies this IMP submission (**Appendix B**).

Associated landscaping and landscaped buffers:

Full landscape plan design(s) beginning on the Town Farm Park property will be developed by a Registered Landscape Architect as part of a broader integrated landscape design sequence that will include multiple areas of the campus. New parking lot lighting and pedestrian lighting for recreational areas will be developed incorporating designs allowing for centralized, dimming, motion/occupancy and wireless controls. These lighting design concepts will begin on the Town Farm Park property and may be integrated throughout the campus as part of our site lighting strategy while remedial changes in other campus locations continue to be made.



Concept of Town Farm Park Property. The rendering above depicts an example future condition of the Town Farm Park property with conversion of selected recreational areas to expanded parking. This conceptual rendering includes a playground at a favorable elevation for maintaining views of the salt pond, walking paths and scenic overlooks, improved lighting and landscaping, and rainwater retention solutions.

Additional elevations and drawings:



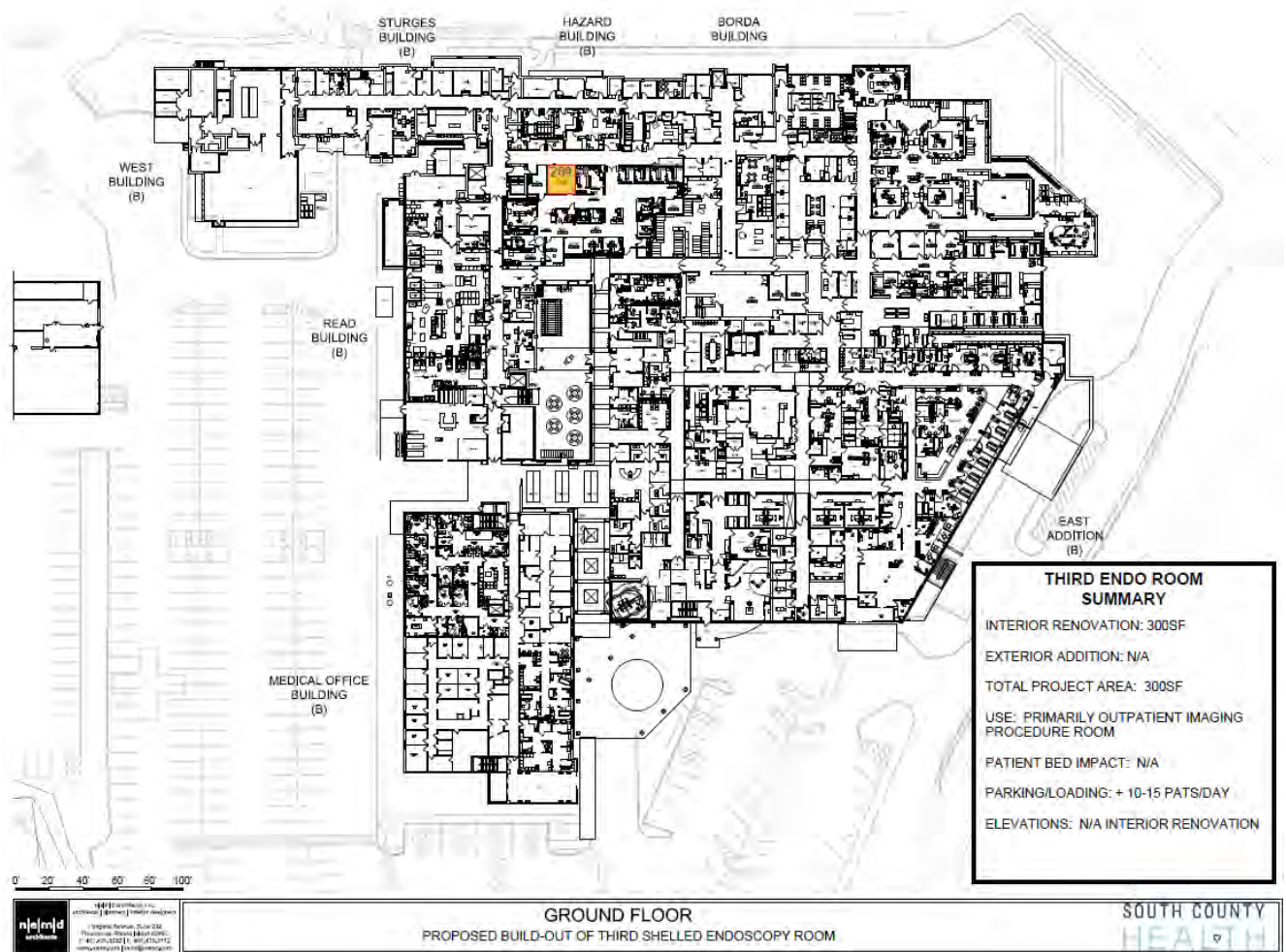
Concept of Town Farm Park Property. The renderings at left depict in detail the recreational features maintained in an example future condition of the Town Farm Park property, including the playground and walking trails.



2. BUILD-OUT OF THE THIRD SHELLED-OUT ENDOSCOPY ROOM/BAY

PROJECT INTENT:

The intent of this project is to optimize and promote the most efficient use of the Hospital's recently renovated endoscopy space by completing the third shelled-out endoscopy room/bay to accommodate demand for routine preventative, diagnostic, and interventional endoscopy procedures generated from growth and expansion of employed and community-based provider specialty group practices including Gastrointestinal Medicine Associates, South County Medical Group Pulmonology, and various general surgical specialists.

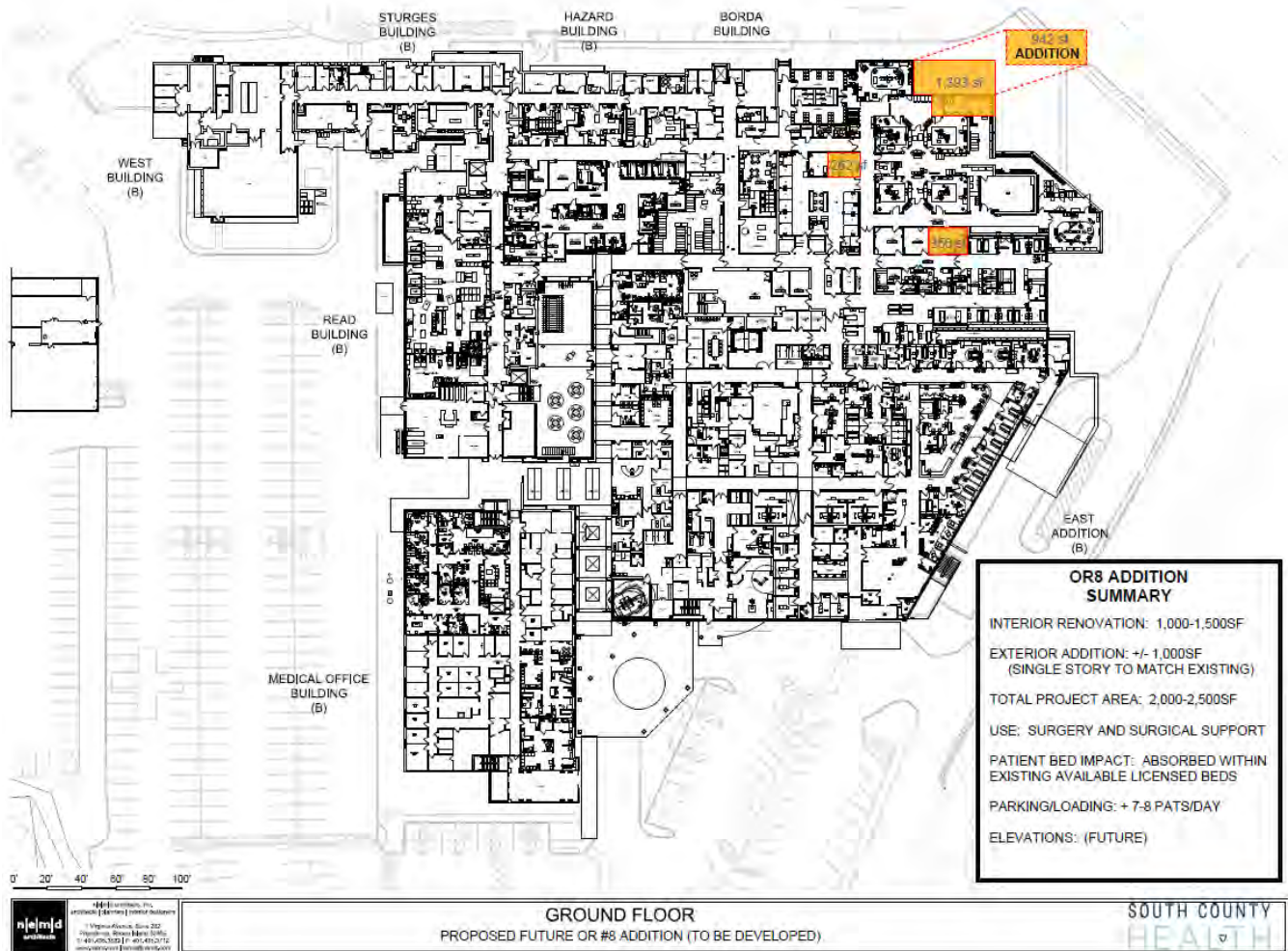


Build-out Third Endoscopy Room/Bay. The drawing above depicts the build-out of the third shelled-out endoscopy room/bay on South County Hospital's ground floor.

3. DEVELOPMENT OF AN EIGHTH OPERATING ROOM

PROJECT INTENT:

The intent of this project is to accommodate demand for surgical procedures generated from growth and expansion of employed and community-based provider specialty group practices with the addition of an eighth operating room (OR #8), including pre- and post-operative spaces, which may be triggered in advance, capable of preparation and recovery of all interventional radiology, cardiac catheterization, endoscopy, and surgical patients. This will be accomplished through addition of square footage, structure and some renovation and reconfiguration of support space to accommodate the new circulation patterns and replacement and modification of displaced functions.



Development of Eighth Operating Room. The drawing above depicts the development of the eighth operating room and reconfiguration of pre- and post-operative spaces on South County Hospital's ground floor.

4. RENEWAL AND RENOVATION OF THE HOSPITAL'S BORDA 1 OVERFLOW UNIT

PROJECT INTENT:

The intent of this project is to optimize and promote the most efficient use of the Hospital's licensed bed capacity through the creation of an acuity adaptable unit capable of handling growth and all patient acuities and types, including medical, surgical and patients requiring respiratory isolation for infection prevention purposes and future pandemic preparedness. This will be accomplished through renovation of existing spaces allowing the Hospital to gain additional permanently staffed beds without exceeding our licensed bed capacity through renovation and renewal of the Hospital's existing Borda 1 overflow unit and adjoining non-clinical spaces. This project also intends to make patient care areas of the Borda building compliant with all currently applicable life safety codes associated with a permanently occupied and staffed unit.



Renovation and Renewal of Borda 1 Overflow Unit. The drawing above depicts the renovation and renewal of the Borda 1 overflow unit and adjoining non-clinical spaces into an acuity adaptable unit on South County Hospital's first floor (Borda Wing).

Projects requiring capital commitment to renew and modernize our campus:

5. COMPLETION OF THE RENOVATION AND RENEWAL OF THE MEDICAL OFFICE BUILDING (MOB)

PROJECT INTENT:

The intent of this project is to accommodate employed and community-based provider specialty group practices building on the breadth of specialty care services available at South County Hospital, increasing their on-site presence, and modernizing the entirety of the MOB through the completion of the Urology and multispecialty office spaces and the renewal of the exterior building façade and windows.



Renovation and Renewal of Medical Office Building. The drawing above depicts the renovation and renewal of the 2nd (top) floor of the Medical Office Building urology and multispecialty office spaces.



Renovation and Renewal of Medical Office Building. The rendering at left depicts the exterior façade to be added to the Medical Office Building to form an integrated, uniform design with the main entrance renovations. The rendering above depicts the front/main entrance to the Medical Office Building looking approximately to the North.

6. RENOVATION AND RENEWAL OF THE WEST (BALISE) ENTRANCE AND ASSOCIATED COMMON AREAS AND RELOCATION OF THE MOBILE PET/CT

PROJECT INTENT:

The intent of this project (which is fully permitted and underway) is to renovate and renew the Balise (West) Entrance in advance of initiation of construction on the Medical Office Building - Frost Pavilion connector walkway to facilitate patient, provider and staff flow throughout the facilities. The Balise (West) entrance will serve as a temporary main entrance while the existing main entrance is under renovation and the Frost connector walkway is constructed. Additionally, the mobile PET/CT, housed in a trailer, that was once located in close proximity to the Balise (West) Entrance has been relocated off-site. South County Health expects to find an alternative location to accommodate the mobile PET/CT upon completion of the Balise (West) Entrance.



Renovation and Renewal of Balise (West) Entrance. The drawing above depicts the renovation and renewal of the Balise (West) Entrance of South County Hospital and related common areas.



Renovation and Renewal of Balise (West) Entrance. The rendering above depicts a fully renovated Balise (West) Entrance to South County Hospital with an area for patients to be dropped off, covered walkways, and outside seating for patient, visitor and staff respite. The rendering above depicts the Balise (West) Entrance looking approximately to the East.



Renovation and Renewal of Balise (West) Entrance. The rendering above depicts in detail the fully renovated Balise (West) Entrance covered walkways and outside seating for patient, visitor and staff respite. The rendering above depicts the Balise (West) Entrance looking approximately to the East.



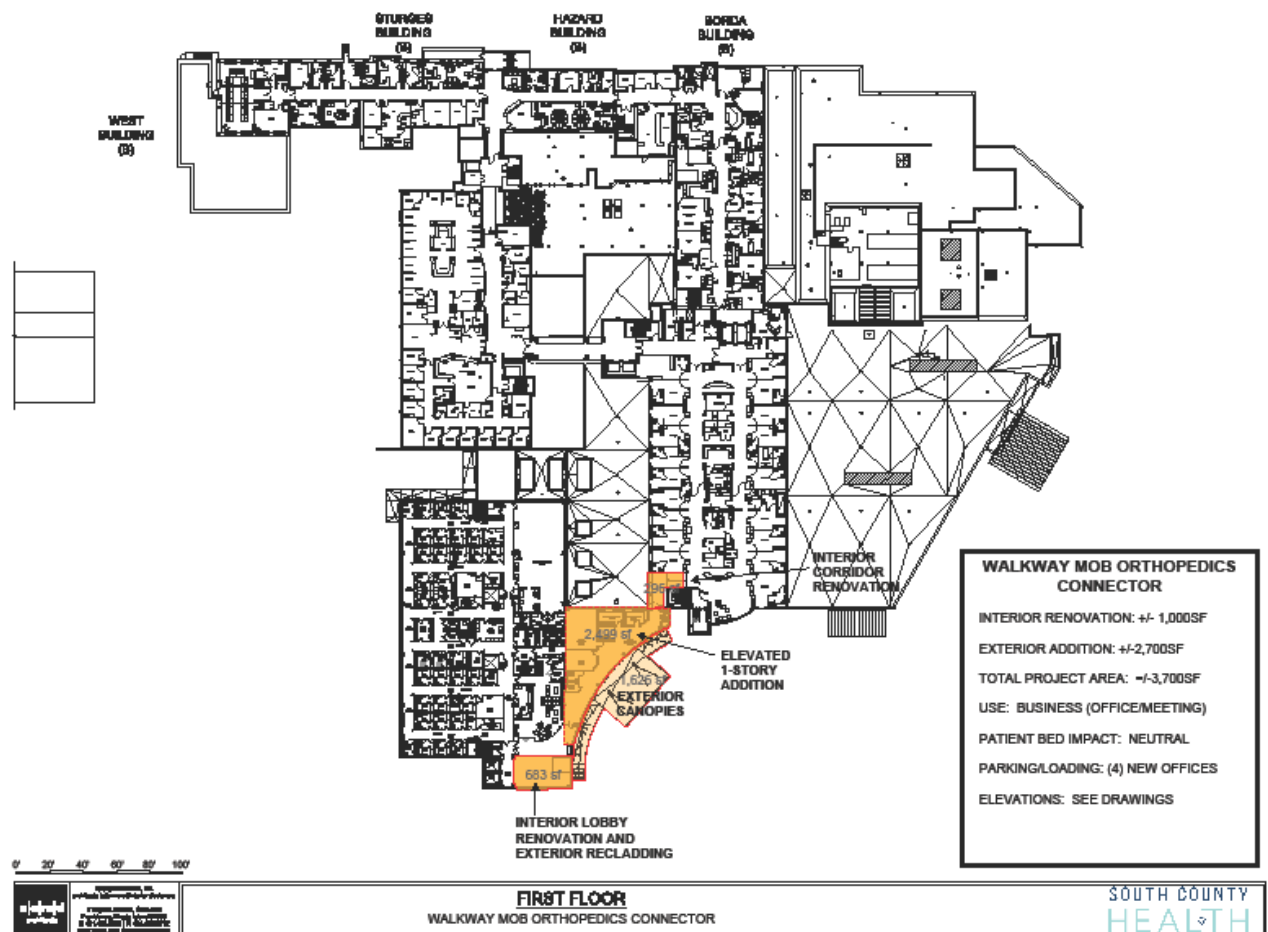
Renovation and Renewal of Balise (West) Entrance. The rendering above depicts in detail the fully renovated Balise (West) Entrance interior entry sequence into South County Hospital and adjoining Medical Office Building. The rendering above depicts the Balise (West) Entrance looking approximately to the South (toward the Medical Office Building).

Additional detailed drawings are included as **Appendix C**.

7. DEVELOPMENT OF A CONNECTOR WALKWAY FROM THE MEDICAL OFFICE BUILDING ORTHOPEDIC SPACE TO THE HOSPITAL FROST PAVILION

PROJECT INTENT:

The intent of this project is to facilitate connectivity of the Medical Office Building to the Frost Pavilion of South County Hospital providing surgical specialty providers seamless access to their patients requiring hospital-based care. This project will also renew and modernize the MOB and Hospital exteriors with styling that connects the two buildings while renovations of interior spaces will improve patient and visitor flow and experience. The connector walkway will add slightly to the campus footprint; however, it adds no new clinical space. Its primary function is a bridge connection of Orthopedics ambulatory space in the Medical Office building with the orthopedics inpatient care unit in the Frost building.



Development of a Connector Walkway from the Medical Office Building to the Hospital Frost Pavilion. The drawing above depicts the development of a connector walkway from the Medical Office Building to the South County Hospital Frost Pavilion on each building's respective first floor above ground level.

Additional elevations and drawings:



Development of a Connector Walkway from the Medical Office Building to the Hospital Frost Pavilion.

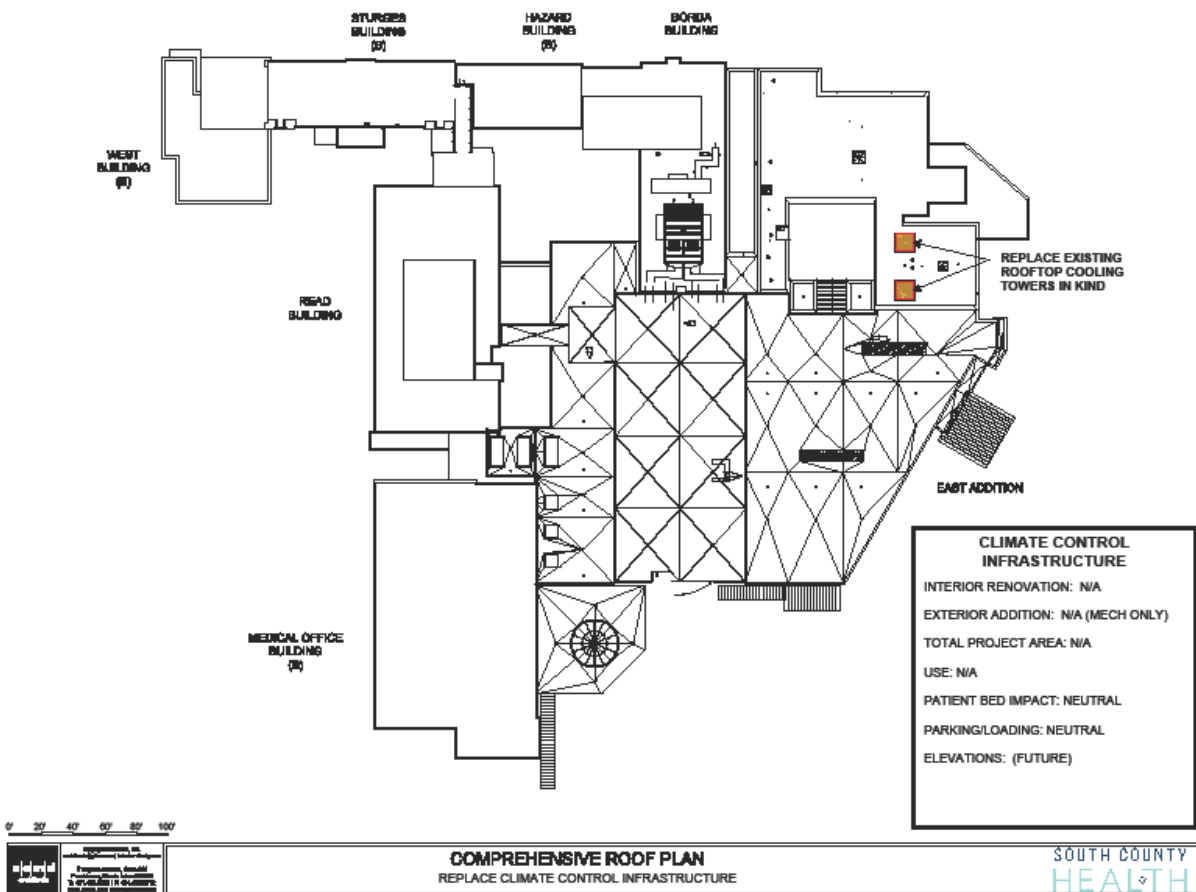
The rendering above depicts the fully developed connector walkway from the Medical Office Building to the South County Hospital Frost Pavilion on each building's respective first floor above ground level. This depicted sequence will become the Hospital's new main entrance. The rendering above depicts the fully developed connector walkway looking approximately to the North.

Additional detailed drawings are included as **Appendix D**.

8. REPLACEMENT OF CLIMATE CONTROL INFRASTRUCTURE THAT IS NEARING THE END OF ITS SERVICEABLE LIFE

PROJECT INTENT:

The intent of this project is to replace climate control infrastructure that is nearing the end of its life with infrastructure capable of sustaining operations, including operations associated with expanded procedural areas as noted in projects above while maintaining compliance with infection prevention protocols and regulations on the South County Hospital campus. Expected noise levels will remain in compliance with all applicable regulations and standards.



Replacement of Climate Control Infrastructure. The drawing above depicts the replacement of climate control infrastructure on South County Hospital's roof.

9. REPLACE AND EXPAND THE OXYGEN STORAGE RESERVOIR TO A SIZE THAT IS CAPABLE OF MEETING ON-CAMPUS AND HOME-CARE DEMANDS

PROJECT INTENT:

The intent of this project is to replace and expand the oxygen storage reservoir to a size that is capable of meeting on-campus and home-care demands, including the demands observed during the COVID-19 pandemic event for future pandemic preparedness. This project includes but is not limited to the development of a larger pad to accommodate a larger tank and the creation of a secure area intended to limit non-essential access.

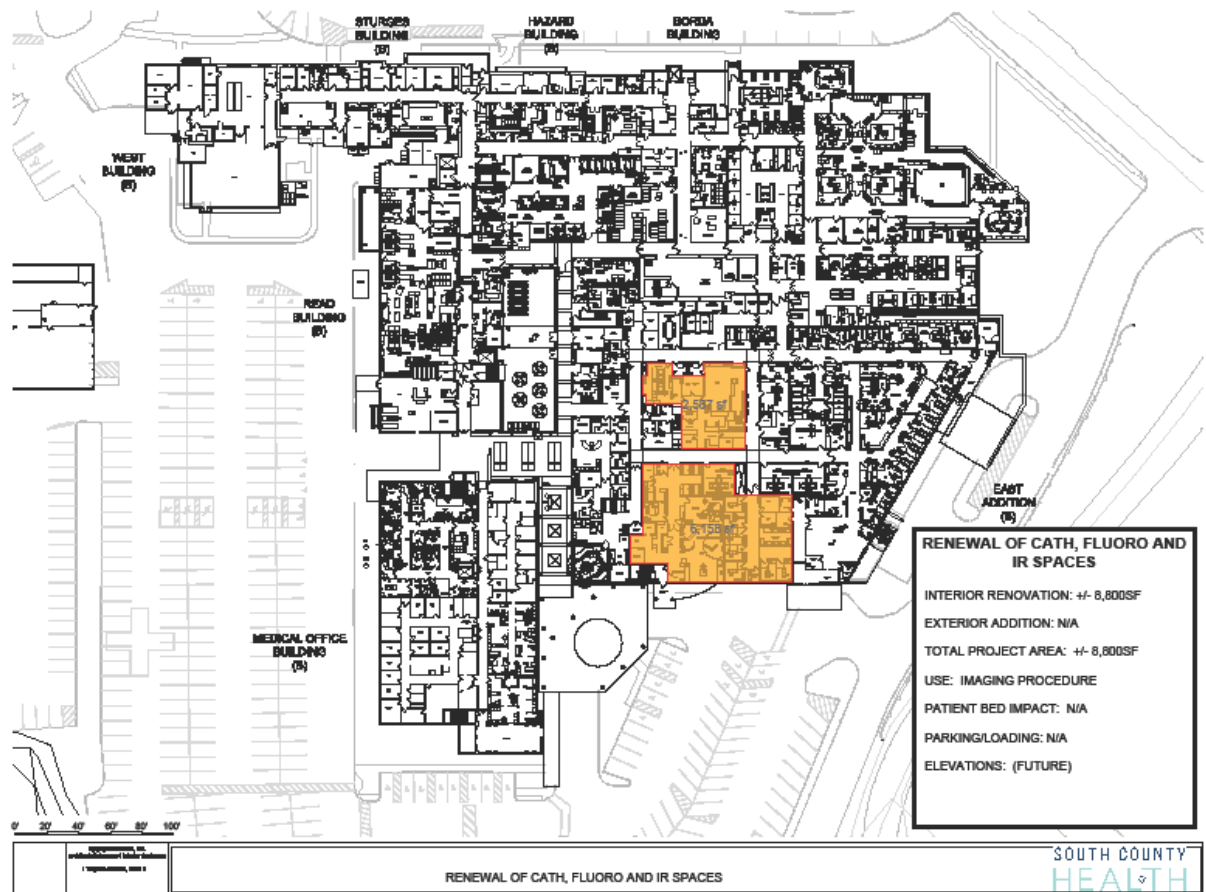


Replacement and Expansion of Oxygen Storage Reservoir. The drawing above depicts the replacement and expansion of oxygen storage infrastructure on South County Hospital's campus approximately to the North of the existing storage shed.

10. RENEWAL AND RENOVATION OF THE HOSPITAL'S INTERVENTIONAL RADIOLOGY, CARDIAC CATHETERIZATION AND FLUOROSCOPY SPACES

PROJECT INTENT:

The intent of this project is to accommodate procedural diagnostics and interventions at current standards and techniques of care brought to bear by employed and community-based specialist providers in the Hospital's interventional radiology, cardiac catheterization and fluoroscopy spaces while modernize the Hospital's interventional platforms.

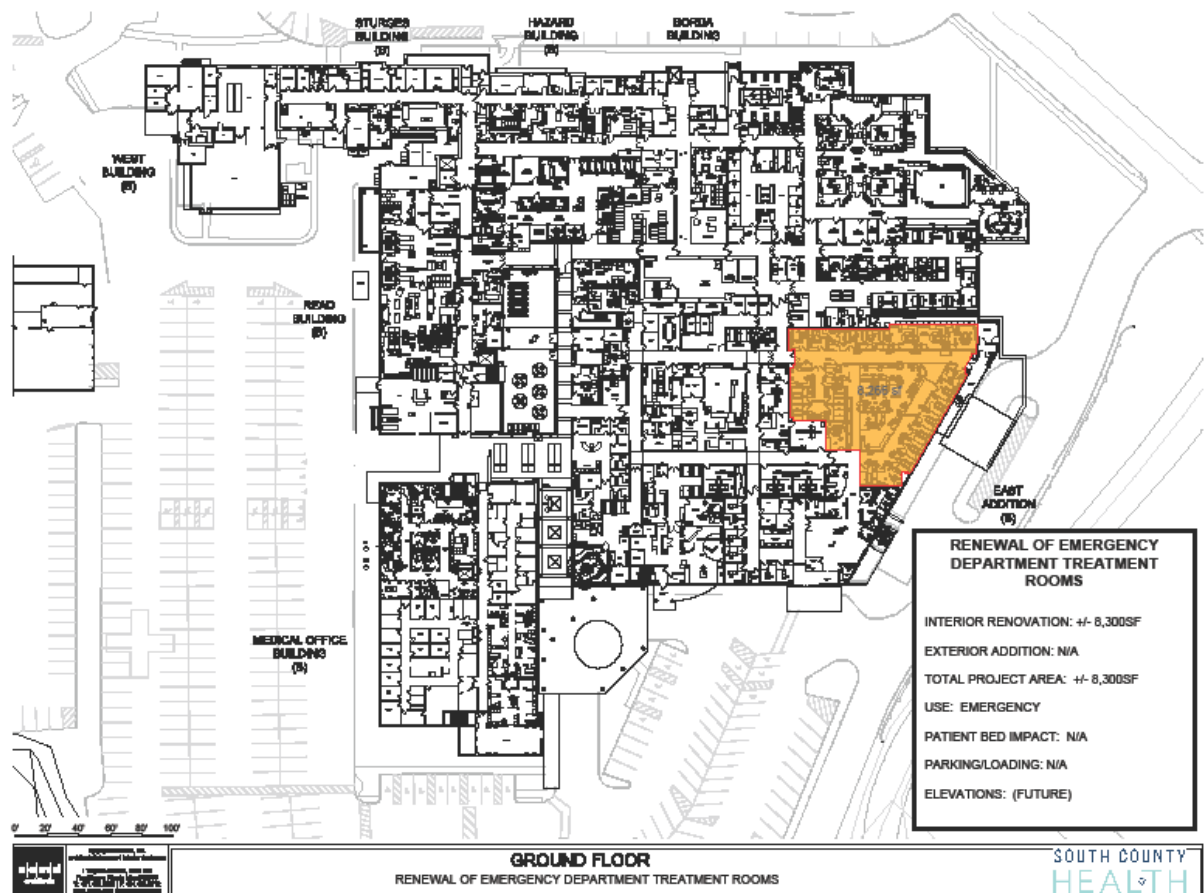


Renewal and Renovation of Interventional Radiology, Cardiac Catheterization and Fluoroscopy Spaces. The drawing above depicts the renewal and renovation of interventional radiology, cardiac catheterization and fluoroscopy spaces on South County Hospital's campus on the ground floor.

11. RENEWAL AND RENOVATION OF THE HOSPITAL'S CORE EMERGENCY DEPARTMENT ROOMS

PROJECT INTENT AND BACKGROUND:

The intent of this project is to better accommodate behavioral health, holding and respiratory isolation patients for infection prevention purposes and future pandemic preparedness through the renewal and renovation of the Hospital's core Emergency Department rooms (existing spaces) building on projects already completed in waiting, triage, and low-acuity fast track areas while modernizing in totality the Hospital's emergency care platform.

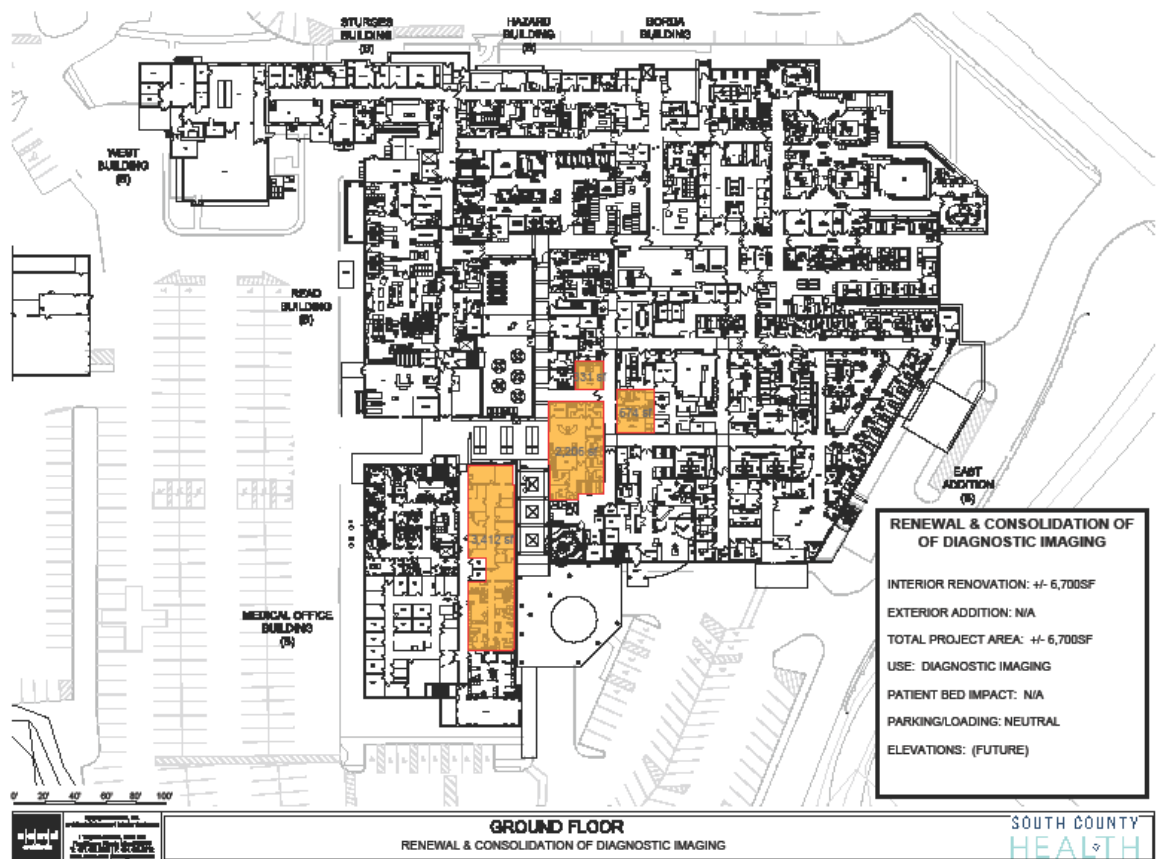


Renewal and Renovation of Emergency Department Rooms. The drawing above depicts the renewal and renovation of the core emergency department rooms on South County Hospital's campus on the ground floor.

12. RENEWAL AND RENOVATION OF THE DIAGNOSTIC IMAGING DEPARTMENT INCLUDING COMMON AREAS AND CONSOLIDATION OF DISPARATE DIAGNOSTIC IMAGING SUITES

PROJECT INTENT:

The intent of this project is to respond to demand for breast health services and ancillary support requirements for South County Health's growing Centers for Women's Health and Cancer Center by making the most efficient use of existing spaces through the consolidation of disparate diagnostic imaging suites into a single, integrated suite while improving the patient and visitor experience with renewal and renovation of related common areas.

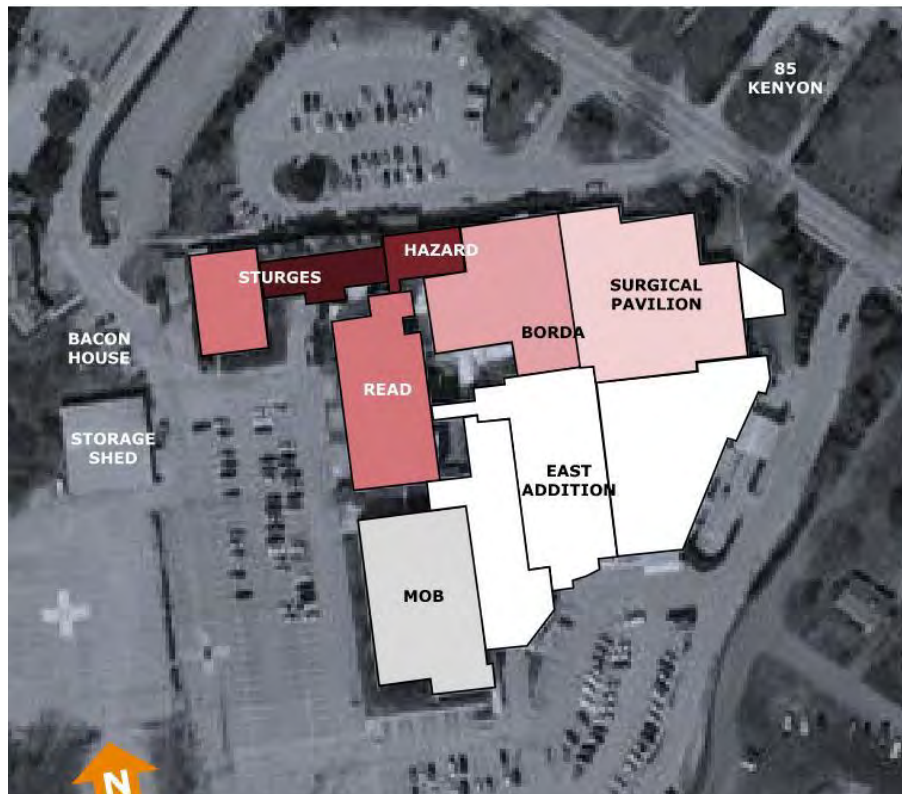


Renewal and Renovation of Diagnostic Imaging Department. The drawing above depicts the renewal and renovation of the diagnostic imaging department suites on South County Hospital's campus on the ground floor.

ZONING ORDINANCE SECTION D. SUBSECTION 9

Proposed Demolition

There are opportunities to expand parking by replacing obsolescent buildings with surface parking lots. Buildings, which are to be demolished for this purpose, include the storage shed on the South County Hospital campus and possibly the obsolescent building located at 85 Kenyon Avenue. The functions located in the storage shed on the South County Hospital campus would have to be relocated to either the hospital or another facility off-site in a neighboring community. There are no current functions of significance currently underway in the building located at 85 Kenyon Avenue.



Proposed Demolition. The storage shed shown on South County Hospital's campus (left) will be demolished to facilitate parking demands. The structure on 85 Kenyon Avenue shown in relation to the South County Hospital campus (top right) may possibly be demolished to facilitate parking demands.

ZONING ORDINANCE SECTION D. SUBSECTION 11

Certificates of Need (CON)

There are no Certificates of Need (CON) needed for the projects identified in this Institutional Master Plan.

Appendix A – Complete Parking and Traffic Circulation Study

South County Hospital Healthcare System Institutional Master Plan Transportation and Parking Report

PREPARED FOR

South County Hospital Healthcare System
100 Kenyon Avenue
Wakefield, RI 02879

PREPARED BY



1 Cedar Street, Suite 400
Providence, RI 02903
401.272.8100

July 2022

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1

Introduction

The following report represents the Parking and Traffic Circulation Element ("Transportation Element") of the South County Hospital Healthcare System ("South County Health") 2022 Institutional Master Plan ("IMP"). The Transportation Element includes information regarding the following parking and transportation/circulation topics:

- Existing and Proposed Parking Conditions
- Existing and Proposed Vehicular Access

The Transportation Element of the IMP have been prepared by VHB, a registered Professional Engineering Corporation in the State of Rhode Island.

This document is divided into four Sections.

Section 1 is the introduction.

Section 2 discusses existing conditions on the Wakefield South County Health Campus ("Campus"), which includes South County Hospital, traffic volumes at the entrances to the Campus and on the local streets; parking conditions; internal circulation; and presents a plan showing the layout of parking.

Section 3 provides information relative to proposed future conditions. Assumptions about future conditions are based on documents provided by South County Health including details of their plans. That plan has been analyzed in this section relative to traffic impacts, accessibility, circulation, and parking on the Campus.

Section 4 summarizes the findings of the study of existing and future conditions, and presents recommendations for parking, circulation, pedestrian traffic, and other transportation related aspects of the proposed Plan.

Project Description

VHB prepared this Transportation Element for South County Health to incorporate into its overall IMP. This forecast was prepared using statistical projections on patient volume through the year 2027. It should be noted that South County Health does not plan to add any major new additions to the building or to develop significant new service lines, but rather relocate and expand existing services in response to demonstrated (and projected) demand. South County Health is moving some employee parking off Campus on an interim basis to accommodate short term parking demand until additional on-campus parking can be provided. After the additional parking is provided, there will be adequate parking to accommodate projected future demand.



2

Existing Conditions

Existing roadway and traffic conditions in the study area were determined based on field visits and traffic counts. Based on the most recent Rhode Island Department of Transportation ("RIDOT") directions, existing traffic volumes are not required to be adjusted to reflect the impacts of the pandemic. As directed by RIDOT, it is assumed that current traffic conditions represent the new normal traffic patterns, including some people traveling past the site shifting to the new hybrid work conditions where they work some hours/days at home.

It should also be noted that based on discussions with South County Health, activities on Campus were back to approximately 95% of pre-COVID conditions. VHB has also considered the peak season demand at the Campus which occurs during the summer months. The summer peak conditions are approximately 5% higher than the traffic and parking conditions observed in May. The existing traffic and parking conditions observed in May 2022 were therefore increased by a total of 10 percent to represent 2022 pre-COVID and peak summer conditions. The existing transportation conditions in the study area, including roadway geometrics, traffic controls, and peak hour traffic flows are described in the following sections.

Study Area

To effectively evaluate the transportation impacts associated with the South County Health existing and future conditions, it was necessary to review the existing roadway system in the vicinity of the site. The area delineated for this study includes Kenyon Avenue and Salt Pond Road. The following critical intersections are in the immediate vicinity of the site:

- › Kenyon Avenue at Silver Lake Avenue
- › Kenyon Avenue at Christopher Street
- › Kenyon Avenue at Town Farm Road
- › Kenyon Avenue at Salt Pond Road
- › Salt Pond Road at Route 1 South On and Off-Ramps
- › Kenyon Avenue at Western Driveway
- › Kenyon Avenue at Enter Only Driveway
- › Kenyon Avenue at Exit Only Driveway
- › Kenyon Avenue at Eastern Driveway

Network Geometry

Roadways

Kenyon Avenue

Kenyon Avenue is an east/west roadway beginning at Salt Pond Road to the south and Main Street to the north. Kenyon Avenue is a town road consisting of a single 14± foot travel lane in each direction separated by a double yellow line. The posted speed limit along Kenyon Avenue is 25 miles per hour. Sidewalks exist along the south side of Kenyon Avenue. Land use adjacent to Kenyon Avenue is mixed residential, medical office and the South County Health Campus.

Intersections

Kenyon Avenue at Silver Lake Avenue

Silver Lake Avenue intersects Kenyon Avenue northwest of the South County Health Campus. This is a four-leg unsignalized intersection under four-way stop control. Stop signs are posted on each approach. The Kenyon Avenue northbound and southbound approaches consist of a single 13± foot left/through/right-turn lane in each direction. The Silver Lake Avenue eastbound and westbound approaches consist of a single 10± foot left/through/right-turn lane in each direction.

Kenyon Avenue at Christopher Street

Christopher Street intersects the north side of Kenyon Avenue east of the Western Driveway to form a T-type unsignalized intersection. The intersection is controlled by a stop sign located on the Christopher Street southbound approach. The Kenyon Avenue westbound approach consists of a single right-turn/through lane while the eastbound approach consists of a single left-turn/through lane. The southbound Christopher Street approach consists of a single left/right-turn lane.

Kenyon Avenue at Town Farm Road

Town Farm Road intersects the south side of Kenyon Avenue east of the Eastern Driveway to form a T-type unsignalized intersection. The intersection is controlled by a stop sign located on the Town Farm Road northbound approach. The Kenyon Avenue westbound approach consists of a single right-turn/through lane while the eastbound approach consists of a single left-turn/through lane. The northbound Town Farm Road approach consists of a single left/right-turn lane.

Kenyon Avenue at Salt Pond Road

Salt Pond Road intersects Kenyon Avenue east of the Campus and north of Route 1. This unsignalized T-type intersection is located approximately 145 feet north of the Route 1 southbound off-ramp. The Salt Pond Road northbound approach consists of a single 12± foot left-turn/through lane. The southbound approach consists of a single 11± foot through/right turn lane. The westbound Kenyon Avenue approach consists of a single 14± foot left/right turn lane controlled by a stop sign.

Salt Pond Road at Route 1 South On and Off-Ramps

The Route 1 South on and off-ramps intersect Salt Pond Road Kenyon Avenue from the west and east, respectively. This unsignalized four-way intersection is located approximately 165 feet south of Kenyon Avenue. The Salt Pond Road northbound approach consists of single left-turn/through lane. The southbound approach consists of a single through/right turn lane. The westbound Route 1 South off-ramp approach consists of a single lane left-turn/through lane with a channelized right controlled by a stop sign.

Kenyon Avenue at Western Driveway

The Western Driveway intersects the south side of Kenyon Avenue to form a T-type intersection. The intersection is controlled by a stop sign located on the Western Driveway northbound approach. The Kenyon Avenue westbound approach consists of a single left-turn/through lane while the eastbound approach consists of a single through/right-turn lane. The northbound Western Driveway approach consists of a single left/right-turn lane.

Kenyon Avenue at Enter Only Driveway

The Enter Only Driveway Entrance intersects the south side of Kenyon Avenue to form a T-type intersection. The intersection has no traffic control because it is entrance only. The Kenyon Avenue westbound approach consists of a single left-turn/through lane while the eastbound approach consists of a single through/right-turn lane. The Enter Only Driveway consists of a single lane away from the intersection. It should be noted that several vehicles were observed traveling the wrong way exiting out of the Enter Only Driveway.

Kenyon Avenue at Exit Only Driveway

The Enter Only Driveway intersects the south side of Kenyon Avenue to form a T-type intersection. The intersection is controlled by a stop sign located on the Exit Only Driveway northbound approach. The Kenyon Avenue westbound approach consists of a single left-turn/through lane while the eastbound approach consists of a single through/right-turn lane. The Exit Only Driveway consists of a single left/right-turn lane. As stated above, several vehicles were observed traveling the wrong way into the Exit Only Driveway.

Kenyon Avenue at Eastern Driveway

The Eastern Driveway intersects the south side of Kenyon Avenue to form a T-type intersection. The intersection is controlled by a stop sign located on the Eastern Driveway northbound approach. The Kenyon Avenue westbound approach consists of a single left-turn/through lane while the eastbound approach consists of a single through/right-turn lane. The northbound Eastern Driveway approach consists of a single left/right-turn lane.

Observed Traffic Volumes

Manual turning movement counts (TMCs) were conducted in May 2022 at the Kenyon Avenue intersections with Salt Pond Road, Christopher Street, Silver Lake Avenue, Eastern Driveway, Western Driveway, and the front Entrance/Exit Only Driveways (see Appendix A). The traffic counts were conducted during a typical weekday peak period from 6:30 AM to 8:30 AM and 2:00 PM to 5:00 PM, coinciding with peak commuter traffic activity and the peak site generated activity.

It was determined that the peak hours of the adjacent roadways and intersections occurred typically from 6:45 AM to 7:45 AM and 2:45 PM and 3:45 PM. Some intersections peaked at slightly different times; therefore, in order to be conservative (projecting higher than expected traffic volumes), the peak volumes at each individual intersection was used for analysis purposes. Since traffic volumes fluctuate monthly during an average year, RIDOT traffic volume adjustment factors were utilized. The adjustment factors indicated that traffic volumes on a Wednesday in May are higher than traffic volumes on an average weekday of the year. In order to be conservative (projecting higher than expected traffic volumes) the peak hour traffic volumes were not reduced to represent average peak hour conditions.

As previously stated, Campus activities are back to approximately 95% of pre-COVID conditions and the peak summer conditions are approximately 5% higher than the conditions observed in May. The Campus related traffic volumes observed in May 2022 were therefore increased by a total of 10% to represent the pre-COVID patient conditions (5% higher) and the peak summer conditions (5% higher). The 2022 Existing Weekday AM and PM Peak Hour traffic flow network for the study area is shown in **Figure 1**.

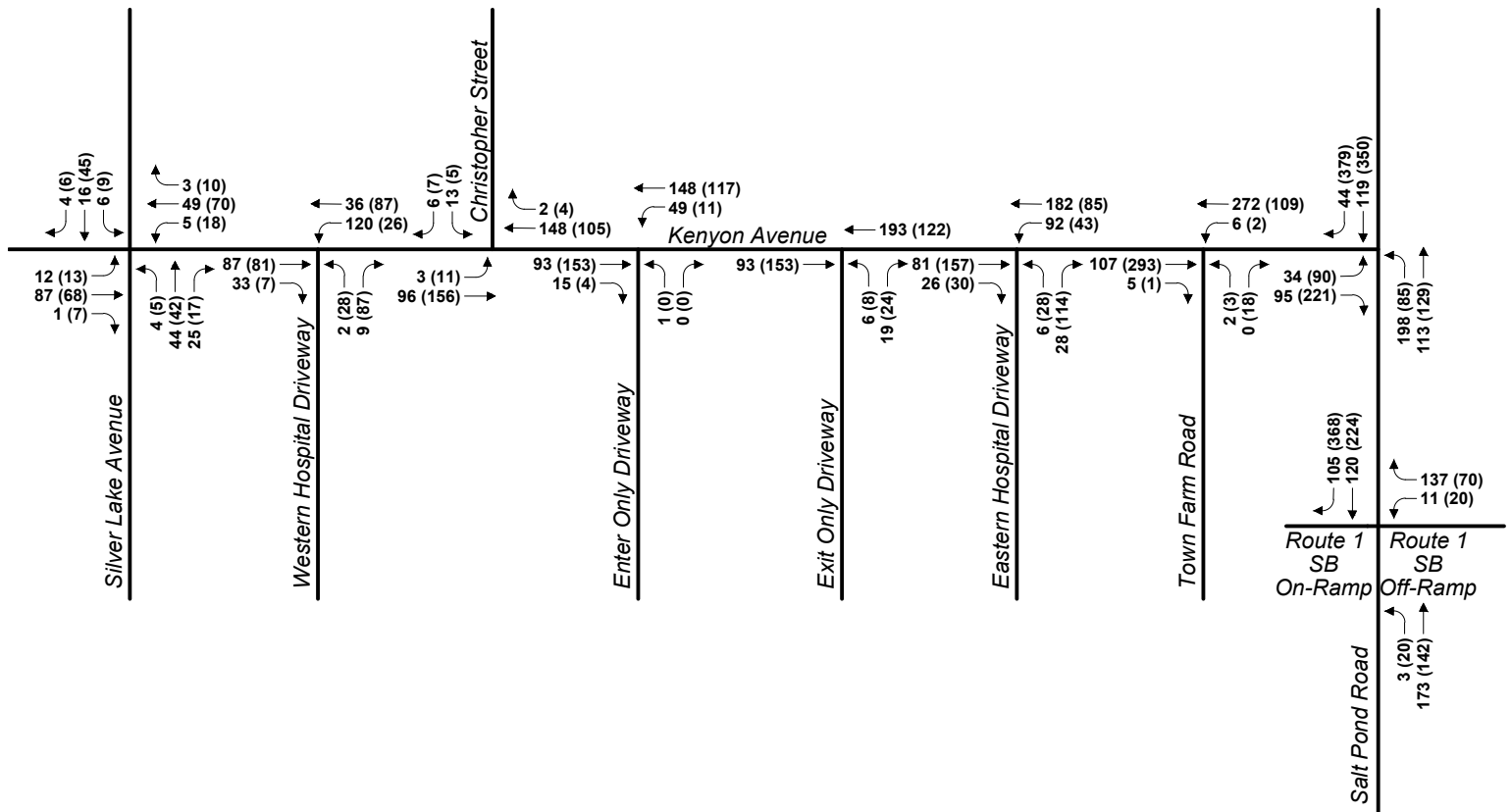
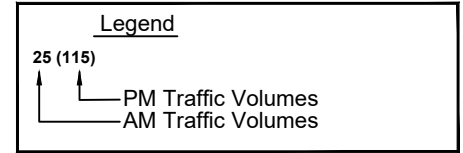


Figure 1

2022 Existing Conditions
Peak Hour Traffic Volumes
South County Health IMP Transportation Report
South Kingstown, Rhode Island



Not to Scale

Automatic traffic recorder (ATR) counts were also performed on Kenyon Avenue between Town Farm Road and Salt Pond Road. The ATR counts were performed for a period of 72 hours from May 3rd to May 5th. A Summary of the ATR data is presented in **Table 1**.

Table 1 Automatic Traffic Recorder Volumes

Location	Day	2022 Existing
Kenyon Avenue (east of Town Farm Road)	Tuesday	3,990
	Wednesday	3,835
	Thursday	<u>4,061</u>
	Average	3,962

Source: Automated Traffic Recorder (ATR) Counts performed by Precision Data Industries, LLC from May 3, 2022 to May 5, 2022

Trip Distribution

All access to the Campus is currently provided along Kenyon Avenue. Existing traffic counts have shown that 25% of the traffic generated by the existing facility travel to and from the northwest along Kenyon Avenue. The remaining 75% of the existing Campus traffic travels along Kenyon Avenue to and from the southeast. and can be further distributed on the adjacent roadway systems as follows:

15% to/from the northeast along Woodruff Avenue and Salt Pond Road

25% to/from the northeast along Route 1

35% to/from the southwest along Route 1

Table 2 shows the usage of the various Campus driveways during the AM and PM peak hour under 2022 conditions.

Table 2 Campus Driveway Traffic Volumes

Location	Peak Hour	2022* Existing AM	2022* Existing PM
Western Driveway			
	Enter	153	33
	<u>Exit</u>	<u>11</u>	<u>115</u>
	Total	164	148
Enter/Exit Only Driveways			
	Enter	64	15
	<u>Exit</u>	<u>26</u>	<u>32</u>
	Total	90	47
Eastern Driveway			
	Enter	118	73
	<u>Exit</u>	<u>34</u>	<u>142</u>
	Total	152	215

* Based on TMC's performed in May 2022 with 10% increase (5% COVID and 5% peak summer adjustments)

Parking Inventory and Data Collection

Parking Inventory

Currently there are 821 parking spaces located in the various parking lots on Campus. At the time of VHB's observations, South County Health was in the process of implementing the following plans to better utilize the existing parking capacity:

- Better signage
- Separating employees from visitor/outpatient traffic and parking
- Incorporating an internal circulation route into the parking layout to reduce potential conflicts created with the current "open bay" layout.

Extensive parking data were collected at the Campus in May 2022. The data collection included an inventory of existing parking spaces including a breakdown of Regular (no restriction) spaces, accessible spaces, and other spaces. The breakdown is summarized in **Table 3**.

Table 3: Parking Inventory

Type of Parking Spaces	Total Spaces
Regular (no restrictions) *	773
Accessible	35
Other	<u>13</u>
Total	821

* Includes approximately 71 undelineated spaces in the dirt lots and 28+ spaces in the 85 Kenyon Avenue lot

Parking Data Collection

The data collection program included an 11-hour parking occupancy count conducted between the hours of 6:30 AM and 5:30 PM on Wednesday May 4, 2020. Counts and observations were also performed on Thursday May 5, 2022. The complete counts are provided in the Appendix. A summary of the findings is presented below.

The lots were observed to exceed 74% of their capacity for six hours of the day. The overall Campus parking typically peaks at about 10:30 AM. The maximum peak accumulation of parked cars occurred at 10:30 AM on Wednesday May 4, 2022 when 653 vehicles were parked on the Campus (80% occupied). It should be noted that there were ongoing renovations to the 1st floor and lower level of the Medical Office Building ("MOB") resulting in unoccupied space at the time that the parking study was performed. The renovations include 2,800 sf of outpatient space associated with the Ortho RI (located on the 1st floor) and 4,000 – 9,000 sf of The Vascular Experts ("TVE") renovations on the lower level. The Ortho RI renovations on the 1st floor were completed in early June and the lower level TVE renovations were completed during the end of June 2022.

Similar to traffic volumes, summer parking demand at the Campus is the highest during the summer months for inpatient and outpatient activity, and related parking. Employee

parking remains constant throughout the year. Based on historic data, the parking demand is approximately 5% higher during the peak summer months compared to the May counts. It should also be noted that, similar to the traffic volumes, parking demand has changed due to the impacts of COVID. Also, according to data, parking conditions are down approximately 5% from pre-COVID conditions. The May 2022 parking data was therefore increased by a total of 10%. These parking accumulation data were used to assess current parking demand. Future parking demand was estimated using two methods, zoning requirements based on the applicable South Kingstown Zoning Ordinance (see §603.2(B)(7)(a)) and projected employee and patient/visitor increases projected by South County Health.

Increasing the parking demand to represent pre-COVID peak summer parking conditions results in the parking lots exceeding 80% of their capacity for six hours of the day, with a peak hour (10:30-11:30) demand of 718 vehicles (at 87% capacity). These near-capacity conditions increase the amount of time patients, visitors and staff must spend to find an open parking space. In order to remain conservative (overestimating the observed parking demand), it is assumed that the accessible and "other" parking spaces were not occupied (vehicles using the accessible/other spaces were assumed to occupy general parking spaces) in order to develop the peak parking demand. It should be noted that 20 to 26 of the accessible/other spaces were occupied during the peak periods; therefore, using this methodology results in a significant buffer.

Because of the restricted-use spaces and the varying parking accumulation patterns of different user groups, the number of spaces required to conveniently accommodate the parking needs at the Campus is higher than the peak number of cars that park on the Campus. The number of required parking spaces was estimated to be 701 spaces during the May 2022 observations. The number of required parking spaces was estimated to be 766 spaces during the peak summer conditions, totaling the pre-COVID peak summer parking demand and any restricted-use spaces.

Even though the parking demand did not exceed the capacity there were some cars that were not parked in designated spaces. There were a few cars parked along the grass edge in the South Lot and along Town Farm Road, near the baseball field, as well as parallel parking along the grass edge on the driveway adjacent to the baseball field. This random parking in non-designated parking spaces is due to the fact that not all restricted-use spaces (accessible, physician, and reserved spaces) were fully utilized during the peak period, and because the peak parking needs of different users' groups (patient/visitors, physicians, employees) do not occur simultaneously. It also occurred because the walk to the building is shorter and due to the lack of enforcement, which South County Health attempts to balance appropriately in context of patient and visitor parking demands. The May 2022 and projected Pre-COVID peak summer parking occupancy is presented in **Table 4**.

Table 4: Parking Demand – May 2022 and Pre-COVID Peak Summer

Type of Parking Spaces	Total Spaces	May 2022 Peak Demand	Pre-COVID Peak Summer Demand ¹
Regular (no restrictions)	773	653	718 ^a
Accessible	35	35	35
Other	<u>13</u>	<u>13</u>	<u>13</u>
Total Spaces/Demand	821	701 ^b	766 ^b
Percent Occupied		85%	93%

Based on May 2022 occupancy counts

a. Based on TMC's performed in May 2022 with 10% increase (5% COVID and 5% peak summer adjustments)

b. Peak Demand = sum of peak demand (including accessible/other spaces) plus all accessible/other spaces (conservatively high)

As shown in **Table 4**, the May 2022 peak demand for parking spaces is at 85 percent of the available spaces (701 spaces out of 821 available spaces). As previously discussed, in order to be conservative (overestimating the occupied spaces), the 701 spaces is based on the assumption that all of the parked vehicles counted during the peak period were located in regular spaces and no vehicles were parked in the accessible/other spaces. The pre-COVID peak summer demand for parking spaces is at 93 percent of the available spaces (766 spaces out of the 821 available spaces). It should be noted that a portion of the projected 766 spaces required during the pre-COVID peak summer period will be using some of the accessible and other parking spaces; however, this methodology provides a conservative assessment (overestimating the required parking).

Profile of Parkers

It was very difficult to estimate the parking delineation for employee and non-employees during the peak periods. This is primarily because clearly designate parking restrictions by user type. Based on previous parking studies performed on the Campus, approximately 40 percent of the parking demand is attributable to patients and visitors, and 60 percent is related to physicians and employees. There are also a significant number of unoccupied parking spaces that are reserved for specific users.

Parking Requirement per Zoning

The Town has adopted a specific provision in its Zoning Ordinance governing the calculation of the number of parking spaces required for a hospital and accessory use (except day care) (See §603.2(B)(7)(a)). Based on this provision, the number of spaces for the Campus shall be calculated based on the following:

- Thirty-three-hundredths (.33) spaces per patient bed, plus
- One (1) space per each staff or visiting doctor (calculated according to the largest number in attendance at any hour during an average day), plus
- One (1) space per employee (full time equivalent), including nurses and volunteers (calculated according to the largest number in attendance for any work shift during an average day), plus
- One (1) space per two hundred fifty (250) square feet GLFA for outpatient medical care facilities, plus One (1) space for each hospital-owned vehicle.

The number of parking spaces required based on the zoning regulations are shown in **Table 5**.

Table 5: Parking per Town Ordinance – May 2022 Conditions

Type of Use	No. of Units	Rate	Required Spaces*
Licensed Patient Beds	100	0.33 spaces per bed	33
Employees	737	1 space per employee	737
GLFA Outpatient (sf)	124,475	0.004 spaces per sf	498
Hospital-Owned Vehicles	4	1 space per owned vehicle	4
Helispot Spaces	62	Shall not be counted toward minimum	<u>62</u>
Total			1,334

* Required spaces based on zoning requirements.

As previously stated, the current demand for parking, based on parking occupancy counts performed in May 2022, is 701 vehicles (assuming that none of the accessible or other spaces were occupied) and the pre-COVID peak summer occupancy (assuming a 10% total increase) is projected to be 766 vehicles (also assuming none of the accessible or other spaces were occupied). The existing 821 available parking spaces were 85% occupied during the May 2022 occupancy counts and are projected to be 93% occupied during the pre-COVID peak season periods. The number of parking spaces required based on the zoning regulations (1,334 spaces) is 568 spaces higher than the pre-COVID peak summer demand (766 spaces). It is recommended that the existing conditions peak parking demand baseline conditions be set at 821 spaces which accommodates the pre-COVID peak summer parking demand at a 93% occupancy rate (assuming that none of the accessible or other spaces were occupied). It is recommended that any future parking demand be based on these parking demand baseline conditions plus any projected increases.

Based on the parking data collection and peak occupancy, it has been demonstrated that the Campus currently can meet peak demand at an occupancy rate of 85% during the May 2022 peak conditions and 93% during the adjusted pre-COVID peak summer conditions.

3



Future Conditions

To determine the impact of site-generated traffic volumes on the roadway network under future conditions, existing traffic volumes in the study area were projected to the year 2027, which reflects a five-year planning horizon over the May 2022 existing counts. Independent of the projects identified in the IMP, traffic volumes on the roadway network in 2027 will include all existing traffic and any new traffic resulting from background traffic growth to develop the 2027 No-Build traffic network (future traffic conditions without any of the proposed on-site projects). Anticipated site-generated traffic volumes superimposed upon 2027 No-Build traffic network reflect 2027 Build conditions with the proposed redevelopment projects.

Similarly, the future parking demands were also projected based on existing parking demand and projected future growth. As previously discussed, the May 2022 parking demand observations have been adjusted to represent pre-COVID conditions and peak summer conditions. The following sections describe future traffic and parking conditions.

Background Traffic Growth

To predict a rate at which traffic can be expected to grow during the five-year forecast period (2022 - 2027), historic traffic data and projected population growth are typically reviewed. Population growth in the service area is projected to grow 0.03 percent per year over the next five years and the Rhode Island population is projected to grow by 0.15 percent per year over the same time period. In order to remain conservative (projecting higher than expected growth), VHB assumed that the traffic volumes will increase by 0.15 percent per year over the next five years. This translates into a 0.75 percent growth rate over the five-year forecast period. The 0.75 percent growth factor was applied to the 2022 Existing Weekday AM and PM Peak Hour Traffic Volume networks. In order to remain conservative (overestimating the traffic at study area intersections), this growth rate was also applied to the turning movements into and out of the Campus driveways. These traffic volumes were added to the projected traffic volumes resulting from the completion of the renovations that were ongoing at the time of the traffic counts in May 2022. The impacts of these renovations on parking and traffic are discussed below.

Forecast of Future Projects (2022 - 2027)

VHB prepared this Transportation and Parking Report as part of the overall IMP. This forecast was prepared using statistical projections on patient volume through the year 2027. It should be noted that the IMP does not contemplate any major new additions to the buildings or the development of significant, new service lines, but rather describes the relocation and expansion of existing services in response to demonstrated (and

projected) demand. South County Health has moved some employee parking off Campus on an interim basis to accommodate short term parking demand until additional on-campus parking can be provided. After the additional parking is provided, there will be adequate parking to accommodate demonstrated and projected future demand.

As part of the IMP process, South County Health reviewed historic and projected hospital trends and market use rate projections in consultation with various advisors. This IMP, including the Transportation Element, takes into consideration data reviewed for the following service lines, including proposed facility responses included in the Master Plan:

- General Medicine
- Orthopedics
- Cardiovascular
- Women's Health
- Behavioral Health
- General Surgery
- Neurosciences
- Cancer
- Spine
- Observations

This assessment of future traffic and parking conditions also considers proposed renovations to the Campus and projects that are planned in the next five years.

Renovation Projects Completed by End of June 2022

As previously stated, there were ongoing renovations to the 1st floor and lower level of the Medical Office Building ("MOB") resulting in unoccupied space at the time that the parking occupancy study was performed. The renovations included 2,800 sf of outpatient space associated with the Ortho RI (located on the 1st floor) and 4,000 – 9,000 sf of TVE renovations on the lower level. The Ortho RI renovations on the 1st floor were completed in early June and the lower level TVE renovations were completed during the end of June 2022. Specific measures have been implemented to temporarily mitigate the parking impacts of these projects.

As shown in **Table 6**, the calculated number of parking spaces required based on the zoning requirements for the renovation projects completed by June 2022 are 62 new spaces based on one (1) space per employee plus one (1) space per two hundred fifty (250) square feet of outpatient medical care (for a new total of 1,396 spaces to meet zoning).

Table 6: Parking per Town Ordinance – After June 2022 Renovations

Type of Use	No. of Units	Rate	Required Spaces*
<u>Existing Conditions</u>			
Licensed Patient Beds	100	0.33 spaces per bed	33
Employees	737	1 space per employee	737
GLFA Outpatient (sf)	124,475	0.004 spaces per sf	498
Hospital-Owned Vehicles	4	1 space per owned vehicle	4
Helispot Spaces	62	Shall not be counted toward minimum	<u>62</u>
Total			1,334
<u>June 2022 Renovations</u>			
Licensed Patient Beds	0	0.33 spaces per bed	0
Employees	50	1 space per employee	50
GLFA Outpatient (sf)	2,800	0.004 spaces per sf	<u>12</u>
Spaces *			62
Total per Zoning			1,396

* Required spaces based on zoning requirements.

In addition to the 50 additional employees, it is projected that 100 – 120 daily additional patient visits to the Campus with as many as 55 additional patients per hour during peak periods will occur due to the renovations. It is projected that this will result in an increase in parking demand of 87 parking spaces (50 for employees and 37 for patients). Based on the baseline parking conditions discussed in the Existing Conditions section of this report, the current 821 parking spaces on Campus is at 93% occupancy during the projected 2022 pre-COVID peak summer traffic conditions. In order to accommodate the projected increase in parking demand on Campus, 80 employees have been temporarily relocated to park off Campus to free up parking on-campus and accommodate the projected 87 vehicle increase in peak demand. The employees have been directed to park at three off-campus Campus locations and are shuttled on/off Campus by 6 shuttle bus trips during the AM and PM peak periods. The remote parking areas have enough capacity to accommodate a maximum of 140 vehicles. By relocating 80 employee parking spaces off-site, the parking and traffic impacts are mitigated. If additional employees need to be relocated off Campus, there are additional spaces available. It should be noted that the actual percent of spaces occupied is less than reported because some of the accessible and other parking spaces will be occupied. The projected occupancy of the Campus during average weekday peak conditions and pre-COVID peak summer conditions are shown in **Table 7**.

Table 7: Projects Parking Demand - After June 2022 Renovations

Type of Parking Spaces	Total Spaces	May 2022 Peak Demand	Pre-COVID Peak Summer Demand ¹
Regular (no restrictions)	773	653	718 ^a
Accessible	35	35	35
Other	<u>13</u>	<u>13</u>	<u>13</u>
Total On-Campus Spaces/Demand	821	701 ^b	766 ^b
Percent Occupied		85%	93%
June 2022 Increased Demand ^c		<u>87</u>	<u>87</u>
Total Parking Demand		788	853
Parking Relocated Off-Campus		<u>-80</u>	<u>-80</u>
Total Spaces/Demand	821	708	773
Percent Occupied		86%	94%

Based on May 2022 occupancy counts and projections of employees and patients

a. Based on TMC's performed in May 2022 with 10% increase (5% COVID and 5% peak summer adjustments)

b. Peak Demand = sum of peak demand (including accessible/other spaces) plus all accessible/other spaces (conservatively high)

c. Based on projections of employees and patients for the June 2022 Renovation Projects. Renovations t this space were being performed during the May 2022 parking occupancy counts.

The projected impacts to traffic resulting from the completion of the June 2022 renovation projects and the implementation of the mitigation plan are projected to be minimal, as shown in **Table 8**. The relocation of 80 employees to off-site parking locations results in a reduction of 80 trips to the Campus during the AM peak hour and a reduction of 80 trips from the Campus during the PM peak hour. These 80 trips are replaced with 6 shuttle busses entering and exiting the Campus during the AM and PM peaks. There will also be up to 55 additional patients entering and exiting the Campus during the peak periods. This results in a minor increase in the total traffic to and from the Campus during the AM and PM peak hours. The impacts of the projects and off-site employee parking will reduce the volume of traffic entering the Campus during the AM peak and exiting the site during the PM peak, which are the heavier traffic movements.

Table 8 Traffic Impacts to Campus Driveways - After June 2022 Renovations

Project Name	AM Peak Hour			PM Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total
Patients Increase	55	55	110	55	55	110
80 Employees Parked Off-Campus	-80	0	-80	0	-80	-80
Shuttle Bus Increase	6	6	12	6	6	12
Total Impact	-19	61	42	61	-19	42

Based on South County Health projections of employees and patients

It should be noted that the relocation of employee parking off-site is an interim mitigation plan to accommodate the immediate impacts of June 2022 projects. The long-term mitigation plan to offset the projected peak demand for parking for the June 2022 renovation projects and the future projects (1-5 years) is the construction of the 144 new surface parking spaces (170 spaces minus 26 spaces lost in the dirt lot) through the acquisition of Town Farm Park via a land swap previously approved by the South Kingstown Town Council.

The projected traffic impacts of the June 2022 projects were added to the projected background growth described previously (0.75 percent growth factor applied to the 2022 Existing Weekday AM and PM Peak Hour Traffic Volume networks) to develop the 2027 No-Build Weekday AM and PM Peak Hour Traffic Volume networks shown in **Figure 2**.

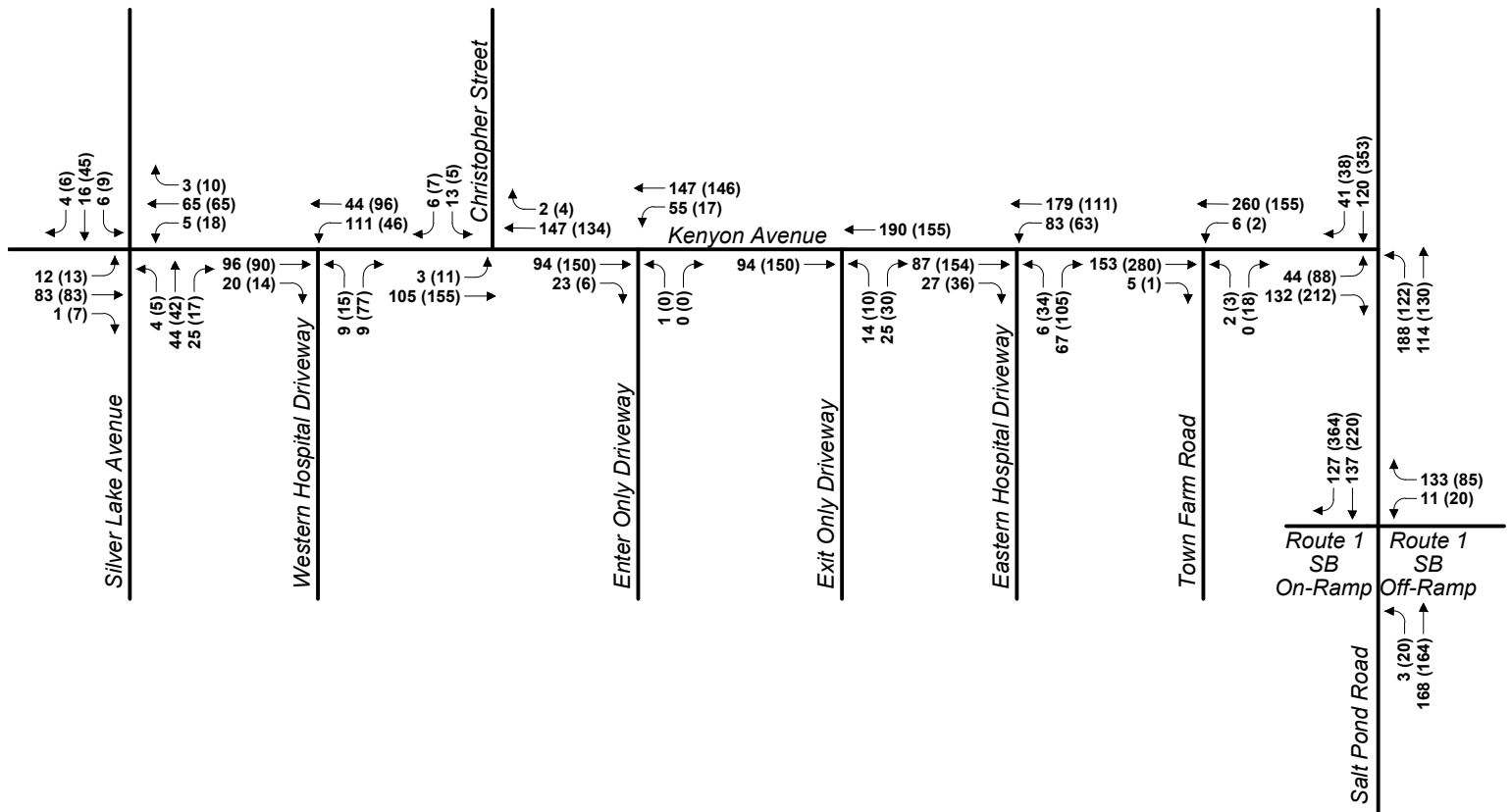
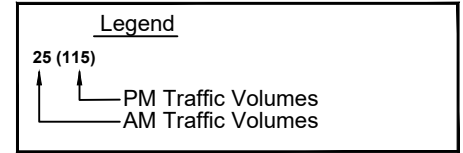


Figure 2

2027 No-Build Conditions
Peak Hour Traffic Volumes
South County Health IMP Transportation Report
South Kingstown, Rhode Island



Not to Scale

Future Projects (1 – 5 Years)

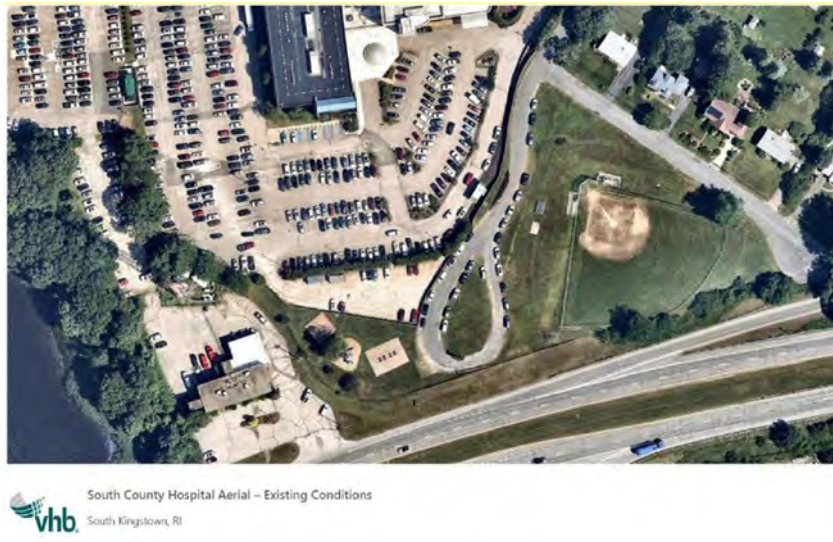
In an effort to support key strategic growth initiatives, South County Health plans to begin or complete the following projects in the next 5 years on the Campus. The future projects are listed under two categories, 1) Projects requiring capital commitment influencing volume and throughput on Campus and 2) Projects requiring capital commitment to renew and modernize the Campus. The following is a summary of the projects:

Projects requiring capital commitment influencing volume/throughput on Campus:

1. Acquisition and Development of Town Farm Park Property

The intent of this project is to permanently expand surface-level on-campus parking through the acquisition of Town Farm Park and development of an additional parking area, walking path, and playground. Additional parking is greatly needed to improve the experience of patients and visitors while accommodating the growth needed for the health system's continued viability.

Location on Campus map in existing conditions:



The proposed parking lot will be designed to provide approximately 170 parking spaces. The footprint of the new lot will eliminate the 26± existing spaces in the dirt lot resulting in a net increase of approximately 144 spaces. The total new reconfigured spaces may adjust slightly with review of internal parking lot landscape requirements once a final design has been completed. The construction of this additional parking will allow the 80 employees that have been relocated off-campus to be relocated back on-campus. The increase in parking will also accommodate the parking demand for future projects (1-5 years).

2. Build Out the Third Shelled-Out Endoscopy Room/Bay

The intent of this project is to optimize and promote the most efficient use of the recently renovated endoscopy space by completing the third shelled-out endoscopy room/bay. This project will result in no increase in licensed patient beds, 2 new employees during the peak shift, and 240 sf of interior renovations (assumed to be an increase in outpatient space). This information will be used to calculate the increase in parking required per the zoning requirements; however, it is projected that 3 parking spaces will be required to meet peak demand. The projected trip generation for this project is 4 trips (3 entering and 1 exiting) during the AM peak hour and 4 trips (1 entering and 4 exiting) during the PM peak hour.

3. Development of Eighth Operating Room

The intent of this project is to accommodate demand for surgical procedures generated from growth and expansion of employed and community-based provider specialty group practices with the addition of an eighth operating room (OR #8), including pre- and post-operative spaces. This project will result in no increase in licensed patient beds and 9 new employees during the peak shift. The project will include 1,000 – 1,500 sf of renovations and a total project area of 2,000 – 2,500 sf total project area. It is assumed that half of the space (1,250 sf) will be considered as an increase in outpatient space for purposes of calculating the parking per the zoning requirements.

It is projected that this will result in an increase of 7-8 patients per day. It is also projected that that this will require 4 additional parking spaces during peak demand for patients (in addition to the 9 employee spaces for a total of 13 parking spaces). The projected trip generation for this project is 15 trips (3 entering and 12 exiting) during the AM peak hour and 15 trips (12 entering and 3 exiting) during the PM peak hour.

4. Renewal and renovation of the Borda 1 overflow unit

The intent of this project is to optimize and promote the most efficient use of the licensed bed capacity through the creation of an acuity adaptable unit capable of handling growth and all patient acuities and types. This will be accomplished through renovation of existing spaces allowing the gain of additional permanently staffed patient beds without exceeding the licensed bed capacity through renovation and renewal of the existing Borda 1 overflow unit and adjoining non-clinical spaces. This project also intends to make patient care areas of the Borda building compliant with all currently applicable life safety codes for a permanently occupied and staffed unit.

This project will result in no new licensed patient beds and 3 new employees during the peak shift. The project will include 8,000± sf of renovations and the addition of a 200-sf addition consisting of stairs. Since this addition impacts neither licensed beds nor overall patient capacity, it is assumed to not be an increase in outpatient space for the purpose of calculating the parking per the zoning requirements. It is projected that the project will result in 0 – 2 additional patients per day. It is also projected that this project will generate the need for 4 additional parking spaces during peak demand and that 5 additional peak hour trips will occur (4 entering and 1 exiting) during the AM peak hour and 5 trips (1 entering and 4 exiting) during the PM peak hour.

5. Demolition of the Storage Shed to provide additional parking

The intent of this project is to permanently expand surface-level on-campus parking through the demolition of the storage shed and development of an additional parking area in its place. Additional parking is greatly needed to improve the experience of patients and visitors while accommodating the growth needed for the health system's continued viability.

The proposed new parking area lot will be designed to provide approximately 40 parking spaces. The total new reconfigured spaces may adjust slightly with review of internal parking lot landscape requirements once a final design has been completed. The construction of these new parking spaces cannot accommodate the increased demand of the June 2022 renovations or the future projects (1-5 years) alone.

Projects requiring capital commitment to renew and modernize the Campus:

1. Completion of the renovation and renewal of the Medical Office Building

The parking and traffic impacts of these renovations and renewal projects have been discussed in the Renovation Projects Completed by June 2022 section of this report. The interim mitigation plan included relocating 80 employee parking spaces off-campus and shuttle them to/from Campus. The long-term mitigation plan to offset the projected future demand for parking is to permanently expand surface-level on-campus parking by approximately 144 spaces (170 spaces minus 26 spaces lost in the dirt lot) through the acquisition of Town Farm Park and constructing new surface parking.

2. Renovation and renewal of the West (Balise) Entrance and relocation of the mobile PET/CT and associated common areas

The intent of this project is to renovate and renew the Balise (West) Entrance in advance of initiation of construction on the MOB - Frost Pavilion walkway to facilitate patient, provider, and staff flow throughout the facilities. The Balise (West) entrance will serve as a temporary main entrance while the existing main entrance is under renovation and the Frost connector is constructed. Additionally, the mobile PET/CT, housed in a trailer, that was once located in close proximity to the Balise (West) Entrance has been relocated off-site. South County Health expects to find an alternative location to accommodate the mobile PET/CT upon completion of the Balise (West) Entrance.

This project will neither increase licensed patient beds nor result in new employees during the peak shift. It involves renovation of 600 sf of interior space with no increase in outpatient space. There is no projected increase in parking based on zoning requirements and South County Health is not projecting any increase in parking demand or traffic generation.

3. Development of a walkway connector from the Medical Office Building orthopedic space to the Hospital Frost Pavilion

This project will facilitate connectivity of the MOB to the Frost Pavilion of South County Health providing surgical specialty providers seamless access to their patients requiring hospital-based care. This project will also renew and modernize the MOB and Hospital exteriors with styling that connects the two buildings while renovations of interior spaces

will improve patient and visitor flow and experience. The connector will add slightly to the Campus footprint; however, it adds no new clinical space. Its primary function is a bridge connection of orthopedics ambulatory space in the MOB with the orthopedics inpatient care unit in the Frost building. These renovations will result in 4 new offices.

This project will result in no increase in licensed patient beds, 4 new employees during the peak shift, and no increase in the square footage of outpatient space. This project is projected to require 4 new parking spaces based on zoning requirements and based on South County Health projections. The projected trip generation for this project is 5 trips (4 entering and 1 exiting) during the AM peak hour and 5 trips (1 entering and 4 exiting) during the PM peak hour.

4. – 8. Additional Projects - Renovations, Repairs, and Replacement of existing facilities

There are five additional projects that consist of renovations, repairs, and replacement of existing facilities. These projects do not result in any increase in licensed patient beds, any new employees, or any increase in the square footage of outpatient space. The following is a list of these projects:

4. Replacement of climate control infrastructure that is nearing the end of its serviceable life
5. Replace and expand the oxygen storage reservoir to a size that is capable of meeting on-campus and home-care demands
6. Renewal and renovation of the interventional radiology, cardiac catheterization, and fluoroscopy spaces
7. Renewal and renovation of the core Emergency Department rooms
8. Renewal and renovation of the Diagnostic Imaging Department

Table 9 summarizes the increase in licensed patient beds (0 new beds), employees (18 new employees), and GLFA of outpatient space (1,490 sf) for all of the projects.

Table 9 Increase in Patient Beds, Employees and GLFA of Outpatient Space¹

Project Name	Licensed Patient Beds	Employees	GLFA Outpatient (sf)
1. Town Farm Park ²	0	0	0
2. Third Endoscopy Room	0	2	240
3. Eighth Operating Room	0	9	1,250
4. Borda 1 Renovations	0	3	0
5. Demolition of Storage Shed ³	0	0	0
Renew and modernize Campus			
1. MOB Renovations ⁴	NA	NA	NA
2. West (Balise) Entrance, etc.	0	0	0
3. Walkway	0	4	0
4. – 8. Renovations and Repairs	0	0	0
Total	0	18	1,490

1. Based on South County Health projections

2. 144 new spaces (170 minus 26 spaces lost). No increase in licensed patient beds, employees, or GLFA outpatients.

3. 40 new spaces. No increase in licensed patient beds, employees, or GLFA outpatients

4. This renovation project is included in the Renovation Projects Completed by end of June 2022 Section

The calculated number of parking spaces to meet zoning requirements for the renovation projects completed by end of June 2022 is 62 new spaces. The calculated number of parking spaces to meet zoning requirements for the future (1-5 year) projects is 24 spaces. The additional 86 required spaces brings the total number of spaces required to meet zoning requirements to 1,420, as shown in **Table 10**. Note that the expansion of surface-level, on-campus parking by 144 spaces (170 spaces minus 26 dirt lot spaces lost) through the acquisition of Town Farm Park will exceed the total number of new spaces required.

Table 10: Parking per Town Ordinance - Future 2027

Type of Use	No. of Units	Rate	Required Spaces*
Existing Conditions			
Licensed Patient Beds	100	0.33 spaces per bed	33
Employees	737	1 space per employee	737
GLFA Outpatient (sf)	124,475	0.004 spaces per sf	498
Hospital-Owned Vehicles	4	1 space per owned vehicle	4
Helispot Spaces	62	Shall not be counted toward minimum	62
Total			1,334
June 2022 Projects			
Licensed Patient Beds	0	0.33 spaces per bed	0
Employees	50	1 space per employee	50
GLFA Outpatient (sf)	2,800	0.004 spaces per sf	12
June 2022 Projects Spaces *			62
Total per Zoning			1,396
Future Projects (1-5 Years)			
Licensed Patient Beds	0	0.33 spaces per bed	0
Employees	18	1 space per employee	18
GLFA Outpatient (sf)	1,490	0.004 spaces per sf	6
1-5 Year New Spaces			24
Total per Zoning			1,420

* Required spaces based on zoning requirements.

The current and future parking demand based on South County Health projections for the June 2022 renovation projects and future (1-5 year) projects are shown in **Table 11**. South County Health projects that the future (1-5 year) projects will require 24 new parking spaces in addition to bringing 80 employees who temporarily parked off-campus to accommodate the June 2022 projects (total of 104 spaces) back to campus.

As stated in the existing conditions section, it is recommended that the existing conditions peak parking demand baseline conditions be set at 821 spaces which accommodates the pre-COVID peak summer parking demand at a 93% occupancy rate (assuming that none of the accessible or other spaces were occupied). It is recommended that the analysis of future parking demand be based on these parking demand baseline conditions.

As shown in **Table 11**, the interim mitigation for the June 2022 renovation projects is to relocate 80 employee parking spaces off-campus. After the additional 144 parking spaces (170 spaces minus 26 spaces lost in the dirt lot) at the Town Farm Park is implemented, the 80 employees parked off-campus will return to the Campus and there will be adequate parking to accommodate the June 2022 increased parking demand and the projected parking demand of the future projects (1-5 years). After implementing all of the proposed projects the Campus parking lots are projected to be at 81% occupied during the May peak demand and 87% occupied under pre-COVID peak summer demand.

Table 11: Projected Parking Demand - Future 2027

Type of Parking Spaces	Total Spaces	May Peak Demand	Pre-COVID Peak Summer Demand
Regular (no restrictions)	773	653	718 ^a
Accessible	35	35	35
Other	<u>13</u>	<u>13</u>	<u>13</u>
Total On-Campus	821	701 ^b	766 ^b
Percent Occupied		85%	93%
June 2022 Increased Demand ^c		<u>87</u>	<u>87</u>
Total Parking Demand		788	853
Parking Relocated Off-Campus		-80	-80
Total Spaces/Demand	821	708	773
Percent Occupied		86%	94%
Future Projects (1-5 Years)			
Influencing Volume and Throughput On Campus			
1. Town Farm Park	170	0	0
Elimination of Existing Dirt Lot	-26		
Employees Relocated Back to Campus		80	80
2. Third Endoscopy Room		3	3
3. Eighth Operating Room		13	13
4. Borda 1 Renovations		4	4
5. Demolition of Storage Shed + Physician Islands	40		
Renew and modernize Campus			
1. MOB Renovations		0	0
2. West (Balise) Entrance, etc.		0	0
3. Walkway		4	4
4. – 8. Renovations and Repairs		<u>0</u>	<u>0</u>
Total Future Projects (1-5 Years)		<u>104</u>	<u>104</u>
Total Spaces/Demand	1,005	812	877
Percent Occupied		81%	87%

Based on May 2022 occupancy counts and projections of employees and patients

a. Based on TMC's performed in May 2022 with 10% increase (5% COVID and 5% peak summer adjustments)

b. Peak Demand = sum of peak demand (including accessible/other spaces) plus all accessible/other spaces (conservatively high)

c. Based on projections of employees and patients for the June 2022 Renovation Projects. Renovations at this space were being performed during the May 2022 parking occupancy counts.

Based on the parking data collection, peak occupancy, and projected future parking demand, it has been demonstrated that South County Health is projected to manage parking demand at an occupancy rate of 81% during the 2027 May peak conditions and 87% during the adjusted 2027 pre-COVID peak summer demand. Under Future 2027 conditions, the construction of the new Town Farm Park parking lot and additional parking resulting from the demolition of the storage shed will increase the total number of parking spaces on-campus to 1,005 spaces. This increase in parking will bring the available parking spaces on Campus to 71% of the required of spaces required (1,420 spaces) to meet zoning requirements for the 2027 conditions. The 2027 conditions meet the 30% allowable reduction noted in Section 603.2.E.3.

The projected trip generation of the future projects (1-5 years) is summarized in **Table 12**. The increase in traffic is projected to be 131 vehicles during the AM and PM peak periods. Note that the Town Farm Park Project will eliminate the need for 80 employees to park off-campus.

Table 12 Future Projects (1-5 Years) New Traffic Volumes¹

Project Name	AM Peak Hour			PM Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total
Influencing Volume and Throughput On Campus						
1. Town Farm Park²	80	0	80	0	80	80
2. Third Endoscopy Room	9	2	11	2	9	11
3. Eighth Operating Room	21	3	24	3	21	24
4. Borda 1 Renovations	11	1	12	1	11	12
Renew and Modernize Campus						
1. MOB Renovations	0	0	0	0	0	0
2. West (Balise) Entrance, etc.	0	0	0	0	0	0
3. Walkway	4	0	4	0	4	4
4. – 8. Renovations and Repairs	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total New Traffic	121	6	131	7	15	131

1. Based on South County Health projections of employees and patients

2. 80 employees that are relocated off-campus as a result of the June 2022 projects return to Campus

The projected new traffic from the future projects (1-5 years) shown in **Table 12** were used to develop the 2027 Build Weekday AM and PM Peak Hour Traffic Volume networks.

As previously stated, 25% of the traffic generated by the existing facility travel to and from the northwest along Kenyon Avenue. The remaining 75% of the existing Campus traffic travels along Kenyon Avenue to and from the southeast. and can be further distributed on the adjacent roadway systems as follows:

15% to/from the northeast along Woodruff Avenue and Salt Pond Road

25% to/from the northeast along Route 1

35% to/from the southwest along Route 1

It was assumed that the additional traffic generated by the South County Health renovations/projects will follow similar traffic patterns. These traffic volumes were then added to the 2027 No-Build Weekday PM Peak Hour Traffic Volumes to generate the 2027 Build Weekday PM Peak Hour Traffic Volumes shown in **Figure 3**.

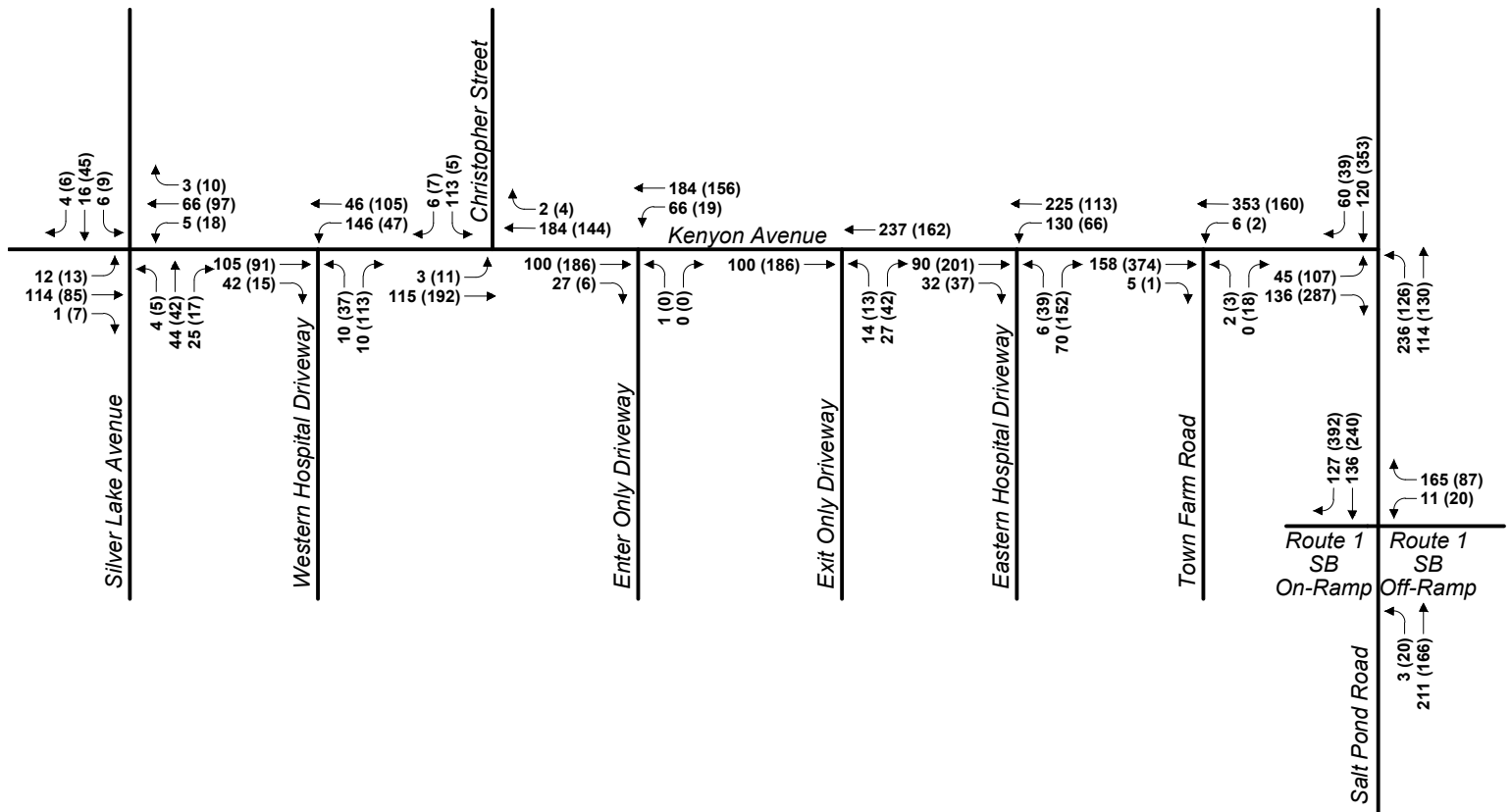
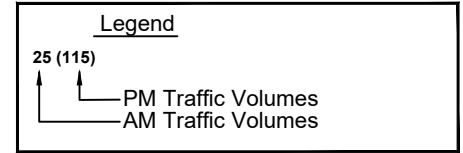


Figure 3

2027 Build Conditions
Peak Hour Traffic Volumes
South County Health IMP Transportation Report
South Kingstown, Rhode Island



Not to Scale

Traffic Capacity Analysis

Level of Service ("LOS") is the term used to describe the different operating conditions that occur on a given roadway segment or intersection under various traffic volume loads. It is a qualitative measure of the effect of several factors including roadway geometrics, travel delay, and freedom to maneuver. Level of service designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions.

For signalized intersections, the analysis considers the operation of all traffic entering the intersection, and the LOS designation is for overall conditions at the intersection. For unsignalized intersections, the overall LOS designation is for the most critical movement, which is most often the left turn out of the side street/driveway.

Analysis of Existing (May 2022) AM and PM traffic conditions were performed. Future 2027 No-Build and Build conditions were also analyzed. Study area intersections volumes can be expected to increase in the future due to potential development/growth in the area unrelated to the planned projects on Campus and planned transportation infrastructure improvements in the area. A five-year planning horizon was used to assess the future traffic conditions. Traffic volumes at study area intersections without any planned Campus projects (2027 No-Build conditions) were developed based on background traffic growth. The 2027 Build traffic conditions include projected traffic generated by planned Campus projects (future 1-5 year projects) in addition to the potential development/growth in the area unrelated to the planned projects on Campus.

The results of the unsignalized intersection capacity analysis are summarized in **Tables 13 and 14** for the AM and PM peak periods, respectively. Supporting documentation for the HCS analysis is contained in the Appendix.

Table 13 AM Peak - Unsignalized Intersection Capacity Analysis

Location	Critical Movement	2022 Existing Condition				2027 No-Build Condition				2027 Build Condition			
		Dem ¹	Del ²	LOS ³	Q ⁴	Dem ¹	Del ²	LOS ³	Q ⁴	Dem ¹	Del ²	LOS ³	Q ⁴
Kenyon Avenue at Silver Lake Avenue	EB L/T/R	73	8	A	-	73	8	A	-	73	8	A	-
	WB L/T/R	26	8	A	-	26	8	A	-	26	8	A	-
	NB L/T/R	87	8	A	-	73	8	A	-	74	8	A	-
	SB L/T/R	99	8	A	-	96	8	A	-	127	9	A	-
Kenyon Avenue at Christopher Street	SB L/R	19	10	B	2	19	10	B	2	19	11	B	3
Kenyon Avenue at Town Farm Road	NB L/R	2	11	B	1	2	12	B	1	2	13	B	1
Kenyon Avenue at Salt Pond Road	EB L/R	129	14	B	28	176	14	B	40	181	18	C	55
Salt Pond Road at Route 1 Off-Ramp	WB L/T	11	12	B	2	11	12	B	2	11	13	B	2
	WB R	137	11	B	18	133	10	B	17	165	11	B	25
Kenyon Avenue at Western Driveway	NB L/R	11	10	A	2	18	11	B	5	20	12	B	6
Kenyon Avenue at Enter Only Driveway	NB L/R	1	11	B	0	1	12	B	0	1	12	B	0
Kenyon Avenue at Exit Only Driveway	NB L/R	25	12	B	13	39	13	B	25	41	13	B	28
Kenyon Avenue at Eastern Driveway	NB L/R	34	10	A	5	73	10	A	11	76	10	B	12

Source: VHB using Synchro 11 software.

1 Dem- vehicle demand

2 Del. - average delay in seconds per vehicle

3 LOS - level of service

4 Q – 95th percentile queue length, feet

EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound; R = right; T = thru; L= left

Table 14 PM Peak - Unsignalized Intersection Capacity Analysis

Location	Critical Movement	2022 Existing Condition				2027 No-Build Condition				2027 Build Condition			
		Dem ¹	Del ²	LOS ³	Q ⁴	Dem ¹	Del ²	LOS ³	Q ⁴	Dem ¹	Del ²	LOS ³	Q ⁴
Kenyon Avenue at Silver Lake Avenue	EB L/T/R	64	8	A	-	64	8	A	-	64	8	A	-
	WB L/T/R	60	8	A	-	60	8	A	-	60	8	A	-
	NB L/T/R	98	8	A	-	93	8	A	-	125	9	A	-
	SB L/T/R	88	8	A	-	105	9	A	-	105	9	A	-
Kenyon Avenue at Christopher Street	SB L/R	12	10	A	1	12	10	A	1	12	11	B	2
Kenyon Avenue at Town Farm Road	NB L/R	21	11	B	6	21	11	B	6	21	12	B	7
Kenyon Avenue at Salt Pond Road	EB L/R	311	41	E	198	300	51	F	221	394	119	F	437
Salt Pond Road at Route 1 Off-Ramp	WB L/T	20	16	C	5	20	16	C	5	20	17	C	6
	WB R	70	10	A	8	85	10	A	10	87	10	A	10
Kenyon Avenue at Western Driveway	NB L/R	113	11	B	2821	114	12	B	32	150	13	B	47
Kenyon Avenue at Enter Only Driveway	NB L/R	0	0	A	0	0	0	A	0	0	0	A	0
Kenyon Avenue at Exit Only Driveway	NB L/R	32	13	B	20	40	13	B	27	55	15	C	46
Kenyon Avenue at Eastern Driveway	NB L/R	142	12	B	29	139	12	B	30	191	14	B	53

Source: VHB using Synchro 11 software.

1 Dem- vehicle demand

2 Del. - average delay in seconds per vehicle

3 LOS - level of service

4 Q – 95th percentile queue length, feet

EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound; R = right; T = thru; L= left

The Highway Capacity Software analyses indicate the following:

- The intersection of Kenyon Avenue with Silver Lake Avenue operated at LOS A during the AM and PM peak periods under 2022 Existing conditions. Under the future 2027 No-Build and Build conditions the intersection is projected to continue to operate at LOS A.
- The intersection of Kenyon Avenue and Christopher Street currently operates at LOS B during the AM peak period and LOS A during the PM peak period under 2022 Existing conditions. Under the future 2027 No-Build conditions the intersection is projected to continue to operate at LOS B during the AM peak period and LOS A during the PM peak period. Under the future 2027 Build conditions the intersection is projected to operate at LOS B during the AM and PM peak period. It should be noted that the change in average delay is projected to be less than one second.
- The intersection of Kenyon Avenue and Town Farm Road currently operates at LOS B during the AM and PM peak periods. The intersection is expected to continue to operate at LOS B under the 2027 No-Build and Build conditions. It should be noted that the change in average delay is projected to be less than two seconds.
- The intersection of Kenyon Avenue and Salt Pond Road currently operates at a LOS B during the AM peak and LOS E during the PM peak periods. Under the future 2027 No-Build conditions the intersection is projected to operate at LOS B during the AM peak and LOS F during the PM peak periods. Under the future 2027 Build conditions the intersection is projected to operate at LOS C during the AM peak period and LOS F during the PM peak period. It should be noted that the unsignalized intersection analysis tends to overestimate delays and does not take into account many factors that create gaps and result in lesser delays than calculated.
- The intersection of Salt Pond Road and the Route 1 South Off-Ramp currently operates at LOS B during the AM peak and LOS C during PM peak periods. The intersection is expected to continue to operate at LOS B during the AM peak and LOS C during PM peak periods under the 2027 No-Build and Build conditions.
- All the intersections created by the Campus driveways along Kenyon Avenue currently operate at LOS B or better during the AM and PM peak periods. The intersections are projected to continue to operate at the same levels of service under the 2027 No-Build conditions. The Exit only driveway is projected to operate at LOS C during the evening peak period under 2027 Build conditions with less than 2 seconds increase in delay. All other Campus driveways are projected to continue to operate at the same levels of service under the 2027 Build conditions.



4

Findings

Based on the traffic and parking data collected and projected future 2027 No-Build and Build traffic and parking conditions discussed in this report, VHB has developed the following findings:

Traffic Operations

Traffic counts were performed in May 2022 to represent existing conditions. The peak hour traffic data for the Campus was therefore increased by 10 percent to represent pre-COVID and peak summer conditions. Future No-Build and Build conditions were developed using growth projections and planned projects on Campus, including the projects that were completed in June 2022 and future projects (1-5 years).

All Campus driveway intersections with Kenyon Avenue currently operate at LOS B or better during the AM and PM peak periods based on existing 2022 traffic conditions. All driveways, except the Exit Only Driveway, are projected to continue to operate at LOS B or better under future 2027 No-Build and Build conditions with negligible increase in delay. The Exit Only Driveway is projected to operate at LOS C under 2027 Build during the PM peak period; however, the projected increase in delay is less than 2 seconds.

The other study area intersections currently operate at LOS C or better during the AM and PM peak periods except for the Kenyon Avenue intersection with Salt Pond Road which operates at LOS E during the PM peak period. The Kenyon Avenue intersection with Salt Pond Road will experience some increase in delays during the PM peak period and is projected to operate at LOS F under 2027 No-Build and Build conditions. The

other study area intersections are projected to operate at LOS C or better under future 2027 No-Build and Build conditions with minimal increase in delays.

Parking

After implementing all of the future projects (1-5 years) the campus parking lots are projected to be at 81% occupied during the May peak demand and 87% occupied under pre-COVID peak summer demand. It should be noted that the peak parking occupancy of the Campus after implementing the future projects (1-5 years) is projected to be below the occupancy rates observed at other hospitals in New England. Some regional hospitals experience peak occupancy rates of 95% or higher. When parking occupancy exceeds 95% and approaches capacity, this results in excessive traffic circulation, excess time spent looking for parking spaces, excess walking (experienced by patients/visitors), and parking variation according to designated areas and policy.

Construction of the new parking area on the Town Farm Park property will reduce the amount of time visitors and staff must spend to find an open parking space. The construction of the new parking lot will also provide additional parking spaces that can be used during future renovations and future new construction projects that will occur beyond the horizon of this study. Based on this assessment the Campus is currently and will continue to be below capacity with the proposed interim and long-term plans.

Under Future 2027 conditions, the construction of the new Town Farm Park Parking Lot and additional parking resulting from the demolition of the storage shed will increase the total number of parking spaces on-campus to 1,005 spaces. This increase in parking will bring the available parking spaces on Campus to 71% of the spaces required (1,420 spaces) to meet zoning requirements for the 2027 conditions. The 2027 conditions meet the 30% allowable reduction noted in Section 603.2.E.3 without providing any off-campus parking.

The following policies and Traffic Demand Management (TDM) strategies are currently being implemented and should continue in the future:

- Providing on-site amenities including, an ATM, Cafeteria, and other services for employees
- Financial incentives for offsite parking, walking/biking, ridesharing, and use of public transportation
- Parking policy that identifies parking procedures for staff, including segregation of patient and visitor parking areas
- Designated lots for employees with clear parking map (consider updating and improving campus signage)
- Enforcement of employee parking restrictions
- Regular communications and parking reminders to staff

- Some of the COVID restrictions that limit the number of visitors may be (re)implemented from time to time in accordance with RI Department of Health guidance, which may result in a reduction in traffic and parking demand

The following measures should be considered in the future, beyond the five-year horizon of this study:

- Consider ways to increase parking on Campus by reconfiguring the lots in a more efficient layout, including striping the dirt areas.
- Consider demolition of buildings on campus (85 Kenyon Avenue) to increasing parking supply as zoning permits
- Consider off-site parking for employees with shuttle services to free up available parking on Campus on an interim basis and when there are construction projects on Campus.

Appendix A - Parking Study

South County Hospital Parking Capacity

85 Kenyon Ave

May 4, 2022 Raw Data

			%	%	Total		%
Time	Vacant	Occupancy	Full	Full Occupancy			Full
6:30 AM	617	105	15%	13%	1	106	13%
7:30 AM	360	362	50%	46%	6	368	45%
8:30 AM	337	385	53%	49%	16	401	49%
9:30 AM	131	591	82%	75%	16	607	74%
10:30 AM	86	636	88%	80%	17	653	80%
11:20 AM	103	619	86%	78%	17	636	77%
12:30 AM	130	592	82%	75%	17	609	74%
1:30 AM	113	609	84%	77%	17	626	76%
2:30 AM	133	589	82%	74%	17	606	74%
3:30 AM	200	522	72%	66%	15	537	65%
4:30 AM	369	353	49%	45%	13	366	45%
						701	85%

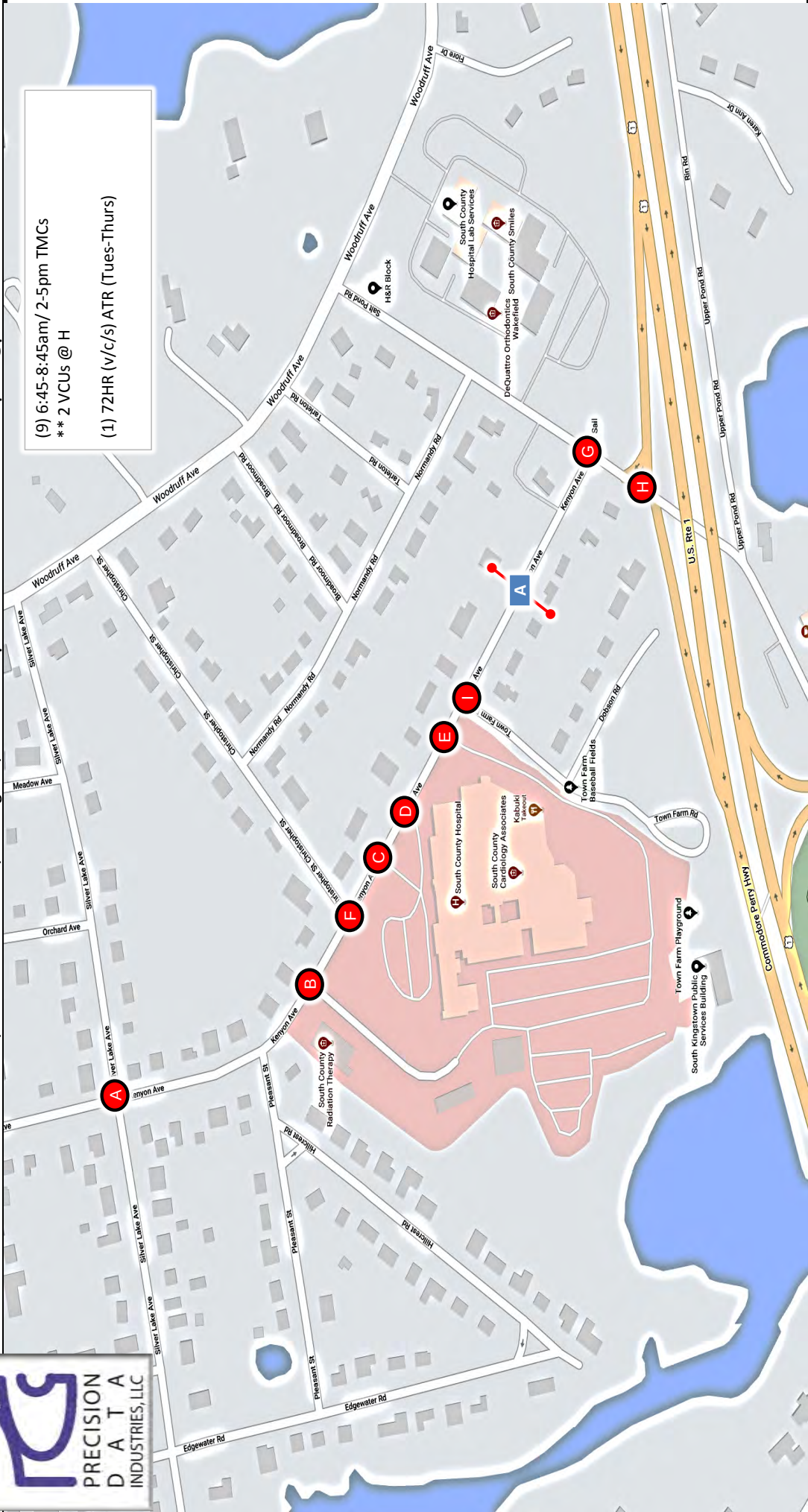
Appendix B - Traffic Data



Location Map: 207568 South Kingstown, RI

Precision Data Industries, LLC 46 Morton Street, Framingham, MA 01702 ph: 508-875-0100 email: datarequests@pdilc.com

(9) 6:45-8:45am/ 2-5pm TMCs
** 2 VCUs @ H
(1) 72HR (v/c/s) ATR (Tues-Thurs)



Client:
VHB

Engineer:
Z. Tiang

Site Code:
84090.19

Date:
Tues 7/14 thru Thurs 7/16/2020

PDI Job #
207568

City, State:
South Kingstown, RI



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

54 Kenyon Avenue
west of Salt Pond Road
City, State: South Kingstown, RI
Client: VHB/ Z. Tiang

207568 A Volume
Site Code: 84090.119
Date Start: Tue 07/14/20
Date End: Thu 07/16/20

Start Time	Tue 07/14/20		Wed 07/15/20		Thu 07/16/20		Fri 07/17/20		Sat 07/18/20		Sun 07/19/20		Mon 07/20/20		Week Average	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM	6	9	3	12	1	8	*	*	*	*	*	*	*	*	3	10
01:00	3	9	2	2	1	4	*	*	*	*	*	*	*	*	2	5
02:00	1	5	4	3	2	3	*	*	*	*	*	*	*	*	2	4
03:00	2	4	1	4	1	5	*	*	*	*	*	*	*	*	1	4
04:00	8	6	12	6	9	1	*	*	*	*	*	*	*	*	10	4
05:00	31	17	29	11	28	15	*	*	*	*	*	*	*	*	29	14
06:00	201	29	198	33	207	37	*	*	*	*	*	*	*	*	202	33
07:00	221	105	204	112	214	101	*	*	*	*	*	*	*	*	213	106
08:00	212	110	198	96	193	109	*	*	*	*	*	*	*	*	201	105
09:00	148	140	128	142	141	134	*	*	*	*	*	*	*	*	139	139
10:00	166	172	146	161	134	172	*	*	*	*	*	*	*	*	149	168
11:00	128	159	107	135	132	165	*	*	*	*	*	*	*	*	122	153
12:00 PM	125	159	137	148	141	171	*	*	*	*	*	*	*	*	134	159
01:00	128	148	140	144	145	159	*	*	*	*	*	*	*	*	138	150
02:00	146	189	141	173	156	186	*	*	*	*	*	*	*	*	148	183
03:00	128	204	120	219	136	242	*	*	*	*	*	*	*	*	128	222
04:00	105	216	99	235	101	240	*	*	*	*	*	*	*	*	102	230
05:00	69	156	76	182	77	170	*	*	*	*	*	*	*	*	74	169
06:00	79	112	80	98	75	117	*	*	*	*	*	*	*	*	78	109
07:00	64	92	50	65	69	89	*	*	*	*	*	*	*	*	61	82
08:00	38	45	41	46	44	51	*	*	*	*	*	*	*	*	41	47
09:00	13	24	21	30	25	32	*	*	*	*	*	*	*	*	20	29
10:00	26	24	31	26	37	19	*	*	*	*	*	*	*	*	31	23
11:00	10	39	12	40	12	42	*	*	*	*	*	*	*	*	11	40
Total	2058	2173	1980	2123	2081	2272	0	0	0	0	0	0	0	0	2039	2188
Day	4231		4103		4353		0		0		0		0		4227	
AM Peak	07:00	10:00	07:00	10:00	07:00	10:00	-	-	-	-	-	-	-	-	07:00	10:00
Vol.	221	172	204	161	214	172	-	-	-	-	-	-	-	-	213	168
PM Peak	14:00	16:00	14:00	16:00	14:00	15:00	-	-	-	-	-	-	-	-	14:00	16:00
Vol.	146	216	141	235	156	242	-	-	-	-	-	-	-	-	148	230

54 Kenyon Avenue
west of Salt Pond Road
City, State: South Kingstown, RI
Client: VHB/ Z. Tiang



207568 A Volume
Site Code: 84090.19
Date Start: Tue 07/14/20
Date End: Thu 07/16/20

Start	WB				EB				Combin ed		Tue 07/14/20 Tue	
Time	A.M.		P.M.		A.M.		P.M.		A.M.		P.M.	
12:00	0		19		2		47		2		66	
12:15	1		25		2		40		3		65	
12:30	3		34		3		39		6		73	
12:45	2	6	47	125	2	9	33	159	4	15	80	284
01:00	2		24		1		31		3		55	
01:15	1		36		2		34		3		70	
01:30	0		28		4		38		4		66	
01:45	0	3	40	128	2	9	45	148	2	12	85	276
02:00	0		39		1		44		1		83	
02:15	1		24		4		34		5		58	
02:30	0		30		0		59		0		89	
02:45	0	1	53	146	0	5	52	189	0	6	105	335
03:00	1		42		0		43		1		85	
03:15	0		29		0		36		0		65	
03:30	1		33		2		64		3		97	
03:45	0	2	24	128	2	4	61	204	2	6	85	332
04:00	0		28		2		64		2		92	
04:15	2		24		1		40		3		64	
04:30	4		26		2		58		6		84	
04:45	2	8	27	105	1	6	54	216	3	14	81	321
05:00	1		17		3		51		4		68	
05:15	3		20		2		36		5		56	
05:30	13		14		5		40		18		54	
05:45	14	31	18	69	7	17	29	156	21	48	47	225
06:00	15		14		3		38		18		52	
06:15	28		13		9		24		37		37	
06:30	48		23		6		23		54		46	
06:45	110	201	29	79	11	29	27	112	121	230	56	191
07:00	49		19		16		18		65		37	
07:15	69		20		28		28		97		48	
07:30	40		9		31		25		71		34	
07:45	63	221	16	64	30	105	21	92	93	326	37	156
08:00	53		12		25		14		78		26	
08:15	54		6		28		15		82		21	
08:30	59		11		26		10		85		21	
08:45	46	212	9	38	31	110	6	45	77	322	15	83
09:00	32		4		28		7		60		11	
09:15	36		6		27		8		63		14	
09:30	41		0		31		3		72		3	
09:45	39	148	3	13	54	140	6	24	93	288	9	37
10:00	36		6		46		5		82		11	
10:15	38		8		43		6		81		14	
10:30	48		4		41		7		89		11	
10:45	44	166	8	26	42	172	6	24	86	338	14	50
11:00	27		3		46		8		73		11	
11:15	33		2		42		11		75		13	
11:30	37		1		36		15		73		16	
11:45	31	128	4	10	35	159	5	39	66	287	9	49
Total	1127		931		765		1408		1892		2339	
Percent	59.6%		39.8%		40.4%		60.2%					
Day Total	2058				2173				4231			
Peak	06:30	-	02:45	-	09:45	-	03:30	-	06:45	-	02:45	-
Vol.	276	-	157	-	184	-	229	-	354	-	352	-
P.H.F.	0.627		0.741		0.852		0.895		0.731		0.838	

54 Kenyon Avenue
west of Salt Pond Road
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207568 A Volume
Site Code: 84090.19
Date Start: Tue 07/14/20
Date End: Thu 07/16/20

Start	WB			EB			Combin ed		Wed 07/15/20 Wed			
Time	A.M.		P.M.	A.M.		P.M.	A.M.		P.M.			
12:00	1		30	4		40	5		70			
12:15	0		30	1		33	1		63			
12:30	0		35	6		44	6		79			
12:45	2	3	42	137	1	12	31	148	3	15	73	285
01:00	0		36		1		32		1		68	
01:15	1		45		1		34		2		79	
01:30	1		29		0		38		1		67	
01:45	0	2	30	140	0	2	40	144	0	4	70	284
02:00	0		29		1		40		1		69	
02:15	1		35		1		44		2		79	
02:30	2		38		1		48		3		86	
02:45	1	4	39	141	0	3	41	173	1	7	80	314
03:00	0		38		0		47		0		85	
03:15	0		31		2		41		2		72	
03:30	0		26		1		75		1		101	
03:45	1	1	25	120	1	4	56	219	2	5	81	339
04:00	2		31		2		68		4		99	
04:15	2		15		0		57		2		72	
04:30	4		29		1		64		5		93	
04:45	4	12	24	99	3	6	46	235	7	18	70	334
05:00	7		23		2		53		9		76	
05:15	4		18		4		53		8		71	
05:30	6		13		4		47		10		60	
05:45	12	29	22	76	1	11	29	182	13	40	51	258
06:00	17		19		2		25		19		44	
06:15	29		11		4		29		33		40	
06:30	46		17		13		23		59		40	
06:45	106	198	33	80	14	33	21	98	120	231	54	178
07:00	33		13		15		18		48		31	
07:15	52		15		35		20		87		35	
07:30	61		10		29		21		90		31	
07:45	58	204	12	50	33	112	6	65	91	316	18	115
08:00	58		10		17		16		75		26	
08:15	49		12		24		12		73		24	
08:30	41		13		23		13		64		26	
08:45	50	198	6	41	32	96	5	46	82	294	11	87
09:00	35		9		30		7		65		16	
09:15	27		5		33		10		60		15	
09:30	32		1		36		8		68		9	
09:45	34	128	6	21	43	142	5	30	77	270	11	51
10:00	44		5		46		3		90		8	
10:15	36		8		40		9		76		17	
10:30	32		7		47		7		79		14	
10:45	34	146	11	31	28	161	7	26	62	307	18	57
11:00	31		8		32		7		63		15	
11:15	26		4		32		9		58		13	
11:30	20		0		37		12		57		12	
11:45	30	107	0	12	34	135	12	40	64	242	12	52
Total	1032		948		717		1406		1749		2354	
Percent	59.0%		40.3%		41.0%		59.7%					
Day Total	1980			2123			4103					
Peak	06:45	-	00:30	-	09:45	-	03:30	-	06:45	-	03:15	-
Vol.	252	-	158	-	176	-	256	-	345	-	353	-
P.H.F.	0.594		0.878		0.936		0.853		0.719		0.874	

54 Kenyon Avenue
west of Salt Pond Road
City, State: South Kingstown, RI
Client: VHB/ Z. Tiang



207568 A Volume
Site Code: 84090.19
Date Start: Tue 07/14/20
Date End: Thu 07/16/20

Start	WB				EB				Combin ed		Thu 07/16/20 Thu	
Time	A.M.		P.M.		A.M.		P.M.		A.M.		P.M.	
12:00	0		27		5		50		5		77	
12:15	0		37		1		37		1		74	
12:30	1		41		2		43		3		84	
12:45	0	1	36	141	0	8	41	171	0	9	77	312
01:00	0		32		1		34		1		66	
01:15	1		43		0		32		1		75	
01:30	0		40		3		41		3		81	
01:45	0	1	30	145	0	4	52	159	0	5	82	304
02:00	1		23		1		45		2		68	
02:15	0		34		1		35		1		69	
02:30	1		31		0		63		1		94	
02:45	0	2	68	156	1	3	43	186	1	5	111	342
03:00	1		32		1		58		2		90	
03:15	0		39		0		55		0		94	
03:30	0		29		2		72		2		101	
03:45	0	1	36	136	2	5	57	242	2	6	93	378
04:00	1		30		0		68		1		98	
04:15	2		24		0		56		2		80	
04:30	1		19		0		68		1		87	
04:45	5	9	28	101	1	1	48	240	6	10	76	341
05:00	1		21		5		52		6		73	
05:15	2		21		2		55		4		76	
05:30	7		18		1		40		8		58	
05:45	18	28	17	77	7	15	23	170	25	43	40	247
06:00	16		12		2		44		18		56	
06:15	30		16		6		17		36		33	
06:30	52		21		15		31		67		52	
06:45	109	207	26	75	14	37	25	117	123	244	51	192
07:00	38		17		20		22		58		39	
07:15	63		21		29		27		92		48	
07:30	47		17		22		22		69		39	
07:45	66	214	14	69	30	101	18	89	96	315	32	158
08:00	53		8		27		15		80		23	
08:15	43		13		21		14		64		27	
08:30	44		9		25		11		69		20	
08:45	53	193	14	44	36	109	11	51	89	302	25	95
09:00	41		13		26		11		67		24	
09:15	39		2		32		7		71		9	
09:30	31		8		39		4		70		12	
09:45	30	141	2	25	37	134	10	32	67	275	12	57
10:00	28		10		42		7		70		17	
10:15	31		5		49		6		80		11	
10:30	38		10		33		2		71		12	
10:45	37	134	12	37	48	172	4	19	85	306	16	56
11:00	42		8		43		10		85		18	
11:15	35		2		35		11		70		13	
11:30	26		1		45		12		71		13	
11:45	29	132	1	12	42	165	9	42	71	297	10	54
Total	1063		1018		754		1518		1817		2536	
Percent	58.5%		40.1%		41.5%		59.9%					
Day Total			2081				2272				4353	
Peak	06:30	-	02:30	-	10:15	-	03:30	-	06:45	-	02:45	-
Vol.	262	-	170	-	173	-	253	-	342	-	396	-
P.H.F.	0.601		0.625		0.883		0.878		0.695		0.892	

54 Kenyon Avenue
west of Salt Pond Road
City, State: South Kingstown, RI
Client: VHB/ Z. Tiang



207568 A Class
Site Code: 84090.19
Date Start: 14-Jul-20
Date End: 16-Jul-20

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07/14/2														
0	0	4	1	0	1	0	0	0	0	0	0	0	0	6
01:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	6	1	0	0	0	0	1	0	0	0	0	0	8
05:00	0	23	5	0	3	0	0	0	0	0	0	0	0	31
06:00	0	181	19	0	1	0	0	0	0	0	0	0	0	201
07:00	0	195	22	0	4	0	0	0	0	0	0	0	0	221
08:00	1	165	28	1	14	3	0	0	0	0	0	0	0	212
09:00	0	116	25	1	5	0	0	1	0	0	0	0	0	148
10:00	2	136	17	0	10	0	0	1	0	0	0	0	0	166
11:00	1	94	26	0	7	0	0	0	0	0	0	0	0	128
12 PM	0	104	15	1	4	0	0	1	0	0	0	0	0	125
13:00	1	97	25	0	4	0	0	1	0	0	0	0	0	128
14:00	0	131	13	0	2	0	0	0	0	0	0	0	0	146
15:00	0	110	17	0	0	0	0	1	0	0	0	0	0	128
16:00	0	78	22	0	5	0	0	0	0	0	0	0	0	105
17:00	0	58	9	0	2	0	0	0	0	0	0	0	0	69
18:00	1	60	14	0	4	0	0	0	0	0	0	0	0	79
19:00	0	54	8	0	2	0	0	0	0	0	0	0	0	64
20:00	0	25	11	0	2	0	0	0	0	0	0	0	0	38
21:00	0	11	1	0	1	0	0	0	0	0	0	0	0	13
22:00	0	23	3	0	0	0	0	0	0	0	0	0	0	26
23:00	0	8	0	0	2	0	0	0	0	0	0	0	0	10
Total	6	1683	283	3	74	3	0	6	0	0	0	0	0	2058
Percent	0.3%	81.8%	13.8%	0.1%	3.6%	0.1%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	07:00	08:00	08:00	08:00	08:00		04:00						07:00
Vol.	2	195	28	1	14	3		1						221
PM Peak	13:00	14:00	13:00	12:00	16:00			12:00						14:00
Vol.	1	131	25	1	5			1						146

54 Kenyon Avenue
west of Salt Pond Road
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207568 A Class
Site Code: 84090.19
Date Start: 14-Jul-20
Date End: 16-Jul-20

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07/15/20														
0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	3	0	0	1	0	0	0	0	0	0	0	0	4
03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	9	0	0	2	0	0	1	0	0	0	0	0	12
05:00	0	25	3	0	0	1	0	0	0	0	0	0	0	29
06:00	0	170	22	1	4	1	0	0	0	0	0	0	0	198
07:00	1	175	17	1	9	1	0	0	0	0	0	0	0	204
08:00	2	161	27	1	5	1	0	1	0	0	0	0	0	198
09:00	0	102	17	2	6	0	0	1	0	0	0	0	0	128
10:00	2	111	22	2	7	2	0	0	0	0	0	0	0	146
11:00	1	75	22	1	7	1	0	0	0	0	0	0	0	107
12 PM	1	106	23	1	5	1	0	0	0	0	0	0	0	137
13:00	0	111	24	0	4	1	0	0	0	0	0	0	0	140
14:00	1	114	18	1	7	0	0	0	0	0	0	0	0	141
15:00	0	100	12	1	5	1	0	1	0	0	0	0	0	120
16:00	1	77	17	0	3	1	0	0	0	0	0	0	0	99
17:00	0	65	7	0	4	0	0	0	0	0	0	0	0	76
18:00	0	69	7	0	4	0	0	0	0	0	0	0	0	80
19:00	0	38	8	0	4	0	0	0	0	0	0	0	0	50
20:00	1	35	5	0	0	0	0	0	0	0	0	0	0	41
21:00	0	18	2	0	1	0	0	0	0	0	0	0	0	21
22:00	0	25	3	0	3	0	0	0	0	0	0	0	0	31
23:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12
Total	11	1606	256	11	81	11	0	4	0	0	0	0	0	1980
Percent	0.6%	81.1%	12.9%	0.6%	4.1%	0.6%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	07:00	08:00	09:00	07:00	10:00		04:00						07:00
Vol.	2	175	27	2	9	2		1						204
PM Peak	12:00	14:00	13:00	12:00	14:00	12:00		15:00						14:00
Vol.	1	114	24	1	7	1		1						141

54 Kenyon Avenue
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207568 A Class
Site Code: 84090.19
Date Start: 14-Jul-20
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WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07/16/20														
0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	7	0	0	1	0	0	1	0	0	0	0	0	9
05:00	0	20	5	0	3	0	0	0	0	0	0	0	0	28
06:00	0	179	27	0	1	0	0	0	0	0	0	0	0	207
07:00	2	180	24	0	6	1	0	1	0	0	0	0	0	214
08:00	1	158	27	1	3	3	0	0	0	0	0	0	0	193
09:00	0	104	30	2	4	1	0	0	0	0	0	0	0	141
10:00	0	106	22	0	3	3	0	0	0	0	0	0	0	134
11:00	2	100	26	0	3	1	0	0	0	0	0	0	0	132
12 PM	1	112	21	0	7	0	0	0	0	0	0	0	0	141
13:00	2	116	18	1	7	1	0	0	0	0	0	0	0	145
14:00	1	130	21	0	4	0	0	0	0	0	0	0	0	156
15:00	0	105	23	0	8	0	0	0	0	0	0	0	0	136
16:00	0	77	16	0	4	2	0	2	0	0	0	0	0	101
17:00	0	68	6	0	3	0	0	0	0	0	0	0	0	77
18:00	0	55	15	0	4	1	0	0	0	0	0	0	0	75
19:00	0	57	9	0	3	0	0	0	0	0	0	0	0	69
20:00	0	37	6	0	1	0	0	0	0	0	0	0	0	44
21:00	0	20	4	0	1	0	0	0	0	0	0	0	0	25
22:00	0	30	6	0	1	0	0	0	0	0	0	0	0	37
23:00	0	9	2	0	1	0	0	0	0	0	0	0	0	12
Total	9	1674	309	4	68	13	0	4	0	0	0	0	0	2081
Percent	0.4%	80.4%	14.8%	0.2%	3.3%	0.6%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	09:00	09:00	07:00	08:00		04:00						07:00
Vol.	2	180	30	2	6	3		1						214
PM Peak	13:00	14:00	15:00	13:00	15:00	16:00		16:00						14:00
Vol.	2	130	23	1	8	2		2						156

54 Kenyon Avenue
west of Salt Pond Road
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207568 A Class
Site Code: 84090.19
Date Start: 14-Jul-20
Date End: 16-Jul-20

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07/14/2														
0	0	8	1	0	0	0	0	0	0	0	0	0	0	9
01:00	0	5	2	0	2	0	0	0	0	0	0	0	0	9
02:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
03:00	0	3	0	0	1	0	0	0	0	0	0	0	0	4
04:00	0	3	2	0	1	0	0	0	0	0	0	0	0	6
05:00	0	10	5	0	1	0	0	1	0	0	0	0	0	17
06:00	1	21	5	0	0	1	0	1	0	0	0	0	0	29
07:00	0	85	14	0	6	0	0	0	0	0	0	0	0	105
08:00	0	81	22	1	5	0	0	0	1	0	0	0	0	110
09:00	2	107	22	0	7	0	0	2	0	0	0	0	0	140
10:00	1	135	27	1	7	1	0	0	0	0	0	0	0	172
11:00	0	128	28	0	3	0	0	0	0	0	0	0	0	159
12 PM	2	123	27	1	6	0	0	0	0	0	0	0	0	159
13:00	2	123	19	0	4	0	0	0	0	0	0	0	0	148
14:00	1	152	27	1	8	0	0	0	0	0	0	0	0	189
15:00	0	169	30	0	5	0	0	0	0	0	0	0	0	204
16:00	1	184	25	0	6	0	0	0	0	0	0	0	0	216
17:00	1	136	18	0	1	0	0	0	0	0	0	0	0	156
18:00	0	90	21	0	1	0	0	0	0	0	0	0	0	112
19:00	1	78	10	0	3	0	0	0	0	0	0	0	0	92
20:00	0	36	7	0	2	0	0	0	0	0	0	0	0	45
21:00	0	16	4	0	4	0	0	0	0	0	0	0	0	24
22:00	0	21	3	0	0	0	0	0	0	0	0	0	0	24
23:00	0	36	2	0	1	0	0	0	0	0	0	0	0	39
Total	12	1753	323	4	74	2	0	4	1	0	0	0	0	2173
Percent	0.6%	80.7%	14.9%	0.2%	3.4%	0.1%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	10:00	11:00	08:00	09:00	06:00		09:00	08:00					10:00
Vol.	2	135	28	1	7	1		2	1					172
PM Peak	12:00	16:00	15:00	12:00	14:00									16:00
Vol.	2	184	30	1	8									216

54 Kenyon Avenue
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207568 A Class
Site Code: 84090.19
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EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07/15/20														
0	0	9	2	0	1	0	0	0	0	0	0	0	0	12
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
03:00	0	2	1	0	1	0	0	0	0	0	0	0	0	4
04:00	0	4	1	0	0	0	0	1	0	0	0	0	0	6
05:00	0	8	2	0	1	0	0	0	0	0	0	0	0	11
06:00	0	26	7	0	0	0	0	0	0	0	0	0	0	33
07:00	0	81	19	2	9	0	1	0	0	0	0	0	0	112
08:00	0	77	13	0	5	0	0	1	0	0	0	0	0	96
09:00	0	109	23	3	6	0	0	1	0	0	0	0	0	142
10:00	2	122	28	1	7	0	1	0	0	0	0	0	0	161
11:00	2	107	20	0	5	1	0	0	0	0	0	0	0	135
12 PM	1	121	19	1	4	0	1	1	0	0	0	0	0	148
13:00	2	115	20	1	6	0	0	0	0	0	0	0	0	144
14:00	1	134	29	1	6	1	0	1	0	0	0	0	0	173
15:00	2	189	23	1	4	0	0	0	0	0	0	0	0	219
16:00	2	205	25	1	2	0	0	0	0	0	0	0	0	235
17:00	2	157	20	0	3	0	0	0	0	0	0	0	0	182
18:00	0	87	10	0	1	0	0	0	0	0	0	0	0	98
19:00	0	56	6	0	3	0	0	0	0	0	0	0	0	65
20:00	3	38	4	0	1	0	0	0	0	0	0	0	0	46
21:00	0	27	1	0	2	0	0	0	0	0	0	0	0	30
22:00	0	19	4	0	3	0	0	0	0	0	0	0	0	26
23:00	0	40	0	0	0	0	0	0	0	0	0	0	0	40
Total	17	1737	278	11	70	2	3	5	0	0	0	0	0	2123
Percent	0.8%	81.8%	13.1%	0.5%	3.3%	0.1%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	10:00	10:00	09:00	07:00	11:00	07:00	04:00						10:00
Vol.	2	122	28	3	9	1	1	1						161
PM Peak	20:00	16:00	14:00	12:00	13:00	14:00	12:00	12:00						16:00
Vol.	3	205	29	1	6	1	1	1						235

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EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07/16/20														
0	0	8	0	0	0	0	0	0	0	0	0	0	0	8
01:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
03:00	0	1	3	0	1	0	0	0	0	0	0	0	0	5
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	1	8	2	0	4	0	0	0	0	0	0	0	0	15
06:00	0	28	6	0	3	0	0	0	0	0	0	0	0	37
07:00	0	75	18	0	7	0	1	0	0	0	0	0	0	101
08:00	1	94	11	1	2	0	0	0	0	0	0	0	0	109
09:00	2	97	27	2	5	1	0	0	0	0	0	0	0	134
10:00	2	144	22	0	2	1	0	1	0	0	0	0	0	172
11:00	5	136	17	3	4	0	0	0	0	0	0	0	0	165
12 PM	2	136	26	1	4	0	1	1	0	0	0	0	0	171
13:00	3	125	27	0	3	1	0	0	0	0	0	0	0	159
14:00	5	144	32	1	4	0	0	0	0	0	0	0	0	186
15:00	0	211	28	0	3	0	0	0	0	0	0	0	0	242
16:00	3	200	29	0	6	0	0	2	0	0	0	0	0	240
17:00	3	142	17	0	6	1	0	1	0	0	0	0	0	170
18:00	0	97	17	0	3	0	0	0	0	0	0	0	0	117
19:00	0	75	10	0	4	0	0	0	0	0	0	0	0	89
20:00	0	46	4	0	1	0	0	0	0	0	0	0	0	51
21:00	0	25	5	0	2	0	0	0	0	0	0	0	0	32
22:00	0	15	4	0	0	0	0	0	0	0	0	0	0	19
23:00	0	36	5	0	1	0	0	0	0	0	0	0	0	42
Total	27	1849	312	8	65	4	2	5	0	0	0	0	0	2272
Percent	1.2%	81.4%	13.7%	0.4%	2.9%	0.2%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	10:00	09:00	11:00	07:00	09:00	07:00	10:00						10:00
Vol.	5	144	27	3	7	1	1	1						172
PM Peak	14:00	15:00	14:00	12:00	16:00	13:00	12:00	16:00						15:00
Vol.	5	211	32	1	6	1	1	2						242

54 Kenyon Avenue
west of Salt Pond Road
City, State: South Kingstown, RI
Client: VHB/ Z. Tiang



207568 A Speed
Site Code: 84090.19
Date Start: 14-Jul-20
Date End: 16-Jul-20

WB

Start Time	1 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th Perce	Avera (Mean
07/14/ 20	0	0	2	1	2	1	0	0	0	0	0	0	0	6	34	29
01:00	0	0	1	2	0	0	0	0	0	0	0	0	0	3	27	25
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	23	22
03:00	0	0	1	1	0	0	0	0	0	0	0	0	0	2	27	25
04:00	0	0	4	1	2	1	0	0	0	0	0	0	0	8	33	27
05:00	0	2	8	7	10	4	0	0	0	0	0	0	0	31	33	28
06:00	0	3	47	80	57	11	3	0	0	0	0	0	0	201	32	28
07:00	0	4	49	97	60	11	0	0	0	0	0	0	0	221	32	28
08:00	4	20	71	86	28	3	0	0	0	0	0	0	0	212	28	25
09:00	1	10	59	55	22	1	0	0	0	0	0	0	0	148	29	25
10:00	2	13	60	68	19	4	0	0	0	0	0	0	0	166	28	25
11:00	0	10	48	55	10	4	1	0	0	0	0	0	0	128	28	25
12 PM	2	11	34	53	18	7	0	0	0	0	0	0	0	125	30	26
13:00	2	6	52	41	21	6	0	0	0	0	0	0	0	128	30	25
14:00	0	11	67	48	19	1	0	0	0	0	0	0	0	146	28	25
15:00	0	16	60	44	7	0	1	0	0	0	0	0	0	128	27	24
16:00	0	6	35	39	23	2	0	0	0	0	0	0	0	105	31	26
17:00	0	1	16	32	18	1	1	0	0	0	0	0	0	69	31	27
18:00	1	2	21	42	13	0	0	0	0	0	0	0	0	79	29	26
19:00	0	0	24	24	15	1	0	0	0	0	0	0	0	64	31	26
20:00	0	1	13	15	7	2	0	0	0	0	0	0	0	38	31	26
21:00	0	0	7	4	1	0	1	0	0	0	0	0	0	13	29	26
22:00	0	0	8	9	7	1	1	0	0	0	0	0	0	26	32	28
23:00	0	2	2	3	1	2	0	0	0	0	0	0	0	10	35	27
Total	12	118	690	807	360	63	8	0	0	0	0	0	0	2058		
%	0.6%	5.7%	33.5%	39.2%	17.5%	3.1%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	07:00	07:00	06:00	06:00							07:00		
Vol.	4	20	71	97	60	11	3							221		
PM Peak	12:00	15:00	14:00	12:00	16:00	12:00	15:00							14:00		
Vol.	2	16	67	53	23	7	1							146		

Stats
15th Percentile : 20 MPH
50th Percentile : 25 MPH
85th Percentile : 30 MPH
95th Percentile : 33 MPH

Mean Speed(Average) : 26 MPH
10 MPH Pace Speed : 20-29 MPH
Number in Pace : 1497
Percent in Pace : 72.7%
Number of Vehicles > 25 MPH : 1077
Percent of Vehicles > 25 MPH : 52.3%

54 Kenyon Avenue
west of Salt Pond Road
City, State: South Kingstown, RI
Client: VHB/ Z. Tiang



207568 A Speed
Site Code: 84090.19
Date Start: 14-Jul-20
Date End: 16-Jul-20

WB

Start Time	1 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th Perce	Avera (Mean
07/15/ 20	0	1	0	2	0	0	0	0	0	0	0	0	0	3	27	24
01:00	0	0	0	1	1	0	0	0	0	0	0	0	0	2	32	30
02:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4	22	20
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1	33	32
04:00	0	0	3	4	3	2	0	0	0	0	0	0	0	12	34	29
05:00	0	2	6	7	12	2	0	0	0	0	0	0	0	29	33	28
06:00	0	1	33	81	68	13	1	1	0	0	0	0	0	198	32	29
07:00	0	11	53	73	55	10	2	0	0	0	0	0	0	204	32	27
08:00	2	20	74	64	28	10	0	0	0	0	0	0	0	198	30	25
09:00	0	19	41	49	15	4	0	0	0	0	0	0	0	128	28	25
10:00	5	17	64	48	10	2	0	0	0	0	0	0	0	146	27	23
11:00	0	8	29	43	23	4	0	0	0	0	0	0	0	107	31	26
12 PM	1	13	40	55	22	5	1	0	0	0	0	0	0	137	30	26
13:00	2	14	51	51	18	4	0	0	0	0	0	0	0	140	29	25
14:00	1	18	44	43	27	6	2	0	0	0	0	0	0	141	31	26
15:00	1	13	36	50	17	3	0	0	0	0	0	0	0	120	29	25
16:00	1	6	22	52	11	7	0	0	0	0	0	0	0	99	30	26
17:00	0	3	18	33	18	4	0	0	0	0	0	0	0	76	31	27
18:00	0	4	10	41	19	5	1	0	0	0	0	0	0	80	32	28
19:00	1	3	14	20	10	2	0	0	0	0	0	0	0	50	31	26
20:00	2	3	6	22	6	2	0	0	0	0	0	0	0	41	30	26
21:00	0	3	4	12	1	1	0	0	0	0	0	0	0	21	28	25
22:00	0	1	8	10	11	1	0	0	0	0	0	0	0	31	32	27
23:00	0	0	3	3	3	2	1	0	0	0	0	0	0	12	36	30
Total	16	162	561	764	379	89	8	1	0	0	0	0	0	1980		
%	0.8%	8.2%	28.3%	38.6%	19.1%	4.5%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	08:00	08:00	06:00	06:00	06:00	07:00	06:00						07:00		
Vol.	5	20	74	81	68	13	2	1						204		
PM Peak	13:00	14:00	13:00	12:00	14:00	16:00	14:00							14:00		
Vol.	2	18	51	55	27	7	2							141		

Stats

15th Percentile :	20 MPH
50th Percentile :	25 MPH
85th Percentile :	31 MPH
95th Percentile :	33 MPH

Mean Speed(Average) :	26 MPH
10 MPH Pace Speed :	20-29 MPH
Number in Pace :	1325
Percent in Pace :	66.9%
Number of Vehicles > 25 MPH :	1088
Percent of Vehicles > 25 MPH :	55.0%

54 Kenyon Avenue
west of Salt Pond Road
City, State: South Kingstown, RI
Client: VHB/ Z. Tiang



207568 A Speed
Site Code: 84090.19
Date Start: 14-Jul-20
Date End: 16-Jul-20

WB

Start Time	1 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th Perce	Avera (Mean
07/16/ 20	0	1	0	0	0	0	0	0	0	0	0	0	0	1	18	17
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1	28	27
02:00	0	0	0	1	0	0	1	0	0	0	0	0	0	2	42	35
03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1	28	27
04:00	0	0	4	1	2	2	0	0	0	0	0	0	0	9	35	28
05:00	0	2	6	6	11	2	1	0	0	0	0	0	0	28	33	28
06:00	6	9	38	86	54	7	6	0	1	0	0	0	0	207	32	27
07:00	0	4	53	78	62	15	2	0	0	0	0	0	0	214	32	28
08:00	3	5	54	77	39	13	2	0	0	0	0	0	0	193	32	27
09:00	2	9	60	52	14	4	0	0	0	0	0	0	0	141	28	25
10:00	2	10	30	59	28	4	1	0	0	0	0	0	0	134	31	26
11:00	1	8	27	57	34	3	2	0	0	0	0	0	0	132	31	27
12 PM	0	10	51	46	29	3	2	0	0	0	0	0	0	141	31	26
13:00	0	6	42	68	25	3	1	0	0	0	0	0	0	145	30	26
14:00	5	14	42	63	28	4	0	0	0	0	0	0	0	156	30	25
15:00	2	8	31	70	19	5	1	0	0	0	0	0	0	136	30	26
16:00	2	2	30	46	21	0	0	0	0	0	0	0	0	101	30	26
17:00	1	3	17	28	22	5	1	0	0	0	0	0	0	77	32	28
18:00	2	1	16	28	21	7	0	0	0	0	0	0	0	75	32	28
19:00	1	5	21	18	18	6	0	0	0	0	0	0	0	69	32	27
20:00	0	1	13	17	12	0	0	1	0	0	0	0	0	44	31	27
21:00	0	4	7	9	5	0	0	0	0	0	0	0	0	25	30	25
22:00	0	3	11	11	9	2	1	0	0	0	0	0	0	37	32	27
23:00	0	0	3	5	4	0	0	0	0	0	0	0	0	12	31	27
Total	27	105	556	828	457	85	21	1	1	0	0	0	0	2081		
%	1.3%	5.0%	26.7%	39.8%	22.0%	4.1%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	06:00	10:00	09:00	06:00	07:00	07:00	06:00		06:00					07:00		
Vol.	6	10	60	86	62	15	6		1					214		
PM Peak	14:00	14:00	12:00	15:00	12:00	18:00	12:00	20:00						14:00		
Vol.	5	14	51	70	29	7	2	1						156		

Stats
15th Percentile : 20 MPH
50th Percentile : 26 MPH
85th Percentile : 31 MPH
95th Percentile : 34 MPH

Mean Speed(Average) : 27 MPH
10 MPH Pace Speed : 20-29 MPH
Number in Pace : 1384
Percent in Pace : 66.5%
Number of Vehicles > 25 MPH : 1227
Percent of Vehicles > 25 MPH : 59.0%

54 Kenyon Avenue
west of Salt Pond Road
City, State: South Kingstown, RI
Client: VHB/ Z. Tiang



207568 A Speed
Site Code: 84090.19
Date Start: 14-Jul-20
Date End: 16-Jul-20

EB	Start Time	1 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th Perce	Avera (Mean
07/14/																	
20	0	1	3	4	0	1	0	0	0	0	0	0	0	0	9	28	25
01:00	0	0	4	3	1	1	0	0	0	0	0	0	0	0	9	32	26
02:00	0	1	2	2	0	0	0	0	0	0	0	0	0	0	5	27	23
03:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4	22	20
04:00	0	0	1	2	2	1	0	0	0	0	0	0	0	0	6	34	30
05:00	0	1	7	5	4	0	0	0	0	0	0	0	0	0	17	30	26
06:00	1	1	4	12	6	4	1	0	0	0	0	0	0	0	29	34	28
07:00	0	2	29	41	29	4	0	0	0	0	0	0	0	0	105	31	27
08:00	0	2	35	52	20	1	0	0	0	0	0	0	0	0	110	30	26
09:00	1	12	53	48	21	5	0	0	0	0	0	0	0	0	140	30	25
10:00	4	12	64	70	21	1	0	0	0	0	0	0	0	0	172	28	25
11:00	0	14	46	65	28	6	0	0	0	0	0	0	0	0	159	30	26
12 PM	2	15	51	61	26	4	0	0	0	0	0	0	0	0	159	30	25
13:00	6	5	45	64	24	4	0	0	0	0	0	0	0	0	148	30	25
14:00	3	15	65	70	29	7	0	0	0	0	0	0	0	0	189	30	25
15:00	1	23	77	70	29	3	1	0	0	0	0	0	0	0	204	29	25
16:00	0	7	68	91	43	7	0	0	0	0	0	0	0	0	216	31	26
17:00	0	6	43	65	36	5	1	0	0	0	0	0	0	0	156	31	27
18:00	0	5	37	50	17	3	0	0	0	0	0	0	0	0	112	29	26
19:00	0	6	15	38	31	2	0	0	0	0	0	0	0	0	92	32	27
20:00	0	2	16	20	7	0	0	0	0	0	0	0	0	0	45	29	26
21:00	0	0	5	9	7	3	0	0	0	0	0	0	0	0	24	33	29
22:00	0	5	7	7	5	0	0	0	0	0	0	0	0	0	24	30	25
23:00	0	2	12	16	6	3	0	0	0	0	0	0	0	0	39	31	26
Total	18	139	691	865	392	65	3	0	0	0	0	0	0	0	2173		
%	0.8%	6.4%	31.8%	39.8%	18.0%	3.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	11:00	10:00	10:00	07:00	11:00	06:00								10:00		
Vol.	4	14	64	70	29	6	1								172		
PM Peak	13:00	15:00	15:00	16:00	16:00	14:00	15:00								16:00		
Vol.	6	23	77	91	43	7	1								216		

Stats

15th Percentile :	20 MPH
50th Percentile :	25 MPH
85th Percentile :	30 MPH
95th Percentile :	33 MPH

Mean Speed(Average) :	26 MPH
10 MPH Pace Speed :	20-29 MPH
Number in Pace :	1556
Percent in Pace :	71.6%
Number of Vehicles > 25 MPH :	1152
Percent of Vehicles > 25 MPH :	53.0%

54 Kenyon Avenue
west of Salt Pond Road
City, State: South Kingstown, RI
Client: VHB/ Z. Tiang



207568 A Speed
Site Code: 84090.19
Date Start: 14-Jul-20
Date End: 16-Jul-20

EB	Start Time	14	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th Perce	Avera (Mean
		14	19	24	29	34	39	44	49	54	59	64	69	9999			
07/15/																	
20	0	1	6	3	1	1	0	0	0	0	0	0	0	0	12	29	25
01:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	23	22
02:00	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3	26	24
03:00	0	0	1	2	1	0	0	0	0	0	0	0	0	0	4	31	27
04:00	0	0	2	1	3	0	0	0	0	0	0	0	0	0	6	32	28
05:00	0	2	2	3	2	2	0	0	0	0	0	0	0	0	11	34	27
06:00	0	1	6	14	9	2	0	1	0	0	0	0	0	0	33	32	28
07:00	1	8	30	45	27	1	0	0	0	0	0	0	0	0	112	31	26
08:00	0	4	28	36	24	3	1	0	0	0	0	0	0	0	96	31	27
09:00	0	12	51	58	17	4	0	0	0	0	0	0	0	0	142	28	25
10:00	6	15	66	57	16	1	0	0	0	0	0	0	0	0	161	28	24
11:00	1	16	55	46	17	0	0	0	0	0	0	0	0	0	135	28	24
12 PM	2	6	55	51	30	4	0	0	0	0	0	0	0	0	148	30	26
13:00	1	10	54	62	14	3	0	0	0	0	0	0	0	0	144	28	25
14:00	2	12	57	67	30	4	1	0	0	0	0	0	0	0	173	30	26
15:00	1	9	70	84	47	8	0	0	0	0	0	0	0	0	219	31	26
16:00	1	15	53	106	53	6	1	0	0	0	0	0	0	0	235	31	27
17:00	3	6	40	71	50	12	0	0	0	0	0	0	0	0	182	32	27
18:00	0	6	38	35	18	1	0	0	0	0	0	0	0	0	98	30	25
19:00	0	2	13	29	16	3	2	0	0	0	0	0	0	0	65	32	28
20:00	0	6	15	14	9	2	0	0	0	0	0	0	0	0	46	31	25
21:00	0	4	6	10	8	2	0	0	0	0	0	0	0	0	30	32	27
22:00	0	2	9	9	5	1	0	0	0	0	0	0	0	0	26	31	26
23:00	0	0	8	20	9	3	0	0	0	0	0	0	0	0	40	32	28
Total	18	137	669	824	406	63	5	1	0	0	0	0	0	0	2123		
%	0.8%	6.5%	31.5%	38.8%	19.1%	3.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	11:00	10:00	09:00	07:00	09:00	08:00	06:00							10:00		
Vol.	6	16	66	58	27	4	1	1							161		
PM Peak	17:00	16:00	15:00	16:00	16:00	17:00	19:00								16:00		
Vol.	3	15	70	106	53	12	2								235		

Stats
15th Percentile : 20 MPH
50th Percentile : 25 MPH
85th Percentile : 30 MPH
95th Percentile : 33 MPH

Mean Speed(Average) : 26 MPH
10 MPH Pace Speed : 20-29 MPH
Number in Pace : 1493
Percent in Pace : 70.3%
Number of Vehicles > 25 MPH : 1134
Percent of Vehicles > 25 MPH : 53.4%

54 Kenyon Avenue
west of Salt Pond Road
City, State: South Kingstown, RI
Client: VHB/ Z. Tiang



207568 A Speed
Site Code: 84090.19
Date Start: 14-Jul-20
Date End: 16-Jul-20

EB

Start Time	1 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th Perce	Avera (Mean
07/16/ 20	0	0	2	3	1	2	0	0	0	0	0	0	0	8	36	29
01:00	0	0	1	1	0	2	0	0	0	0	0	0	0	4	37	31
02:00	0	0	1	1	1	0	0	0	0	0	0	0	0	3	31	27
03:00	0	1	1	1	1	1	0	0	0	0	0	0	0	5	35	27
04:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1	33	32
05:00	0	1	4	5	4	1	0	0	0	0	0	0	0	15	32	27
06:00	0	1	6	16	11	3	0	0	0	0	0	0	0	37	32	28
07:00	0	1	16	51	26	6	1	0	0	0	0	0	0	101	32	28
08:00	0	1	18	53	28	9	0	0	0	0	0	0	0	109	32	28
09:00	0	9	59	46	18	2	0	0	0	0	0	0	0	134	28	25
10:00	3	12	56	66	30	5	0	0	0	0	0	0	0	172	30	25
11:00	2	11	52	69	28	3	0	0	0	0	0	0	0	165	30	26
12 PM	0	9	50	69	41	2	0	0	0	0	0	0	0	171	31	26
13:00	1	10	44	55	45	4	0	0	0	0	0	0	0	159	31	27
14:00	1	12	62	77	31	3	0	0	0	0	0	0	0	186	29	26
15:00	0	9	60	120	46	7	0	0	0	0	0	0	0	242	30	27
16:00	2	13	62	108	49	6	0	0	0	0	0	0	0	240	30	26
17:00	1	6	43	78	36	6	0	0	0	0	0	0	0	170	31	27
18:00	2	10	33	41	30	1	0	0	0	0	0	0	0	117	31	26
19:00	2	1	20	36	20	9	1	0	0	0	0	0	0	89	33	28
20:00	0	1	7	25	15	3	0	0	0	0	0	0	0	51	32	28
21:00	1	3	12	7	8	1	0	0	0	0	0	0	0	32	31	25
22:00	0	2	7	8	1	1	0	0	0	0	0	0	0	19	28	25
23:00	0	2	12	17	9	2	0	0	0	0	0	0	0	42	31	27
Total	15	115	628	953	480	79	2	0	0	0	0	0	0	2272		
%	0.7%	5.1%	27.6%	41.9%	21.1%	3.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	10:00	09:00	11:00	10:00	08:00	07:00							10:00		
Vol.	3	12	59	69	30	9	1							172		
PM Peak	16:00	16:00	14:00	15:00	16:00	19:00	19:00							15:00		
Vol.	2	13	62	120	49	9	1							242		

Stats
15th Percentile : 20 MPH
50th Percentile : 25 MPH
85th Percentile : 31 MPH
95th Percentile : 33 MPH

Mean Speed(Average) : 26 MPH
10 MPH Pace Speed : 20-29 MPH
Number in Pace : 1581
Percent in Pace : 69.6%
Number of Vehicles > 25 MPH : 1323
Percent of Vehicles > 25 MPH : 58.2%

PDI File #: **207568 A**
 Location: **N: Kenyon Avenue S: Kenyon Avenue**
 Location: **E: Silver Lake Avenue W: Silver Lake Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	Kenyon Avenue					Silver Lake Avenue					Kenyon Avenue					Silver Lake Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:45 AM	0	22	0	0	22	0	0	1	0	1	1	3	1	0	5	7	5	0	0	12	40
Total	0	22	0	0	22	0	0	1	0	1	1	3	1	0	5	7	5	0	0	12	40
7:00 AM	0	16	2	0	18	2	1	2	0	5	0	6	2	0	8	8	1	0	0	9	40
7:15 AM	0	15	3	0	18	1	1	1	0	3	1	10	4	0	15	9	3	0	0	12	48
7:30 AM	0	14	2	0	16	0	2	1	0	3	0	9	0	0	9	1	5	0	0	6	34
7:45 AM	0	27	4	0	31	1	2	2	0	5	1	10	2	0	13	10	11	0	0	21	70
Total	0	72	11	0	83	4	6	6	0	16	2	35	8	0	45	28	20	0	0	48	192
8:00 AM	0	17	2	0	19	2	3	1	0	6	1	9	2	0	12	5	6	0	0	11	48
8:15 AM	1	15	4	0	20	3	5	0	0	8	2	8	1	0	11	3	6	1	0	10	49
8:30 AM	1	21	3	0	25	0	1	2	0	3	1	10	1	0	12	3	10	1	0	14	54
Total	2	53	9	0	64	5	9	3	0	17	4	27	4	0	35	11	22	2	0	35	151
Grand Total	2	147	20	0	169	9	15	10	0	34	7	65	13	0	85	46	47	2	0	95	383
Approach %	1.2	87.0	11.8	0.0		26.5	44.1	29.4	0.0		8.2	76.5	15.3	0.0		48.4	49.5	2.1	0.0		
Total %	0.5	38.4	5.2	0.0	44.1	2.3	3.9	2.6	0.0	8.9	1.8	17.0	3.4	0.0	22.2	12.0	12.3	0.5	0.0	24.8	
Exiting Leg Total	76					74					203					30					383
Cars	2	145	20	0	167	9	15	10	0	34	7	64	13	0	84	46	47	2	0	95	380
% Cars	100.0	98.6	100.0	0.0	98.8	100.0	100.0	100.0	0.0	100.0	100.0	98.5	100.0	0.0	98.8	100.0	100.0	100.0	0.0	100.0	99.2
Exiting Leg Total	75					74					201					30					380
Heavy Vehicles	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
% Heavy Vehicles	0.0	1.4	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.8
Exiting Leg Total	1					0					2					0					3

Peak Hour Analysis from 06:45 AM to 08:45 AM begins at:

7:45 AM	Kenyon Avenue					Silver Lake Avenue					Kenyon Avenue					Silver Lake Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 AM	0	27	4	0	31	1	2	2	0	5	1	10	2	0	13	10	11	0	0	21	70
8:00 AM	0	17	2	0	19	2	3	1	0	6	1	9	2	0	12	5	6	0	0	11	48
8:15 AM	1	15	4	0	20	3	5	0	0	8	2	8	1	0	11	3	6	1	0	10	49
8:30 AM	1	21	3	0	25	0	1	2	0	3	1	10	1	0	12	3	10	1	0	14	54
Total Volume	2	80	13	0	95	6	11	5	0	22	5	37	6	0	48	21	33	2	0	56	221
% Approach Total	2.1	84.2	13.7	0.0		27.3	50.0	22.7	0.0		10.4	77.1	12.5	0.0		37.5	58.9	3.6	0.0		
PHF	0.500	0.741	0.813	0.000	0.766	0.500	0.550	0.625	0.000	0.688	0.625	0.925	0.750	0.000	0.923	0.525	0.750	0.500	0.000	0.667	0.789
Cars	2	78	13	0	93	6	11	5	0	22	5	37	6	0	48	21	33	2	0	56	219
Cars %	100.0	97.5	100.0	0.0	97.9	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	99.1
Heavy Vehicles	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Heavy Vehicles %	0.0	2.5	0.0	0.0	2.1	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	0.9
Cars Enter Leg	2	78	13	0	93	6	11	5	0	22	5	37	6	0	48	21	33	2	0	56	219
Heavy Enter Leg	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Entering Leg	2	80	13	0	95	6	11	5	0	22	5	37	6	0	48	21	33	2	0	56	221
Cars Exiting Leg	45					51					104					19					219
Heavy Exiting Leg	0					0					2					0					2
Total Exiting Leg	45					51					106					19					221

PDI File #: **207568 A**
 Location: **N: Kenyon Avenue S: Kenyon Avenue**
 Location: **E: Silver Lake Avenue W: Silver Lake Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**
 Class:



Cars

	Kenyon Avenue					Silver Lake Avenue					Kenyon Avenue					Silver Lake Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:45 AM	0	22	0	0	22	0	0	1	0	1	1	3	1	0	5	7	5	0	0	12	40
Total	0	22	0	0	22	0	0	1	0	1	1	3	1	0	5	7	5	0	0	12	40
7:00 AM	0	16	2	0	18	2	1	2	0	5	0	6	2	0	8	8	1	0	0	9	40
7:15 AM	0	15	3	0	18	1	1	1	0	3	1	10	4	0	15	9	3	0	0	12	48
7:30 AM	0	14	2	0	16	0	2	1	0	3	0	8	0	0	8	1	5	0	0	6	33
7:45 AM	0	27	4	0	31	1	2	2	0	5	1	10	2	0	13	10	11	0	0	21	70
Total	0	72	11	0	83	4	6	6	0	16	2	34	8	0	44	28	20	0	0	48	191
8:00 AM	0	15	2	0	17	2	3	1	0	6	1	9	2	0	12	5	6	0	0	11	46
8:15 AM	1	15	4	0	20	3	5	0	0	8	2	8	1	0	11	3	6	1	0	10	49
8:30 AM	1	21	3	0	25	0	1	2	0	3	1	10	1	0	12	3	10	1	0	14	54
Total	2	51	9	0	62	5	9	3	0	17	4	27	4	0	35	11	22	2	0	35	149
Grand Total	2	145	20	0	167	9	15	10	0	34	7	64	13	0	84	46	47	2	0	95	380
Approach %	1.2	86.8	12.0	0.0		26.5	44.1	29.4	0.0		8.3	76.2	15.5	0.0		48.4	49.5	2.1	0.0		
Total %	0.5	38.2	5.3	0.0	43.9	2.4	3.9	2.6	0.0	8.9	1.8	16.8	3.4	0.0	22.1	12.1	12.4	0.5	0.0	25.0	
Exiting Leg Total	75					74					201					30					380

Peak Hour Analysis from 06:45 AM to 08:45 AM begins at:

7:45 AM	Kenyon Avenue					Silver Lake Avenue					Kenyon Avenue					Silver Lake Avenue					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 AM	0	27	4	0	31	1	2	2	0	5	1	10	2	0	13	10	11	0	0	21	70
8:00 AM	0	15	2	0	17	2	3	1	0	6	1	9	2	0	12	5	6	0	0	11	46
8:15 AM	1	15	4	0	20	3	5	0	0	8	2	8	1	0	11	3	6	1	0	10	49
8:30 AM	1	21	3	0	25	0	1	2	0	3	1	10	1	0	12	3	10	1	0	14	54
Total Volume	2	78	13	0	93	6	11	5	0	22	5	37	6	0	48	21	33	2	0	56	219
% Approach Total	2.2	83.9	14.0	0.0		27.3	50.0	22.7	0.0		10.4	77.1	12.5	0.0		37.5	58.9	3.6	0.0		
PHF	0.500	0.722	0.813	0.000	0.750	0.500	0.550	0.625	0.000	0.688	0.625	0.925	0.750	0.000	0.923	0.525	0.750	0.500	0.000	0.667	0.782
Entering Leg	2	78	13	0	93	6	11	5	0	22	5	37	6	0	48	21	33	2	0	56	219
Exiting Leg	45					51					104					19					219
Total	138					73					152					75					438

PDI File #: **207568 A**
 Location: **N: Kenyon Avenue S: Kenyon Avenue**
 Location: **E: Silver Lake Avenue W: Silver Lake Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	Kenyon Avenue					Silver Lake Avenue					Kenyon Avenue					Silver Lake Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:45 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
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	1	0	0	1	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	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
8:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	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
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
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	66.7	0.0	0.0	66.7	0.0	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	
Exiting Leg Total	1					0					2					0					3
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
Single-Unit Trucks	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
% Single-Unit	0.0	50.0	0.0	0.0	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	0.0	0.0	66.7
Exiting Leg Total	1					0					1					0					2
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Articulated	0.0	50.0	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	0.0	0.0	0.0	33.3
Exiting Leg Total	0					0					1					0					1

Peak Hour Analysis from 06:45 AM to 08:45 AM begins at:

7:15 AM	Kenyon Avenue					Silver Lake Avenue					Kenyon Avenue					Silver Lake Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:15 AM	0	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	1	0	0	1	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
8:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
% 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	0.375
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
Single-Unit Trucks	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Single-Unit %	0.0	50.0	0.0	0.0	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	0.0	0.0	66.7
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Articulated %	0.0	50.0	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	0.0	0.0	0.0	33.3
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Articulated Trucks	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	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Buses	0					0					0					0					0
Single-Unit Trucks	1					0					1					0					2
Articulated Trucks	0					0					1					0					1
Total Exiting Leg	1					0					2					0					3

PDI File #: **207568 A**
 Location: **N: Kenyon Avenue S: Kenyon Avenue**
 Location: **E: Silver Lake Avenue W: Silver Lake Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**
 Class:



Buses

	Kenyon Avenue					Silver Lake Avenue					Kenyon Avenue					Silver Lake Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:45 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
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	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
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 06:45 AM to 08:45 AM begins at:

6:45 AM	Kenyon Avenue					Silver Lake Avenue					Kenyon Avenue					Silver Lake Avenue						
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		Total
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
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
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
Total Volume	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			
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
Entering Leg	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 #: **207568 A**
 Location: **N: Kenyon Avenue S: Kenyon Avenue**
 Location: **E: Silver Lake Avenue W: Silver Lake Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**
 Class:



Single-Unit Trucks

	Kenyon Avenue					Silver Lake Avenue					Kenyon Avenue					Silver Lake Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:45 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
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	1	0	0	1	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	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	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	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
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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 06:45 AM to 08:45 AM begins at:

7:15 AM	Kenyon Avenue					Silver Lake Avenue					Kenyon Avenue					Silver Lake Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:15 AM	0	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	1	0	0	1	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
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	0	1	0	0	0	0	0	0	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 #: **207568 A**
 Location: **N: Kenyon Avenue S: Kenyon Avenue**
 Location: **E: Silver Lake Avenue W: Silver Lake Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**
 Class:



Articulated Trucks

	Kenyon Avenue					Silver Lake Avenue					Kenyon Avenue					Silver Lake Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:45 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
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	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	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
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					0					1					0					1

Peak Hour Analysis from 06:45 AM to 08:45 AM begins at:

7:15 AM	Kenyon Avenue					Silver Lake Avenue					Kenyon Avenue					Silver Lake Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:15 AM	0	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
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg	0					0					1					0					1
Total	1					0					1					0					2

PDI File #: **207568 A**
 Location: **N: Kenyon Avenue S: Kenyon Avenue**
 Location: **E: Silver Lake Avenue W: Silver Lake Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**



Bicycles (on Roadway and Crosswalks)

	Kenyon Avenue							Silver Lake Avenue							Kenyon Avenue							Silver Lake Avenue							Total	
	from North							from East							from South							from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
6:45 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	0	0	0	2	2	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	
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	1	0	0	0	0	0	1	0	0	0	0	0	0	1	
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	1	2
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	1	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	1	0	0	0	0	0	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	0	0	0	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	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Grand Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0	1	0	0	0	0	1	0	1	2	0	0	0	3	6
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		0.0	33.3	66.7	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0		16.7	16.7	0.0	0.0	0.0	0.0	33.3	0.0	16.7	0.0	0.0	0.0	0.0	16.7	0.0	16.7	33.3	0.0	0.0	0.0	50.0	
Exiting Leg Total	4							1							0							1							6	

Peak Hour Analysis from 06:45 AM to 08:45 AM begins at:

7:30 AM	Kenyon Avenue							Silver Lake Avenue							Kenyon Avenue							Silver Lake Avenue								
	from North							from East							from South							from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		Total
7:30 AM	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	1
7:45 AM	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	0	1	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	0
8:15 AM	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	1
Total Volume	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0	1	0	0	0	0	1	0	1	0	0	0	0	1	4	
% 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		0.0	100.0	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	0.500	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.250	0.500		
Entering Leg	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0	1	0	0	0	0	1	0	1	0	0	0	0	1	4	
Exiting Leg	2							1							0							1							4	
Total	2							3							1							2							8	

PDI File #: **207568 A**
 Location: **N: Kenyon Avenue S: Kenyon Avenue**
 Location: **E: Silver Lake Avenue W: Silver Lake Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**
 Class:



Pedestrians

	Kenyon Avenue							Silver Lake Avenue							Kenyon Avenue							Silver Lake Avenue							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
6:45 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	1	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	0	1	0	1	1
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	1	1	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	2	1	3	3	
7:30 AM	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	3	0	3	4
7:45 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	3	
Total	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	6	3	9	11
8:00 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	2	3	5	
8:15 AM	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	1	2	4	
8:30 AM	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	1	1	2	
Total	0	0	0	0	0	2	2	0	0	0	0	0	1	1	0	0	0	0	2	0	2	0	0	0	0	2	4	6	11
Grand Total	0	0	0	0	1	2	3	0	0	0	0	0	1	1	0	0	0	0	3	0	3	0	0	0	0	9	7	16	23
Approach %	0	0	0	0	33.3	66.7		0	0	0	0	0	100		0	0	0	0	100	0		0	0	0	0	56.3	43.8		
Total %	0	0	0	0	4.35	8.7	13	0	0	0	0	0	4.35	4.35	0	0	0	0	13	0	13	0	0	0	0	39.1	30.4	69.6	
Exiting Leg Total	3							1							3							16							23

Peak Hour Analysis from 06:45 AM to 08:45 AM begins at:

7:30 AM	Kenyon Avenue							Silver Lake Avenue							Kenyon Avenue							Silver Lake Avenue							Total	
	from North							from East							from South							from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:30 AM	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	3	0	3	4
7:45 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	3	
8:00 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	2	3	5
8:15 AM	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	1	1	2	4	
Total Volume	0	0	0	0	1	2	3	0	0	0	0	0	1	1	0	0	0	0	2	0	2	0	0	0	0	6	4	10	16	
% 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	100.0	0.0		0.0	0.0	0.0	0.0	60.0	40.0			
PHF	0.000	0.000	0.000	0.000	0.250	0.500	0.750	0.000	0.000	0.000	0.000	0.000	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	0.500	0.500	0.833	0.800	
Entering Leg	0	0	0	0	1	2	3	0	0	0	0	0	1	1	0	0	0	0	2	0	2	0	0	0	0	6	4	10	16	
Exiting Leg	3							1							2							10							16	
Total	6							2							4							20							32	

PDI File #: **207568 AA**
 Location: **N: Kenyon Avenue S: Kenyon Avenue**
 Location: **E: Silver Lake Avenue W: Silver Lake Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **2:00 PM**
 End Time: **5:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Kenyon Avenue					Silver Lake Avenue					Kenyon Avenue					Silver Lake Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
2:00 PM	1	16	1	0	18	2	13	1	0	16	1	16	1	0	18	6	3	3	0	12	64
2:15 PM	2	16	4	0	22	1	6	1	0	8	2	16	10	0	28	1	8	1	0	10	68
2:30 PM	1	19	8	0	28	0	7	0	0	7	2	14	3	0	19	3	8	0	0	11	65
2:45 PM	1	14	3	0	18	3	11	2	0	16	2	22	2	0	26	10	12	1	0	23	83
Total	5	65	16	0	86	6	37	4	0	47	7	68	16	0	91	20	31	5	0	56	280
3:00 PM	0	17	3	0	20	1	8	3	0	12	2	22	8	0	32	4	12	1	0	17	81
3:15 PM	0	11	7	0	18	0	10	0	0	10	1	18	8	0	27	1	6	1	0	8	63
3:30 PM	0	21	3	0	24	3	11	1	0	15	3	18	5	0	26	4	12	1	0	17	82
3:45 PM	2	15	2	0	19	2	7	1	0	10	1	11	4	0	16	4	15	2	0	21	66
Total	2	64	15	0	81	6	36	5	0	47	7	69	25	0	101	13	45	5	0	63	292
4:00 PM	0	14	3	0	17	3	13	1	0	17	2	14	8	0	24	4	13	2	0	19	77
4:15 PM	0	17	5	0	22	4	10	1	0	15	4	14	7	0	25	3	7	2	0	12	74
4:30 PM	3	12	9	0	24	0	12	0	0	12	4	21	8	0	33	0	11	1	0	12	81
4:45 PM	4	10	3	0	17	2	11	1	0	14	3	17	4	0	24	1	10	0	0	11	66
Total	7	53	20	0	80	9	46	3	0	58	13	66	27	0	106	8	41	5	0	54	298
Grand Total	14	182	51	0	247	21	119	12	0	152	27	203	68	0	298	41	117	15	0	173	870
Approach %	5.7	73.7	20.6	0.0		13.8	78.3	7.9	0.0		9.1	68.1	22.8	0.0		23.7	67.6	8.7	0.0		
Total %	1.6	20.9	5.9	0.0	28.4	2.4	13.7	1.4	0.0	17.5	3.1	23.3	7.8	0.0	34.3	4.7	13.4	1.7	0.0	19.9	
Exiting Leg Total	239					195					235					201					870
Cars	13	177	51	0	241	21	116	12	0	149	27	202	68	0	297	41	115	15	0	171	858
% Cars	92.9	97.3	100.0	0.0	97.6	100.0	97.5	100.0	0.0	98.0	100.0	99.5	100.0	0.0	99.7	100.0	98.3	100.0	0.0	98.8	98.6
Exiting Leg Total	238					193					230					197					858
Heavy Vehicles	1	5	0	0	6	0	3	0	0	3	0	1	0	0	1	0	2	0	0	2	12
% Heavy Vehicles	7.1	2.7	0.0	0.0	2.4	0.0	2.5	0.0	0.0	2.0	0.0	0.5	0.0	0.0	0.3	0.0	1.7	0.0	0.0	1.2	1.4
Exiting Leg Total	1					2					5					4					12

Peak Hour Analysis from 02:00 PM to 05:00 PM begins at:

2:45 PM	Kenyon Avenue					Silver Lake Avenue					Kenyon Avenue					Silver Lake Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
2:45 PM	1	14	3	0	18	3	11	2	0	16	2	22	2	0	26	10	12	1	0	23	83
3:00 PM	0	17	3	0	20	1	8	3	0	12	2	22	8	0	32	4	12	1	0	17	81
3:15 PM	0	11	7	0	18	0	10	0	0	10	1	18	8	0	27	1	6	1	0	8	63
3:30 PM	0	21	3	0	24	3	11	1	0	15	3	18	5	0	26	4	12	1	0	17	82
Total Volume	1	63	16	0	80	7	40	6	0	53	8	80	23	0	111	19	42	4	0	65	309
% Approach Total	1.3	78.8	20.0	0.0		13.2	75.5	11.3	0.0		7.2	72.1	20.7	0.0		29.2	64.6	6.2	0.0		
PHF	0.250	0.750	0.571	0.000	0.833	0.583	0.909	0.500	0.000	0.828	0.667	0.909	0.719	0.000	0.867	0.475	0.875	1.000	0.000	0.707	0.931
Cars	1	61	16	0	78	7	38	6	0	51	8	80	23	0	111	19	41	4	0	64	304
Cars %	100.0	96.8	100.0	0.0	97.5	100.0	95.0	100.0	0.0	96.2	100.0	100.0	100.0	0.0	100.0	100.0	97.6	100.0	0.0	98.5	98.4
Heavy Vehicles	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	5
Heavy Vehicles %	0.0	3.2	0.0	0.0	2.5	0.0	5.0	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0	1.5	1.6
Cars Enter Leg	1	61	16	0	78	7	38	6	0	51	8	80	23	0	111	19	41	4	0	64	304
Heavy Enter Leg	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	5
Total Entering Leg	1	63	16	0	80	7	40	6	0	53	8	80	23	0	111	19	42	4	0	65	309
Cars Exiting Leg	91					65					86					62					304
Heavy Exiting Leg	0					1					2					2					5
Total Exiting Leg	91					66					88					64					309

PDI File #: **207568 AA**
 Location: **N: Kenyon Avenue S: Kenyon Avenue**
 Location: **E: Silver Lake Avenue W: Silver Lake Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **2:00 PM**
 End Time: **5:00 PM**



Cars

	Kenyon Avenue					Silver Lake Avenue					Kenyon Avenue					Silver Lake Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
2:00 PM	1	16	1	0	18	2	13	1	0	16	1	16	1	0	18	6	2	3	0	11	63
2:15 PM	1	15	4	0	20	1	6	1	0	8	2	16	10	0	28	1	8	1	0	10	66
2:30 PM	1	18	8	0	27	0	7	0	0	7	2	14	3	0	19	3	8	0	0	11	64
2:45 PM	1	14	3	0	18	3	9	2	0	14	2	22	2	0	26	10	12	1	0	23	81
Total	4	63	16	0	83	6	35	4	0	45	7	68	16	0	91	20	30	5	0	55	274
3:00 PM	0	16	3	0	19	1	8	3	0	12	2	22	8	0	32	4	12	1	0	17	80
3:15 PM	0	10	7	0	17	0	10	0	0	10	1	18	8	0	27	1	6	1	0	8	62
3:30 PM	0	21	3	0	24	3	11	1	0	15	3	18	5	0	26	4	11	1	0	16	81
3:45 PM	2	14	2	0	18	2	7	1	0	10	1	10	4	0	15	4	15	2	0	21	64
Total	2	61	15	0	78	6	36	5	0	47	7	68	25	0	100	13	44	5	0	62	287
4:00 PM	0	14	3	0	17	3	13	1	0	17	2	14	8	0	24	4	13	2	0	19	77
4:15 PM	0	17	5	0	22	4	9	1	0	14	4	14	7	0	25	3	7	2	0	12	73
4:30 PM	3	12	9	0	24	0	12	0	0	12	4	21	8	0	33	0	11	1	0	12	81
4:45 PM	4	10	3	0	17	2	11	1	0	14	3	17	4	0	24	1	10	0	0	11	66
Total	7	53	20	0	80	9	45	3	0	57	13	66	27	0	106	8	41	5	0	54	297
Grand Total	13	177	51	0	241	21	116	12	0	149	27	202	68	0	297	41	115	15	0	171	858
Approach %	5.4	73.4	21.2	0.0		14.1	77.9	8.1	0.0		9.1	68.0	22.9	0.0		24.0	67.3	8.8	0.0		
Total %	1.5	20.6	5.9	0.0	28.1	2.4	13.5	1.4	0.0	17.4	3.1	23.5	7.9	0.0	34.6	4.8	13.4	1.7	0.0	19.9	
Exiting Leg Total	238					193					230					197					858

Peak Hour Analysis from 02:00 PM to 05:00 PM begins at:

2:45 PM	Kenyon Avenue					Silver Lake Avenue					Kenyon Avenue					Silver Lake Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
2:45 PM	1	14	3	0	18	3	9	2	0	14	2	22	2	0	26	10	12	1	0	23	81
3:00 PM	0	16	3	0	19	1	8	3	0	12	2	22	8	0	32	4	12	1	0	17	80
3:15 PM	0	10	7	0	17	0	10	0	0	10	1	18	8	0	27	1	6	1	0	8	62
3:30 PM	0	21	3	0	24	3	11	1	0	15	3	18	5	0	26	4	11	1	0	16	81
Total Volume	1	61	16	0	78	7	38	6	0	51	8	80	23	0	111	19	41	4	0	64	304
% Approach Total	1.3	78.2	20.5	0.0		13.7	74.5	11.8	0.0		7.2	72.1	20.7	0.0		29.7	64.1	6.3	0.0		
PHF	0.250	0.726	0.571	0.000	0.813	0.583	0.864	0.500	0.000	0.850	0.667	0.909	0.719	0.000	0.867	0.475	0.854	1.000	0.000	0.696	0.938
Entering Leg	1	61	16	0	78	7	38	6	0	51	8	80	23	0	111	19	41	4	0	64	304
Exiting Leg					91					65					86					62	304
Total					169					116					197					126	608

PDI File #: **207568 AA**
 Location: **N: Kenyon Avenue S: Kenyon Avenue**
 Location: **E: Silver Lake Avenue W: Silver Lake Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **2:00 PM**
 End Time: **5:00 PM**
 Class:



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

	Kenyon Avenue					Silver Lake Avenue					Kenyon Avenue					Silver Lake Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2:15 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
Total	1	2	0	0	3	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	1
3:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
3:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
Total	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Grand Total	1	5	0	0	6	0	3	0	0	3	0	1	0	0	1	0	2	0	0	2	12
Approach %	16.7	83.3	0.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	8.3	41.7	0.0	0.0	50.0	0.0	25.0	0.0	0.0	25.0	0.0	8.3	0.0	0.0	8.3	0.0	16.7	0.0	0.0	16.7	
Exiting Leg Total	1					2					5					4					12
Buses	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Buses	0.0	20.0	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.3
Exiting Leg Total	0					0					1					0					1
Single-Unit Trucks	1	4	0	0	5	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	9
% Single-Unit	100.0	80.0	0.0	0.0	83.3	0.0	66.7	0.0	0.0	66.7	0.0	100.0	0.0	0.0	100.0	0.0	50.0	0.0	0.0	50.0	75.0
Exiting Leg Total	1					1					4					3					9
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
% Articulated	0.0	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	0.0	50.0	0.0	0.0	50.0	16.7
Exiting Leg Total	0					1					0					1					2

Peak Hour Analysis from 02:00 PM to 05:00 PM begins at:

2:00 PM	Kenyon Avenue					Silver Lake Avenue					Kenyon Avenue					Silver Lake Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2:15 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	2	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	1	0	0	1
% Approach Total	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	100.0	0.0	0.0		
PHF	0.250	0.500	0.000	0.000	0.375	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	0.750
Buses	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0.0	50.0	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	16.7
Single-Unit Trucks	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Single-Unit %	100.0	50.0	0.0	0.0	66.7	0.0	50.0	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	50.0
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Articulated %	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	0.0	100.0	0.0	0.0	100.0	33.3
Buses	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total Entering Leg	1	2	0	0	3	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	6
Buses	0					0					1					0					1
Single-Unit Trucks	0					0					1					2					3
Articulated Trucks	0					1					0					1					2
Total Exiting Leg	0					1					2					3					6

PDI File #: **207568 AA**
 Location: **N: Kenyon Avenue S: Kenyon Avenue**
 Location: **E: Silver Lake Avenue W: Silver Lake Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **2:00 PM**
 End Time: **5:00 PM**
 Class:



Buses

	Kenyon Avenue					Silver Lake Avenue					Kenyon Avenue					Silver Lake Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
Grand Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					0					1					0					1

Peak Hour Analysis from 02:00 PM to 05:00 PM begins at:

2:00 PM	Kenyon Avenue					Silver Lake Avenue					Kenyon Avenue					Silver Lake Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:45 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	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg	0					0					1					0					1
Total	1					0					1					0					2

PDI File #: **207568 AA**
 Location: **N: Kenyon Avenue S: Kenyon Avenue**
 Location: **E: Silver Lake Avenue W: Silver Lake Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **2:00 PM**
 End Time: **5:00 PM**
 Class:



Single-Unit Trucks

	Kenyon Avenue					Silver Lake Avenue					Kenyon Avenue					Silver Lake Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
3:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
3:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	5
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	1	4	0	0	5	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	9
Approach %	20.0	80.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	11.1	44.4	0.0	0.0	55.6	0.0	22.2	0.0	0.0	22.2	0.0	11.1	0.0	0.0	11.1	0.0	11.1	0.0	0.0	11.1	
Exiting Leg Total	1					1					4					3					9

Peak Hour Analysis from 02:00 PM to 05:00 PM begins at:

3:00 PM	Kenyon Avenue					Silver Lake Avenue					Kenyon Avenue					Silver Lake Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
3:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2
Total Volume	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	5
% 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	100.0	0.0	0.0		
PHF	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.250	0.625
Entering Leg	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	5
Exiting Leg	1					1					3					0					5
Total	4					1					4					1					10

PDI File #: **207568 AA**
 Location: **N: Kenyon Avenue S: Kenyon Avenue**
 Location: **E: Silver Lake Avenue W: Silver Lake Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **2:00 PM**
 End Time: **5:00 PM**
 Class:



Articulated Trucks

	Kenyon Avenue					Silver Lake Avenue					Kenyon Avenue					Silver Lake Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 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	0	1	0	0	2
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
Grand Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
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	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	
Exiting Leg Total	0					1					0					1					2

Peak Hour Analysis from 02:00 PM to 05:00 PM begins at:

2:00 PM	Kenyon Avenue					Silver Lake Avenue					Kenyon Avenue					Silver Lake Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 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	1	0	0	0	2
% 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	0.250	0.000	0.000	0.250	0.500
Entering Leg	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	2
Exiting Leg	0					1					0					1					2
Total	0					2					0					2					4

PDI File #: **207568 AA**
 Location: **N: Kenyon Avenue S: Kenyon Avenue**
 Location: **E: Silver Lake Avenue W: Silver Lake Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **2:00 PM**
 End Time: **5:00 PM**



Class:

Bicycles (on Roadway and Crosswalks)

	Kenyon Avenue							Silver Lake Avenue							Kenyon Avenue							Silver Lake Avenue							Total	
	from North							from East							from South							from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
2:00 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	
2:15 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	
2:30 PM	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	3	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	1	0	0	0	1	3
Total	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	1	1	0	0	0	2	6
3:00 PM	1	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	1	
3:15 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	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM	0	1	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	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	3	
4:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	0	0	1	1	0	0	0	0	0	1	3	
4:15 PM	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	2	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 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	2	0	0	0	0	2	0	2	0	0	0	0	2	0	1	0	0	0	0	1	1	0	0	0	0	0	1	6	
Grand Total	1	5	0	0	0	0	6	0	2	0	0	0	0	2	0	3	0	0	0	0	3	1	2	1	0	0	0	4	15	
Approach %	16.7	83.3	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	50.0	25.0	0.0	0.0	0.0			
Total %	6.7	33.3	0.0	0.0	0.0	0.0	40.0	0.0	13.3	0.0	0.0	0.0	0.0	13.3	0.0	20.0	0.0	0.0	0.0	0.0	20.0	6.7	13.3	6.7	0.0	0.0	0.0	26.7		
Exiting Leg Total	4							2							6							3							15	

Peak Hour Analysis from 02:00 PM to 05:00 PM begins at:

2:15 PM	Kenyon Avenue							Silver Lake Avenue							Kenyon Avenue							Silver Lake Avenue							Total	
	from North							from East							from South							from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
2:15 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	
2:30 PM	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	3	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	1	0	0	1	3	
3:00 PM	1	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	1	
Total Volume	1	2	0	0	0	0	3	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	1	1	0	0	0	2	7
% Approach Total	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	100.0	0.0	0.0	0.0	0.0		0.0	50.0	50.0	0.0	0.0	0.0			
PHF	0.250	0.250	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	0.250	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.500	0.583	
Entering Leg	1	2	0	0	0	0	3	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	1	1	0	0	0	2	7
Exiting Leg	3							1							2							1							7	
Total	6							1							4							3							14	

PDI File #: 207568 AA
 Location: N: Kenyon Avenue S: Kenyon Avenue
 Location: E: Silver Lake Avenue W: Silver Lake Avenue
 City, State: South Kingstown, RI
 Client: VHB/Z.Tiang
 Site Code: 84090.19
 Count Date: Wednesday, July 15, 2020
 Start Time: 2:00 PM
 End Time: 5:00 PM
 Class:



Pedestrians

	Kenyon Avenue							Silver Lake Avenue							Kenyon Avenue							Silver Lake Avenue							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
2:00 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
2:15 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	2	
2:30 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	
2:45 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	
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	2	
3:00 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	
3:15 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	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
4:30 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	1	1	2	3
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	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	4	1	5	6	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	5	4	9	10	
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	55.6	44.4				
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10	0	0	0	50	40	90		
Exiting Leg Total	0							0							1							9							10

Peak Hour Analysis from 02:00 PM to 05:00 PM begins at:

3:45 PM	Kenyon Avenue							Silver Lake Avenue							Kenyon Avenue							Silver Lake Avenue							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turns	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	1	2	3
Total Volume	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	5	2	7	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	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	71.4	28.6		
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	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.625	0.500	0.875	0.667
Entering Leg	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	5	2	7	8
Exiting Leg	0							0							1							7							8
Total	0							0							2							14							16

PDI File #: **207568 B**
 Location: **N: Driveway S: Hospital West Driveway**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	Driveway					Kenyon Avenue					Hospital West Driveway					Kenyon Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:45 AM	0	0	0	0	0	0	2	49	0	51	1	0	2	0	3	13	18	0	0	31	85
Total	0	0	0	0	0	0	2	49	0	51	1	0	2	0	3	13	18	0	0	31	85
7:00 AM	0	0	0	0	0	0	6	21	0	27	2	0	2	0	4	8	17	0	0	25	56
7:15 AM	0	0	0	0	0	0	15	27	0	42	3	0	0	0	3	3	22	0	0	25	70
7:30 AM	0	0	1	0	1	0	8	34	0	42	3	0	0	0	3	11	7	0	0	18	64
7:45 AM	0	0	0	0	0	0	11	28	0	39	0	0	0	0	0	13	26	0	0	39	78
Total	0	0	1	0	1	0	40	110	0	150	8	0	2	0	10	35	72	0	0	107	268
8:00 AM	0	0	0	0	0	0	6	22	0	28	3	0	3	0	6	7	14	0	0	21	55
8:15 AM	0	0	0	0	0	0	10	12	0	22	3	0	1	0	4	4	16	0	0	20	46
8:30 AM	0	0	0	0	0	0	11	8	0	19	1	0	3	0	4	5	21	0	0	26	49
Total	0	0	0	0	0	0	27	42	0	69	7	0	7	0	14	16	51	0	0	67	150
Grand Total	0	0	1	0	1	0	69	201	0	270	16	0	11	0	27	64	141	0	0	205	503
Approach %	0.0	0.0	100.0	0.0		0.0	25.6	74.4	0.0		59.3	0.0	40.7	0.0		31.2	68.8	0.0	0.0		
Total %	0.0	0.0	0.2	0.0	0.2	0.0	13.7	40.0	0.0	53.7	3.2	0.0	2.2	0.0	5.4	12.7	28.0	0.0	0.0	40.8	
Exiting Leg Total	0					158					265					80					503
Cars	0	0	1	0	1	0	67	199	0	266	14	0	11	0	25	64	140	0	0	204	496
% Cars	0.0	0.0	100.0	0.0	100.0	0.0	97.1	99.0	0.0	98.5	87.5	0.0	100.0	0.0	92.6	100.0	99.3	0.0	0.0	99.5	98.6
Exiting Leg Total	0					155					263					78					496
Heavy Vehicles	0	0	0	0	0	0	2	2	0	4	2	0	0	0	2	0	1	0	0	1	7
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	0.0	2.9	1.0	0.0	1.5	12.5	0.0	0.0	0.0	7.4	0.0	0.7	0.0	0.0	0.5	1.4
Exiting Leg Total	0					3					2					2					7

Peak Hour Analysis from 06:45 AM to 08:45 AM begins at:

6:45 AM	Driveway					Kenyon Avenue					Hospital West Driveway					Kenyon Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:45 AM	0	0	0	0	0	0	2	49	0	51	1	0	2	0	3	13	18	0	0	31	85
7:00 AM	0	0	0	0	0	0	6	21	0	27	2	0	2	0	4	8	17	0	0	25	56
7:15 AM	0	0	0	0	0	0	15	27	0	42	3	0	0	0	3	3	22	0	0	25	70
7:30 AM	0	0	1	0	1	0	8	34	0	42	3	0	0	0	3	11	7	0	0	18	64
Total Volume	0	0	1	0	1	0	31	131	0	162	9	0	4	0	13	35	64	0	0	99	275
% Approach Total	0.0	0.0	100.0	0.0		0.0	19.1	80.9	0.0		69.2	0.0	30.8	0.0		35.4	64.6	0.0	0.0		
PHF	0.000	0.000	0.250	0.000	0.250	0.000	0.517	0.668	0.000	0.794	0.750	0.000	0.500	0.000	0.813	0.673	0.727	0.000	0.000	0.798	0.809
Cars	0	0	1	0	1	0	30	130	0	160	7	0	4	0	11	35	64	0	0	99	271
Cars %	0.0	0.0	100.0	0.0	100.0	0.0	96.8	99.2	0.0	98.8	77.8	0.0	100.0	0.0	84.6	100.0	100.0	0.0	0.0	100.0	98.5
Heavy Vehicles	0	0	0	0	0	0	1	1	0	2	2	0	0	0	2	0	0	0	0	0	4
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	3.2	0.8	0.0	1.2	22.2	0.0	0.0	0.0	15.4	0.0	0.0	0.0	0.0	0.0	1.5
Cars Enter Leg	0	0	1	0	1	0	30	130	0	160	7	0	4	0	11	35	64	0	0	99	271
Heavy Enter Leg	0	0	0	0	0	0	1	1	0	2	2	0	0	0	2	0	0	0	0	0	4
Total Entering Leg	0	0	1	0	1	0	31	131	0	162	9	0	4	0	13	35	64	0	0	99	275
Cars Exiting Leg	0					72					165					34					271
Heavy Exiting Leg	0					2					1					1					4
Total Exiting Leg	0					74					166					35					275

PDI File #: **207568 B**
 Location: **N: Driveway S: Hospital West Driveway**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**
 Class:



Cars

	Driveway					Kenyon Avenue					Hospital West Driveway					Kenyon Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:45 AM	0	0	0	0	0	0	2	49	0	51	1	0	2	0	3	13	18	0	0	31	85
Total	0	0	0	0	0	0	2	49	0	51	1	0	2	0	3	13	18	0	0	31	85
7:00 AM	0	0	0	0	0	0	6	21	0	27	2	0	2	0	4	8	17	0	0	25	56
7:15 AM	0	0	0	0	0	0	15	26	0	41	2	0	0	0	2	3	22	0	0	25	68
7:30 AM	0	0	1	0	1	0	7	34	0	41	2	0	0	0	2	11	7	0	0	18	62
7:45 AM	0	0	0	0	0	0	11	28	0	39	0	0	0	0	0	13	26	0	0	39	78
Total	0	0	1	0	1	0	39	109	0	148	6	0	2	0	8	35	72	0	0	107	264
8:00 AM	0	0	0	0	0	0	6	21	0	27	3	0	3	0	6	7	14	0	0	21	54
8:15 AM	0	0	0	0	0	0	10	12	0	22	3	0	1	0	4	4	15	0	0	19	45
8:30 AM	0	0	0	0	0	0	10	8	0	18	1	0	3	0	4	5	21	0	0	26	48
Total	0	0	0	0	0	0	26	41	0	67	7	0	7	0	14	16	50	0	0	66	147
Grand Total	0	0	1	0	1	0	67	199	0	266	14	0	11	0	25	64	140	0	0	204	496
Approach %	0.0	0.0	100.0	0.0		0.0	25.2	74.8	0.0		56.0	0.0	44.0	0.0		31.4	68.6	0.0	0.0		
Total %	0.0	0.0	0.2	0.0	0.2	0.0	13.5	40.1	0.0	53.6	2.8	0.0	2.2	0.0	5.0	12.9	28.2	0.0	0.0	41.1	
Exiting Leg Total	0					155					263					78					496

Peak Hour Analysis from 06:45 AM to 08:45 AM begins at:

6:45 AM	Driveway					Kenyon Avenue					Hospital West Driveway					Kenyon Avenue					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:45 AM	0	0	0	0	0	0	2	49	0	51	1	0	2	0	3	13	18	0	0	31	85
7:00 AM	0	0	0	0	0	0	6	21	0	27	2	0	2	0	4	8	17	0	0	25	56
7:15 AM	0	0	0	0	0	0	15	26	0	41	2	0	0	0	2	3	22	0	0	25	68
7:30 AM	0	0	1	0	1	0	7	34	0	41	2	0	0	0	2	11	7	0	0	18	62
Total Volume	0	0	1	0	1	0	30	130	0	160	7	0	4	0	11	35	64	0	0	99	271
% Approach Total	0.0	0.0	100.0	0.0		0.0	18.8	81.3	0.0		63.6	0.0	36.4	0.0		35.4	64.6	0.0	0.0		
PHF	0.000	0.000	0.250	0.000	0.250	0.000	0.500	0.663	0.000	0.784	0.875	0.000	0.500	0.000	0.688	0.673	0.727	0.000	0.000	0.798	0.797
Entering Leg	0	0	1	0	1	0	30	130	0	160	7	0	4	0	11	35	64	0	0	99	271
Exiting Leg	0					72					165					34					271
Total	1					232					176					133					542

PDI File #: **207568 B**
 Location: **N: Driveway S: Hospital West Driveway**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	Driveway					Kenyon Avenue					Hospital West Driveway					Kenyon Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:45 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
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	1	0	1	1	0	0	0	1	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	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
Total	0	0	0	0	0	0	1	1	0	2	2	0	0	0	2	0	0	0	0	0	4
8:00 AM	0	0	0	0	0	0	0	1	0	1	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	1	0	0	1	1
8:30 AM	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	1	0	2	0	0	0	0	0	0	1	0	0	1	3
Grand Total	0	0	0	0	0	0	2	2	0	4	2	0	0	0	2	0	1	0	0	1	7
Approach %	0.0	0.0	0.0	0.0		0.0	50.0	50.0	0.0		100.0	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	28.6	28.6	0.0	57.1	28.6	0.0	0.0	0.0	28.6	0.0	14.3	0.0	0.0	14.3	
Exiting Leg Total	0					3					2					2					7
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
Single-Unit Trucks	0	0	0	0	0	0	1	2	0	3	2	0	0	0	2	0	0	0	0	0	5
% Single-Unit	0.0	0.0	0.0	0.0	0.0	0.0	50.0	100.0	0.0	75.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	71.4
Exiting Leg Total	0					2					2					1					5
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	28.6
Exiting Leg Total	0					1					0					1					2

Peak Hour Analysis from 06:45 AM to 08:45 AM begins at:

7:15 AM	Driveway					Kenyon Avenue					Hospital West Driveway					Kenyon Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:15 AM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	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
8:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	1	2	0	3	2	0	0	0	2	0	0	0	0	0	5
% Approach Total	0.0	0.0	0.0	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		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.750	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.625
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
Single-Unit Trucks	0	0	0	0	0	0	1	2	0	3	2	0	0	0	2	0	0	0	0	0	5
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	100.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Single-Unit Trucks	0	0	0	0	0	0	1	2	0	3	2	0	0	0	2	0	0	0	0	0	5
Articulated Trucks	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	1	2	0	3	2	0	0	0	2	0	0	0	0	0	5
Buses	0					0					0					0					0
Single-Unit Trucks	0					2					2					1					5
Articulated Trucks	0					0					0					0					0
Total Exiting Leg	0					2					2					1					5

PDI File #: **207568 B**
 Location: **N: Driveway S: Hospital West Driveway**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**
 Class:



Buses

	Driveway					Kenyon Avenue					Hospital West Driveway					Kenyon Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:45 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
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	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
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 06:45 AM to 08:45 AM begins at:

6:45 AM	Driveway					Kenyon Avenue					Hospital West Driveway					Kenyon Avenue					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
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 #: **207568 B**
 Location: **N: Driveway S: Hospital West Driveway**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**
 Class:



Single-Unit Trucks

	Driveway					Kenyon Avenue					Hospital West Driveway					Kenyon Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:45 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
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	1	0	1	1	0	0	0	1	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	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
Total	0	0	0	0	0	0	1	1	0	2	2	0	0	0	2	0	0	0	0	0	4
8:00 AM	0	0	0	0	0	0	0	1	0	1	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
8:30 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	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	1	2	0	3	2	0	0	0	2	0	0	0	0	0	5
Approach %	0.0	0.0	0.0	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		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	20.0	40.0	0.0	60.0	40.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					2					2					1					5

Peak Hour Analysis from 06:45 AM to 08:45 AM begins at:

7:15 AM	Driveway					Kenyon Avenue					Hospital West Driveway					Kenyon Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:15 AM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	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
8:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	1	2	0	3	2	0	0	0	2	0	0	0	0	0	5
% Approach Total	0.0	0.0	0.0	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		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.750	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.625
Entering Leg	0	0	0	0	0	0	1	2	0	3	2	0	0	0	2	0	0	0	0	0	5
Exiting Leg	0					2					2					1					5
Total	0					5					4					1					10

PDI File #: **207568 B**
 Location: **N: Driveway S: Hospital West Driveway**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**
 Class:



Articulated Trucks

	Driveway					Kenyon Avenue					Hospital West Driveway					Kenyon Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:45 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
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	0	0	0	0	0	1	0	0	1	1
8:30 AM	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	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
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	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	
Exiting Leg Total	0					1					0					1					2

Peak Hour Analysis from 06:45 AM to 08:45 AM begins at:

7:45 AM	Driveway					Kenyon Avenue					Hospital West Driveway					Kenyon Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 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	0	0	0	0	0	1	0	0	0	1
8:30 AM	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	1	0	0	1	2
% 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	0.250	0.000	0.000	0.250	0.500
Entering Leg	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Exiting Leg	0					1					0					1					2
Total	0					2					0					2					4

PDI File #: **207568 B**
 Location: **N: Driveway S: Hospital West Driveway**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**



Bicycles (on Roadway and Crosswalks)

	Driveway							Kenyon Avenue							Hospital West Driveway							Kenyon Avenue							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
6:45 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	0	1
Total	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	
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	
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	
7:30 AM	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	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	1	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		
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		
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		
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		
Grand Total	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	1	0	1	0	0	0	0	1	
Approach %	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	100.0		0.0	100.0	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	33.3	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	33.3	
Exiting Leg Total	0							1							1							1							3

Peak Hour Analysis from 06:45 AM to 08:45 AM begins at:

6:45 AM	Driveway							Kenyon Avenue							Hospital West Driveway							Kenyon Avenue							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
6:45 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	0	1
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	
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	
7:30 AM	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	1	
Total Volume	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	
% Approach Total	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	100.0	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	0.250	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	
Entering Leg	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	
Exiting Leg	0							1							0							1							
Total	0							2							0							2							

PDI File #: **207568 B**
 Location: **N: Driveway S: Hospital West Driveway**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**
 Class:



Pedestrians

	Driveway							Kenyon Avenue							Hospital West Driveway							Kenyon Avenue							Total	
	from North							from East							from South							from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
6:45 AM	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	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	2	
7:00 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	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0	0	0	4	
7:30 AM	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	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	7	0	0	0	0	0	0	0	7	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	7	13	0	0	0	0	0	0	0	13	
8:00 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	1	3	
8:15 AM	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	0	0	2	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	3	
Total	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3	3	6	0	0	0	0	1	0	1	8	
Grand Total	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	10	11	21	0	0	0	0	1	0	1	23	
Approach %	0	0	0	0	100	0		0	0	0	0	0	0		0	0	0	0	47.6	52.4		0	0	0	0	100	0			
Total %	0	0	0	0	4.35	0	4.35	0	0	0	0	0	0	0	0	0	0	0	43.5	47.8	91.3	0	0	0	0	4.35	0	4.35		
Exiting Leg Total	1							0							21							1							23	

Peak Hour Analysis from 06:45 AM to 08:45 AM begins at:

7:15 AM	Driveway							Kenyon Avenue							Hospital West Driveway							Kenyon Avenue							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0	0	0	4
7:30 AM	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
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	7	0	0	0	0	0	0	0	7
8:00 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	1	3
Total Volume	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	6	7	13	0	0	0	0	1	0	1	15
% 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	46.2	53.8		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	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.438	0.464	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.536
Entering Leg	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	6	7	13	0	0	0	0	1	0	1	15
Exiting Leg	1							0							13							1							15
Total	2							0							26							2							30

PDI File #: **207568 BB**
 Location: **N: Driveway S: Hospital West Driveway**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **2:00 PM**
 End Time: **5:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Driveway					Kenyon Avenue					Hospital West Driveway					Kenyon Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
2:00 PM	0	0	0	0	0	0	12	5	0	17	3	0	6	0	9	0	21	0	0	21	47
2:15 PM	0	0	0	0	0	0	25	2	0	27	13	0	4	0	17	3	15	0	0	18	62
2:30 PM	0	0	0	0	0	0	14	9	0	23	13	0	5	0	18	1	20	0	0	21	62
2:45 PM	0	0	0	0	0	0	23	14	0	37	10	0	4	0	14	5	20	0	0	25	76
Total	0	0	0	0	0	0	74	30	0	104	39	0	19	0	58	9	76	0	0	85	247
3:00 PM	0	0	1	0	1	0	28	5	0	33	10	0	4	0	14	3	20	0	0	23	71
3:15 PM	0	0	0	0	0	0	21	3	0	24	17	0	8	0	25	2	12	0	0	14	63
3:30 PM	0	0	0	0	0	0	21	2	0	23	31	0	8	0	39	2	26	0	0	28	90
3:45 PM	0	0	0	0	0	0	15	3	0	18	23	0	4	0	27	2	17	0	0	19	64
Total	0	0	1	0	1	0	85	13	0	98	81	0	24	0	105	9	75	0	0	84	288
4:00 PM	0	0	0	0	0	0	22	2	0	24	27	0	6	0	33	2	17	0	0	19	76
4:15 PM	0	0	0	0	0	0	16	5	0	21	16	0	8	0	24	0	20	0	0	20	65
4:30 PM	0	0	0	0	0	0	27	1	0	28	24	0	13	0	37	1	14	0	0	15	80
4:45 PM	0	0	0	0	0	0	20	1	0	21	13	0	6	0	19	0	12	0	0	12	52
Total	0	0	0	0	0	0	85	9	0	94	80	0	33	0	113	3	63	0	0	66	273
Grand Total	0	0	1	0	1	0	244	52	0	296	200	0	76	0	276	21	214	0	0	235	808
Approach %	0.0	0.0	100.0	0.0		0.0	82.4	17.6	0.0		72.5	0.0	27.5	0.0		8.9	91.1	0.0	0.0		
Total %	0.0	0.0	0.1	0.0	0.1	0.0	30.2	6.4	0.0	36.6	24.8	0.0	9.4	0.0	34.2	2.6	26.5	0.0	0.0	29.1	
Exiting Leg Total	0					415					73					320					808
Cars	0	0	1	0	1	0	243	48	0	291	196	0	76	0	272	18	210	0	0	228	792
% Cars	0.0	0.0	100.0	0.0	100.0	0.0	99.6	92.3	0.0	98.3	98.0	0.0	100.0	0.0	98.6	85.7	98.1	0.0	0.0	97.0	98.0
Exiting Leg Total	0					407					66					319					792
Heavy Vehicles	0	0	0	0	0	0	1	4	0	5	4	0	0	0	4	3	4	0	0	7	16
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	0.0	0.4	7.7	0.0	1.7	2.0	0.0	0.0	0.0	1.4	14.3	1.9	0.0	0.0	3.0	2.0
Exiting Leg Total	0					8					7					1					16

Peak Hour Analysis from 02:00 PM to 05:00 PM begins at:

2:45 PM	Driveway					Kenyon Avenue					Hospital West Driveway					Kenyon Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
2:45 PM	0	0	0	0	0	0	23	14	0	37	10	0	4	0	14	5	20	0	0	25	76
3:00 PM	0	0	1	0	1	0	28	5	0	33	10	0	4	0	14	3	20	0	0	23	71
3:15 PM	0	0	0	0	0	0	21	3	0	24	17	0	8	0	25	2	12	0	0	14	63
3:30 PM	0	0	0	0	0	0	21	2	0	23	31	0	8	0	39	2	26	0	0	28	90
Total Volume	0	0	1	0	1	0	93	24	0	117	68	0	24	0	92	12	78	0	0	90	300
% Approach Total	0.0	0.0	100.0	0.0		0.0	79.5	20.5	0.0		73.9	0.0	26.1	0.0		13.3	86.7	0.0	0.0		
PHF	0.000	0.000	0.250	0.000	0.250	0.000	0.830	0.429	0.000	0.791	0.548	0.000	0.750	0.000	0.590	0.600	0.750	0.000	0.000	0.804	0.833
Cars	0	0	1	0	1	0	93	24	0	117	67	0	24	0	91	10	78	0	0	88	297
Cars %	0.0	0.0	100.0	0.0	100.0	0.0	100.0	100.0	0.0	100.0	98.5	0.0	100.0	0.0	98.9	83.3	100.0	0.0	0.0	97.8	99.0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	2	3
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	0.0	1.1	16.7	0.0	0.0	0.0	2.2	1.0
Cars Enter Leg	0	0	1	0	1	0	93	24	0	117	67	0	24	0	91	10	78	0	0	88	297
Heavy Enter Leg	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	2	3
Total Entering Leg	0	0	1	0	1	0	93	24	0	117	68	0	24	0	92	12	78	0	0	90	300
Cars Exiting Leg	0					146					34					117					297
Heavy Exiting Leg	0					1					2					0					3
Total Exiting Leg	0					147					36					117					300

PDI File #: **207568 BB**
 Location: **N: Driveway S: Hospital West Driveway**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **2:00 PM**
 End Time: **5:00 PM**



Cars

	Driveway					Kenyon Avenue					Hospital West Driveway					Kenyon Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
2:00 PM	0	0	0	0	0	0	12	5	0	17	3	0	6	0	9	0	21	0	0	21	47
2:15 PM	0	0	0	0	0	0	25	2	0	27	13	0	4	0	17	3	14	0	0	17	61
2:30 PM	0	0	0	0	0	0	14	8	0	22	13	0	5	0	18	0	18	0	0	18	58
2:45 PM	0	0	0	0	0	0	23	14	0	37	10	0	4	0	14	5	20	0	0	25	76
Total	0	0	0	0	0	0	74	29	0	103	39	0	19	0	58	8	73	0	0	81	242
3:00 PM	0	0	1	0	1	0	28	5	0	33	10	0	4	0	14	2	20	0	0	22	70
3:15 PM	0	0	0	0	0	0	21	3	0	24	17	0	8	0	25	1	12	0	0	13	62
3:30 PM	0	0	0	0	0	0	21	2	0	23	30	0	8	0	38	2	26	0	0	28	89
3:45 PM	0	0	0	0	0	0	14	2	0	16	22	0	4	0	26	2	16	0	0	18	60
Total	0	0	1	0	1	0	84	12	0	96	79	0	24	0	103	7	74	0	0	81	281
4:00 PM	0	0	0	0	0	0	22	2	0	24	27	0	6	0	33	2	17	0	0	19	76
4:15 PM	0	0	0	0	0	0	16	4	0	20	15	0	8	0	23	0	20	0	0	20	63
4:30 PM	0	0	0	0	0	0	27	1	0	28	23	0	13	0	36	1	14	0	0	15	79
4:45 PM	0	0	0	0	0	0	20	0	0	20	13	0	6	0	19	0	12	0	0	12	51
Total	0	0	0	0	0	0	85	7	0	92	78	0	33	0	111	3	63	0	0	66	269
Grand Total	0	0	1	0	1	0	243	48	0	291	196	0	76	0	272	18	210	0	0	228	792
Approach %	0.0	0.0	100.0	0.0		0.0	83.5	16.5	0.0		72.1	0.0	27.9	0.0		7.9	92.1	0.0	0.0		
Total %	0.0	0.0	0.1	0.0	0.1	0.0	30.7	6.1	0.0	36.7	24.7	0.0	9.6	0.0	34.3	2.3	26.5	0.0	0.0	28.8	
Exiting Leg Total	0					407					66					319					792

Peak Hour Analysis from 02:00 PM to 05:00 PM begins at:

2:45 PM	Driveway					Kenyon Avenue					Hospital West Driveway					Kenyon Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
2:45 PM	0	0	0	0	0	0	23	14	0	37	10	0	4	0	14	5	20	0	0	25	76
3:00 PM	0	0	1	0	1	0	28	5	0	33	10	0	4	0	14	2	20	0	0	22	70
3:15 PM	0	0	0	0	0	0	21	3	0	24	17	0	8	0	25	1	12	0	0	13	62
3:30 PM	0	0	0	0	0	0	21	2	0	23	30	0	8	0	38	2	26	0	0	28	89
Total Volume	0	0	1	0	1	0	93	24	0	117	67	0	24	0	91	10	78	0	0	88	297
% Approach Total	0.0	0.0	100.0	0.0		0.0	79.5	20.5	0.0		73.6	0.0	26.4	0.0		11.4	88.6	0.0	0.0		
PHF	0.000	0.000	0.250	0.000	0.250	0.000	0.830	0.429	0.000	0.791	0.558	0.000	0.750	0.000	0.599	0.500	0.750	0.000	0.000	0.786	0.834
Entering Leg	0	0	1	0	1	0	93	24	0	117	67	0	24	0	91	10	78	0	0	88	297
Exiting Leg	0					146					34					117					297
Total	1					263					125					205					594

PDI File #: **207568 BB**
 Location: **N: Driveway S: Hospital West Driveway**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **2:00 PM**
 End Time: **5:00 PM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	Driveway					Kenyon Avenue					Hospital West Driveway					Kenyon Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
2:30 PM	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	2	0	0	3
2:45 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	1	0	1	0	0	0	0	0	1	3	0	0	4
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	0	1	0	0	1
Total	0	0	0	0	0	0	0	1	1	0	2	2	0	0	0	2	2	1	0	0	3
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	2	0	2	2	0	0	0	2	0	0	0	0	4
Grand Total	0	0	0	0	0	0	0	1	4	0	5	4	0	0	0	4	3	4	0	0	7
Approach %	0.0	0.0	0.0	0.0		0.0	20.0	80.0	0.0			100.0	0.0	0.0	0.0		42.9	57.1	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	6.3	25.0	0.0	31.3		25.0	0.0	0.0	0.0	25.0	18.8	25.0	0.0	0.0	43.8
Exiting Leg Total	0					8					7					1					16
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	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	0.0	0.0	0.0	0.0	0.0	33.3	50.0	0.0	0.0	42.9
Exiting Leg Total	0					2					1					0					3
Single-Unit Trucks	0	0	0	0	0	0	0	1	4	0	5	4	0	0	0	4	2	2	0	0	4
% Single-Unit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	100.0	100.0	0.0	0.0	0.0	100.0	66.7	50.0	0.0	0.0	57.1
Exiting Leg Total	0					6					6					1					13
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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 02:00 PM to 05:00 PM begins at:

3:00 PM	Driveway					Kenyon Avenue					Hospital West Driveway					Kenyon Avenue					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	0	1	0	0	1	4
Total Volume	0	0	0	0	0	0	1	1	0	2	2	0	0	0	2	2	1	0	0	3	7
% Approach Total	0.0	0.0	0.0	0.0		0.0	50.0	50.0	0.0		100.0	0.0	0.0	0.0		66.7	33.3	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.250	0.500	0.000	0.000	0.000	0.500	0.500	0.250	0.000	0.000	0.750	0.438
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
Single-Unit Trucks	0	0	0	0	0	0	1	1	0	2	2	0	0	0	2	2	1	0	0	3	7
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	100.0	100.0	0.0	0.0	0.0	100.0	100.0	100.0	0.0	0.0	100.0	100.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Single-Unit Trucks	0	0	0	0	0	0	1	1	0	2	2	0	0	0	2	2	1	0	0	3	7
Articulated Trucks	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	1	1	0	2	2	0	0	0	2	2	1	0	0	3	7
Buses	0					0					0					0					0
Single-Unit Trucks	0					3					3					1					7
Articulated Trucks	0					0					0					0					0
Total Exiting Leg	0					3					3					1					7

PDI File #: **207568 BB**
 Location: **N: Driveway S: Hospital West Driveway**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **2:00 PM**
 End Time: **5:00 PM**
 Class:



Buses

	Driveway					Kenyon Avenue					Hospital West Driveway					Kenyon Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	3
2:45 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	1	2	0	0	3	3
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	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		33.3	66.7	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	33.3	66.7	0.0	0.0	100.0	
Exiting Leg Total	0					2					1					0					3

Peak Hour Analysis from 02:00 PM to 05:00 PM begins at:

2:00 PM	Driveway					Kenyon Avenue					Hospital West Driveway					Kenyon Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	3
2:45 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	1	2	0	0	3	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		33.3	66.7	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	0.250	0.000	0.000	0.250	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	3
Exiting Leg	0					2					1					0					3
Total	0					2					1					3					6

PDI File #: **207568 BB**
 Location: **N: Driveway S: Hospital West Driveway**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **2:00 PM**
 End Time: **5:00 PM**
 Class:



Single-Unit Trucks

	Driveway					Kenyon Avenue					Hospital West Driveway					Kenyon Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
2:45 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	1	0	1	0	0	0	0	0	0	1	0	0	0	2
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	0	1	0	0	1	4
Total	0	0	0	0	0	0	1	1	0	2	2	0	0	0	2	2	1	0	0	3	7
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
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	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	2	0	2	2	0	0	0	2	0	0	0	0	0	4
Grand Total	0	0	0	0	0	0	1	4	0	5	4	0	0	0	4	2	2	0	0	4	13
Approach %	0.0	0.0	0.0	0.0		0.0	20.0	80.0	0.0		100.0	0.0	0.0	0.0		50.0	50.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	7.7	30.8	0.0	38.5	30.8	0.0	0.0	0.0	30.8	15.4	15.4	0.0	0.0	30.8	
Exiting Leg Total	0					6					6					1					13

Peak Hour Analysis from 02:00 PM to 05:00 PM begins at:

3:00 PM	Driveway					Kenyon Avenue					Hospital West Driveway					Kenyon Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	0	1	0	0	1	4
Total Volume	0	0	0	0	0	0	1	1	0	2	2	0	0	0	2	2	1	0	0	3	7
% Approach Total	0.0	0.0	0.0	0.0		0.0	50.0	50.0	0.0		100.0	0.0	0.0	0.0		66.7	33.3	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.250	0.500	0.000	0.000	0.000	0.500	0.500	0.250	0.000	0.000	0.750	0.438
Entering Leg	0	0	0	0	0	0	1	1	0	2	2	0	0	0	2	2	1	0	0	3	7
Exiting Leg						0				3	3				3					1	7
Total	0					5					5					4					14

PDI File #: **207568 BB**
 Location: **N: Driveway S: Hospital West Driveway**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **2:00 PM**
 End Time: **5:00 PM**
 Class:



Articulated Trucks

	Driveway					Kenyon Avenue					Hospital West Driveway					Kenyon Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 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
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
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 02:00 PM to 05:00 PM begins at:

2:00 PM	Driveway					Kenyon Avenue					Hospital West Driveway					Kenyon Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 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 #: 207568 BB
 Location: N: Driveway S: Hospital West Driveway
 Location: E: Kenyon Avenue W: Kenyon Avenue
 City, State: South Kingstown, RI
 Client: VHB/Z.Tiang
 Site Code: 84090.19
 Count Date: Wednesday, July 15, 2020
 Start Time: 2:00 PM
 End Time: 5:00 PM



Class:

Bicycles (on Roadway and Crosswalks)

	Driveway							Kenyon Avenue							Hospital West Driveway							Kenyon Avenue							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
2:00 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
2:15 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
2:30 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
2:45 PM	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	2
Total	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	0	0	2
3:00 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
3:15 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
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	2	3
Grand Total	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	2	0	0	0	0	2	5
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	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	60.0	0.0	0.0	0.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	40.0	
Exiting Leg Total	0							2							0							3							5

Peak Hour Analysis from 02:00 PM to 05:00 PM begins at:

3:30 PM	Driveway							Kenyon Avenue							Hospital West Driveway							Kenyon Avenue							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
Total Volume	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	2	3
% Approach Total	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	100.0	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	0.250	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	0.250		0.375
Entering Leg	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	2	3
Exiting Leg	0							3							0							1							3
Total	0							3							0							3							6

PDI File #: **207568 BB**
 Location: **N: Driveway S: Hospital West Driveway**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **2:00 PM**
 End Time: **5:00 PM**
 Class:



Pedestrians

	Driveway							Kenyon Avenue							Hospital West Driveway							Kenyon Avenue							Total	
	from North							from East							from South							from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
2:00 PM	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	0	0	3
2:15 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	
2:30 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	
2:45 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	2	1	3	0	0	0	0	0	0	0	3	
3:00 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	
3:15 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	
3:30 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	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	2	
Total	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	0	0	3	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2	6	0	0	0	0	0	0	0	6	
Approach %	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			
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66.7	33.3	100	0	0	0	0	0	0	0		
Exiting Leg Total	0							0							6							0							6	

Peak Hour Analysis from 02:00 PM to 05:00 PM begins at:

2:00 PM	Driveway							Kenyon Avenue							Hospital West Driveway							Kenyon Avenue							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
2:00 PM	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	0	0	3
2:15 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	
2:30 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	
2:45 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	
Total Volume	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	0	0	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	0.0	66.7	33.3		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	3
Exiting Leg	0							0							3							0							3
Total	0							0							6							0							6

PDI File #: **207568 C**
 Location: **S: Hospital Front Drive (Entrance)**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	Kenyon Avenue				Hospital Front Drive (Entrance)				Kenyon Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:45 AM	48	26	0	74	1	1	0	2	6	16	0	22	98
Total	48	26	0	74	1	1	0	2	6	16	0	22	98
7:00 AM	24	6	0	30	2	3	0	5	3	16	0	19	54
7:15 AM	36	2	0	38	7	4	0	11	3	23	0	26	75
7:30 AM	37	5	0	42	9	3	0	12	1	14	0	15	69
7:45 AM	36	6	0	42	6	1	0	7	3	27	0	30	79
Total	133	19	0	152	24	11	0	35	10	80	0	90	277
8:00 AM	24	4	0	28	2	2	0	4	0	17	0	17	49
8:15 AM	23	3	0	26	3	0	0	3	1	19	0	20	49
8:30 AM	19	5	0	24	3	0	0	3	2	23	0	25	52
Total	66	12	0	78	8	2	0	10	3	59	0	62	150
Grand Total	247	57	0	304	33	14	0	47	19	155	0	174	525
Approach %	81.3	18.8	0.0		70.2	29.8	0.0		10.9	89.1	0.0		
Total %	47.0	10.9	0.0	57.9	6.3	2.7	0.0	9.0	3.6	29.5	0.0	33.1	
Exiting Leg Total	188				76				261				525
Cars	244	56	0	300	32	14	0	46	19	152	0	171	517
% Cars	98.8	98.2	0.0	98.7	97.0	100.0	0.0	97.9	100.0	98.1	0.0	98.3	98.5
Exiting Leg Total	184				75				258				517
Heavy Vehicles	3	1	0	4	1	0	0	1	0	3	0	3	8
% Heavy Vehicles	1.2	1.8	0.0	1.3	3.0	0.0	0.0	2.1	0.0	1.9	0.0	1.7	1.5
Exiting Leg Total	4				1				3				8

Peak Hour Analysis from 06:45 AM to 08:45 AM begins at:

6:45 AM	Kenyon Avenue				Hospital Front Drive (Entrance)				Kenyon Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:45 AM	48	26	0	74	1	1	0	2	6	16	0	22	98
7:00 AM	24	6	0	30	2	3	0	5	3	16	0	19	54
7:15 AM	36	2	0	38	7	4	0	11	3	23	0	26	75
7:30 AM	37	5	0	42	9	3	0	12	1	14	0	15	69
Total Volume	145	39	0	184	19	11	0	30	13	69	0	82	296
% Approach Total	78.8	21.2	0.0		63.3	36.7	0.0		15.9	84.1	0.0		
PHF	0.755	0.375	0.000	0.622	0.528	0.688	0.000	0.625	0.542	0.750	0.000	0.788	0.755
Cars	144	38	0	182	18	11	0	29	13	67	0	80	291
Cars %	99.3	97.4	0.0	98.9	94.7	100.0	0.0	96.7	100.0	97.1	0.0	97.6	98.3
Heavy Vehicles	1	1	0	2	1	0	0	1	0	2	0	2	5
Heavy Vehicles %	0.7	2.6	0.0	1.1	5.3	0.0	0.0	3.3	0.0	2.9	0.0	2.4	1.7
Cars Enter Leg	144	38	0	182	18	11	0	29	13	67	0	80	291
Heavy Enter Leg	1	1	0	2	1	0	0	1	0	2	0	2	5
Total Entering Leg	145	39	0	184	19	11	0	30	13	69	0	82	296
Cars Exiting Leg				85				51				155	291
Heavy Exiting Leg				3				1				1	5
Total Exiting Leg				88				52				156	296

PDI File #: **207568 C**
 Location: **S: Hospital Front Drive (Entrance)**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**
 Class:



Cars

	Kenyon Avenue				Hospital Front Drive (Entrance)				Kenyon Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:45 AM	48	26	0	74	1	1	0	2	6	16	0	22	98
Total	48	26	0	74	1	1	0	2	6	16	0	22	98
7:00 AM	24	5	0	29	2	3	0	5	3	16	0	19	53
7:15 AM	35	2	0	37	6	4	0	10	3	22	0	25	72
7:30 AM	37	5	0	42	9	3	0	12	1	13	0	14	68
7:45 AM	36	6	0	42	6	1	0	7	3	27	0	30	79
Total	132	18	0	150	23	11	0	34	10	78	0	88	272
8:00 AM	23	4	0	27	2	2	0	4	0	17	0	17	48
8:15 AM	23	3	0	26	3	0	0	3	1	18	0	19	48
8:30 AM	18	5	0	23	3	0	0	3	2	23	0	25	51
Total	64	12	0	76	8	2	0	10	3	58	0	61	147
Grand Total	244	56	0	300	32	14	0	46	19	152	0	171	517
Approach %	81.3	18.7	0.0		69.6	30.4	0.0		11.1	88.9	0.0		
Total %	47.2	10.8	0.0	58.0	6.2	2.7	0.0	8.9	3.7	29.4	0.0	33.1	
Exiting Leg Total				184				75				258	517

Peak Hour Analysis from 06:45 AM to 08:45 AM begins at:

6:45 AM	Kenyon Avenue				Hospital Front Drive (Entrance)				Kenyon Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:45 AM	48	26	0	74	1	1	0	2	6	16	0	22	98
7:00 AM	24	5	0	29	2	3	0	5	3	16	0	19	53
7:15 AM	35	2	0	37	6	4	0	10	3	22	0	25	72
7:30 AM	37	5	0	42	9	3	0	12	1	13	0	14	68
Total Volume	144	38	0	182	18	11	0	29	13	67	0	80	291
% Approach Total	79.1	20.9	0.0		62.1	37.9	0.0		16.3	83.8	0.0		
PHF	0.750	0.365	0.000	0.615	0.500	0.688	0.000	0.604	0.542	0.761	0.000	0.800	0.742
Entering Leg	144	38	0	182	18	11	0	29	13	67	0	80	291
Exiting Leg				85				51				155	291
Total				267				80				235	582

PDI File #: **207568 C**
 Location: **S: Hospital Front Drive (Entrance)**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**



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

	Kenyon Avenue				Hospital Front Drive (Entrance)				Kenyon Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:45 AM	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
7:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	1
7:15 AM	1	0	0	1	1	0	0	1	0	1	0	1	3
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	2	1	0	0	1	0	2	0	2	5
8:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
8:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	2	0	0	2	0	0	0	0	0	1	0	1	3
Grand Total	3	1	0	4	1	0	0	1	0	3	0	3	8
Approach %	75.0	25.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
Total %	37.5	12.5	0.0	50.0	12.5	0.0	0.0	12.5	0.0	37.5	0.0	37.5	
Exiting Leg Total	4				1				3				8
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
Single-Unit Trucks	2	1	0	3	1	0	0	1	0	2	0	2	6
% Single-Unit	66.7	100.0	0.0	75.0	100.0	0.0	0.0	100.0	0.0	66.7	0.0	66.7	75.0
Exiting Leg Total	3				1				2				6
Articulated Trucks	1	0	0	1	0	0	0	0	0	1	0	1	2
% Articulated	33.3	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	33.3	25.0
Exiting Leg Total	1				0				1				2

Peak Hour Analysis from 06:45 AM to 08:45 AM begins at:

6:45 AM	Kenyon Avenue				Hospital Front Drive (Entrance)				Kenyon Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	1
7:15 AM	1	0	0	1	1	0	0	1	0	1	0	1	3
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	1	1	0	2	1	0	0	1	0	2	0	2	5
% Approach Total	50.0	50.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.250	0.250	0.000	0.500	0.250	0.000	0.000	0.250	0.000	0.500	0.000	0.500	0.417
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
Single-Unit Trucks	1	1	0	2	1	0	0	1	0	2	0	2	5
Single-Unit %	100.0	100.0	0.0	100.0	100.0	0.0	0.0	100.0	0.0	100.0	0.0	100.0	100.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	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
Single-Unit Trucks	1	1	0	2	1	0	0	1	0	2	0	2	5
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	1	1	0	2	1	0	0	1	0	2	0	2	5
Buses	0				0				0				0
Single-Unit Trucks	3				1				1				5
Articulated Trucks	0				0				0				0
Total Exiting Leg	3				1				1				5

PDI File #: **207568 C**
 Location: **S: Hospital Front Drive (Entrance)**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**
 Class:



Buses

	Kenyon Avenue				Hospital Front Drive (Entrance)				Kenyon Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:45 AM	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
7:00 AM	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
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	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
8:15 AM	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
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 06:45 AM to 08:45 AM begins at:

6:45 AM	Kenyon Avenue				Hospital Front Drive (Entrance)				Kenyon Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	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
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 #: **207568 C**
 Location: **S: Hospital Front Drive (Entrance)**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**
 Class:



Single-Unit Trucks

	Kenyon Avenue				Hospital Front Drive (Entrance)				Kenyon Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:45 AM	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
7:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	1
7:15 AM	1	0	0	1	1	0	0	1	0	1	0	1	3
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	2	1	0	0	1	0	2	0	2	5
8:00 AM	1	0	0	1	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
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	0	0	0	1
Grand Total	2	1	0	3	1	0	0	1	0	2	0	2	6
Approach %	66.7	33.3	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
Total %	33.3	16.7	0.0	50.0	16.7	0.0	0.0	16.7	0.0	33.3	0.0	33.3	
Exiting Leg Total	3				1				2				6

Peak Hour Analysis from 06:45 AM to 08:45 AM begins at:

6:45 AM	Kenyon Avenue				Hospital Front Drive (Entrance)				Kenyon Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	1
7:15 AM	1	0	0	1	1	0	0	1	0	1	0	1	3
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	1	1	0	2	1	0	0	1	0	2	0	2	5
% Approach Total	50.0	50.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.250	0.250	0.000	0.500	0.250	0.000	0.000	0.250	0.000	0.500	0.000	0.500	0.417
Entering Leg	1	1	0	2	1	0	0	1	0	2	0	2	5
Exiting Leg				3				1				1	5
Total				5				2				3	10

PDI File #: **207568 C**
 Location: **S: Hospital Front Drive (Entrance)**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**
 Class:



Articulated Trucks

	Kenyon Avenue				Hospital Front Drive (Entrance)				Kenyon Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:45 AM	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
7:00 AM	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
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	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
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
8:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	0	0	0	0	1	0	1	2
Grand Total	1	0	0	1	0	0	0	0	0	1	0	1	2
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	
Exiting Leg Total	1				0				1				2

Peak Hour Analysis from 06:45 AM to 08:45 AM begins at:

7:45 AM	Kenyon Avenue					Hospital Front Drive (Entrance)					Kenyon Avenue					Total
	from East					from South					from West					
	Thru	Left	U-Turn	Total		Right	Left	U-Turn	Total		Right	Thru	U-Turn	Total		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1
8:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	0	0	1	0	0	0	0	0	0	1	0	1	1	2	
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0			0.0	100.0	0.0				
PHF	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000		0.000	0.250	0.000	0.250		0.500	
Entering Leg	1	0	0	1	0	0	0	0	0	0	1	0	1	2		
Exiting Leg				1				0	0				1	2		
Total				2				0					2		4	

PDI File #: 207568 C
 Location: S: Hospital Front Drive (Entrance)
 Location: E: Kenyon Avenue W: Kenyon Avenue
 City, State: South Kingstown, RI
 Client: VHB/Z.Tiang
 Site Code: 84090.19
 Count Date: Wednesday, July 15, 2020
 Start Time: 6:45 AM
 End Time: 8:45 AM



Class: Bicycles (on Roadway and Crosswalks)

	Kenyon Avenue							Hospital Front Drive (Entrance)							Kenyon Avenue							Total
	from East							from South							from West							
	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total			
6:45 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	
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	1	0	0	0	0	1	0	0	0	0	0	0	1	
7:45 AM	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	0	1	0	0	0	1	1	0	0	0	0	0	1	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	
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	
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	1	0	0	0	1	1	0	0	0	0	0	1	2	
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				
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	50.0	0.0	0.0	0.0	0.0	50.0			
Exiting Leg Total	0							1							1							2

Peak Hour Analysis from 06:45 AM to 08:45 AM begins at:

7:00 AM	Kenyon Avenue						Hospital Front Drive (Entrance)						Kenyon Avenue						Total	
	from East						from South						from West							
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1
7:45 AM	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	0	0	0	1	1	0	0	0	0	0	1	2
% 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			
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	0.000	0.250	0.500
Entering Leg	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	1	2
Exiting Leg	0						1						1						2	
Total	0						2						2						4	

PDI File #: **207568 C**
 Location: **S: Hospital Front Drive (Entrance)**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**



Class: **Pedestrians**

	Kenyon Avenue						Hospital Front Drive (Entrance)						Kenyon Avenue						Total	
	from East						from South						from West							
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total		
6:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	3	3	6	0	0	0	0	0	0	6
Total	0	0	0	0	0	0	0	0	0	0	5	5	10	0	0	0	0	0	0	10
8:00 AM	0	0	0	0	1	1	0	0	0	0	0	1	1	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
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	3
Total	0	0	0	0	0	1	1	0	0	0	1	3	4	0	0	0	0	0	0	5
Grand Total	0	0	0	0	1	1	0	0	0	0	7	9	16	0	0	0	0	0	0	17
Approach %	0	0	0	0	100		0	0	0	0	43.75	56.25		0	0	0	0	0		
Total %	0	0	0	0	5.8824	5.8824	0	0	0	0	41.176	52.941	94.118	0	0	0	0	0	0	
Exiting Leg Total	1						16						0						17	

Peak Hour Analysis from 06:45 AM to 08:45 AM begins at:

7:15 AM	Kenyon Avenue						Hospital Front Drive (Entrance)						Kenyon Avenue						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
7:15 AM	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	3
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	3	3	6	0	0	0	0	0	0	6
8:00 AM	0	0	0	0	1	1	0	0	0	0	1	1	0	0	0	0	0	0	2
Total Volume	0	0	0	0	1	1	0	0	0	5	6	11	0	0	0	0	0	0	12
% Approach Total	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	45.5	54.5		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.417	0.500	0.458	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	0	0	0	1	1	0	0	0	5	6	11	0	0	0	0	0	0	12
Exiting Leg	1						11						0						12
Total	2						22						0						24

PDI File #: **207568 CC**
 Location: **S: Hospital Front Drive (Entrance)**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **2:00 PM**
 End Time: **5:00 PM**



Class: **Cars and Heavy Vehicles (Combined)**

	Kenyon Avenue				Hospital Front Drive (Entrance)				Kenyon Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
2:00 PM	14	2	0	16	4	1	0	5	0	26	0	26	47
2:15 PM	24	2	0	26	2	1	0	3	2	28	0	30	59
2:30 PM	25	8	0	33	8	2	0	10	3	30	0	33	76
2:45 PM	27	7	0	34	0	7	0	7	4	31	0	35	76
Total	90	19	0	109	14	11	0	25	9	115	0	124	258
3:00 PM	35	1	0	36	0	0	0	0	0	30	0	30	66
3:15 PM	22	1	0	23	4	1	0	5	0	26	0	26	54
3:30 PM	17	0	0	17	5	2	0	7	2	53	0	55	79
3:45 PM	14	0	0	14	4	1	0	5	1	37	0	38	57
Total	88	2	0	90	13	4	0	17	3	146	0	149	256
4:00 PM	22	1	0	23	9	1	0	10	0	37	0	37	70
4:15 PM	15	0	0	15	2	2	0	4	2	37	0	39	58
4:30 PM	25	1	0	26	6	1	0	7	0	40	0	40	73
4:45 PM	21	1	0	22	2	0	0	2	2	27	0	29	53
Total	83	3	0	86	19	4	0	23	4	141	0	145	254
Grand Total	261	24	0	285	46	19	0	65	16	402	0	418	768
Approach %	91.6	8.4	0.0		70.8	29.2	0.0		3.8	96.2	0.0		
Total %	34.0	3.1	0.0	37.1	6.0	2.5	0.0	8.5	2.1	52.3	0.0	54.4	
Exiting Leg Total				448				40				280	768
Cars	256	24	0	280	46	19	0	65	16	395	0	411	756
% Cars	98.1	100.0	0.0	98.2	100.0	100.0	0.0	100.0	100.0	98.3	0.0	98.3	98.4
Exiting Leg Total				441				40				275	756
Heavy Vehicles	5	0	0	5	0	0	0	0	0	7	0	7	12
% Heavy Vehicles	1.9	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	1.7	0.0	1.7	1.6
Exiting Leg Total				7				0				5	12

Peak Hour Analysis from 02:00 PM to 05:00 PM begins at:

2:15 PM	Kenyon Avenue				Hospital Front Drive (Entrance)				Kenyon Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
2:15 PM	24	2	0	26	2	1	0	3	2	28	0	30	59
2:30 PM	25	8	0	33	8	2	0	10	3	30	0	33	76
2:45 PM	27	7	0	34	0	7	0	7	4	31	0	35	76
3:00 PM	35	1	0	36	0	0	0	0	0	30	0	30	66
Total Volume	111	18	0	129	10	10	0	20	9	119	0	128	277
% Approach Total	86.0	14.0	0.0		50.0	50.0	0.0		7.0	93.0	0.0		
PHF	0.793	0.563	0.000	0.896	0.313	0.357	0.000	0.500	0.563	0.960	0.000	0.914	0.911
Cars	110	18	0	128	10	10	0	20	9	117	0	126	274
Cars %	99.1	100.0	0.0	99.2	100.0	100.0	0.0	100.0	100.0	98.3	0.0	98.4	98.9
Heavy Vehicles	1	0	0	1	0	0	0	0	0	2	0	2	3
Heavy Vehicles %	0.9	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	1.7	0.0	1.6	1.1
Cars Enter Leg	110	18	0	128	10	10	0	20	9	117	0	126	274
Heavy Enter Leg	1	0	0	1	0	0	0	0	0	2	0	2	3
Total Entering Leg	111	18	0	129	10	10	0	20	9	119	0	128	277
Cars Exiting Leg				127				27				120	274
Heavy Exiting Leg				2				0				1	3
Total Exiting Leg				129				27				121	277

PDI File #: **207568 CC**
 Location: **S: Hospital Front Drive (Entrance)**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **2:00 PM**
 End Time: **5:00 PM**



Class: **Cars**

	Kenyon Avenue				Hospital Front Drive (Entrance)				Kenyon Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
2:00 PM	14	2	0	16	4	1	0	5	0	25	0	25	46
2:15 PM	24	2	0	26	2	1	0	3	2	27	0	29	58
2:30 PM	24	8	0	32	8	2	0	10	3	29	0	32	74
2:45 PM	27	7	0	34	0	7	0	7	4	31	0	35	76
Total	89	19	0	108	14	11	0	25	9	112	0	121	254
3:00 PM	35	1	0	36	0	0	0	0	0	30	0	30	66
3:15 PM	22	1	0	23	4	1	0	5	0	26	0	26	54
3:30 PM	17	0	0	17	5	2	0	7	2	52	0	54	78
3:45 PM	12	0	0	12	4	1	0	5	1	36	0	37	54
Total	86	2	0	88	13	4	0	17	3	144	0	147	252
4:00 PM	22	1	0	23	9	1	0	10	0	37	0	37	70
4:15 PM	14	0	0	14	2	2	0	4	2	36	0	38	56
4:30 PM	25	1	0	26	6	1	0	7	0	39	0	39	72
4:45 PM	20	1	0	21	2	0	0	2	2	27	0	29	52
Total	81	3	0	84	19	4	0	23	4	139	0	143	250
Grand Total	256	24	0	280	46	19	0	65	16	395	0	411	756
Approach %	91.4	8.6	0.0		70.8	29.2	0.0		3.9	96.1	0.0		
Total %	33.9	3.2	0.0	37.0	6.1	2.5	0.0	8.6	2.1	52.2	0.0	54.4	
Exiting Leg Total				441				40				275	756

Peak Hour Analysis from 02:00 PM to 05:00 PM begins at:

2:15 PM	Kenyon Avenue					Hospital Front Drive (Entrance)					Kenyon Avenue					Total
	from East					from South					from West					
	Thru	Left	U-Turn	Total		Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total			
2:15 PM	24	2	0	26		2	1	0	3	2	27	0	29		58	
2:30 PM	24	8	0	32		8	2	0	10	3	29	0	32		74	
2:45 PM	27	7	0	34		0	7	0	7	4	31	0	35		76	
3:00 PM	35	1	0	36		0	0	0	0	0	30	0	30		66	
Total Volume	110	18	0	128		10	10	0	20	9	117	0	126		274	
% Approach Total	85.9	14.1	0.0			50.0	50.0	0.0		7.1	92.9	0.0				
PHF	0.786	0.563	0.000	0.889		0.313	0.357	0.000	0.500	0.563	0.944	0.000	0.900		0.901	
Entering Leg	110	18	0	128		10	10	0	20	9	117	0	126		274	
Exiting Leg				127					27				120		274	
Total				255					47				246		548	

PDI File #: **207568 CC**
 Location: **S: Hospital Front Drive (Entrance)**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **2:00 PM**
 End Time: **5:00 PM**



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

	Kenyon Avenue				Hospital Front Drive (Entrance)				Kenyon Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
2:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
2:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
2:30 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	3	0	3	4
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
3:45 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
Total	2	0	0	2	0	0	0	0	0	2	0	2	4
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	2	0	0	2	0	0	0	0	0	2	0	2	4
Grand Total	5	0	0	5	0	0	0	0	0	7	0	7	12
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	41.7	0.0	0.0	41.7	0.0	0.0	0.0	0.0	0.0	58.3	0.0	58.3	
Exiting Leg Total	7				0				5				12
Buses	0	0	0	0	0	0	0	0	0	1	0	1	1
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.3	0.0	14.3	8.3
Exiting Leg Total	1				0				0				1
Single-Unit Trucks	5	0	0	5	0	0	0	0	0	6	0	6	11
% Single-Unit	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	85.7	0.0	85.7	91.7
Exiting Leg Total	6				0				5				11
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated	0.0	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 02:00 PM to 05:00 PM begins at:

3:30 PM	Kenyon Avenue				Hospital Front Drive (Entrance)				Kenyon Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
3:45 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
Total Volume	3	0	0	3	0	0	0	0	0	3	0	3	6
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.750	0.500
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
Single-Unit Trucks	3	0	0	3	0	0	0	0	0	3	0	3	6
Single-Unit %	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	100.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	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
Single-Unit Trucks	3	0	0	3	0	0	0	0	0	3	0	3	6
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	3	0	0	3	0	0	0	0	0	3	0	3	6
Buses				0				0				0	0
Single-Unit Trucks				3				0				3	6
Articulated Trucks				0				0				0	0
Total Exiting Leg				3				0				3	6

PDI File #: **207568 CC**
 Location: **S: Hospital Front Drive (Entrance)**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **2:00 PM**
 End Time: **5:00 PM**



Class:

Buses

	Kenyon Avenue				Hospital Front Drive (Entrance)				Kenyon Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	1
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 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	1	0	1	1
Approach %	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	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	
Exiting Leg Total	1				0				0				1

Peak Hour Analysis from 02:00 PM to 05:00 PM begins at:

2:00 PM	Kenyon Avenue				Hospital Front Drive (Entrance)				Kenyon Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
2:45 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	1	0	1	1
% Approach Total	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	0.000	0.000	0.250	0.000	0.250	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	1	0	1	1
Exiting Leg				1				0				0	1
Total				1				0				1	2

PDI File #: **207568 CC**
 Location: **S: Hospital Front Drive (Entrance)**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **2:00 PM**
 End Time: **5:00 PM**



Class:

Single-Unit Trucks

	Kenyon Avenue				Hospital Front Drive (Entrance)				Kenyon Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
2:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
2:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
2:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	2	0	2	3
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
3:45 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
Total	2	0	0	2	0	0	0	0	0	2	0	2	4
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	2	0	0	2	0	0	0	0	0	2	0	2	4
Grand Total	5	0	0	5	0	0	0	0	0	6	0	6	11
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	45.5	0.0	0.0	45.5	0.0	0.0	0.0	0.0	0.0	54.5	0.0	54.5	
Exiting Leg Total	6				0				5				11

Peak Hour Analysis from 02:00 PM to 05:00 PM begins at:

3:30 PM	Kenyon Avenue				Hospital Front Drive (Entrance)				Kenyon Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
3:45 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
Total Volume	3	0	0	3	0	0	0	0	0	3	0	3	6
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.750	0.500
Entering Leg	3	0	0	3	0	0	0	0	0	3	0	3	6
Exiting Leg				3				0				3	6
Total				6				0				6	12

PDI File #: **207568 CC**
 Location: **S: Hospital Front Drive (Entrance)**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **2:00 PM**
 End Time: **5:00 PM**



Class:

Articulated Trucks

	Kenyon Avenue				Hospital Front Drive (Entrance)				Kenyon Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 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
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 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 02:00 PM to 05:00 PM begins at:

2:00 PM	Kenyon Avenue				Hospital Front Drive (Entrance)				Kenyon Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 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 #: 207568 CC
 Location: S: Hospital Front Drive (Entrance)
 Location: E: Kenyon Avenue W: Kenyon Avenue
 City, State: South Kingstown, RI
 Client: VHB/Z.Tiang
 Site Code: 84090.19
 Count Date: Wednesday, July 15, 2020
 Start Time: 2:00 PM
 End Time: 5:00 PM



Class: Bicycles (on Roadway and Crosswalks)

	Kenyon Avenue						Hospital Front Drive (Entrance)						Kenyon Avenue						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	2
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 %	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	50.0	0.0	0.0	0.0	50.0	
Exiting Leg Total	1						0						1						2

Peak Hour Analysis from 02:00 PM to 05:00 PM begins at:

2:00 PM	Kenyon Avenue						Hospital Front Drive (Entrance)						Kenyon Avenue						Total	
	from East						from South						from West							
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total		
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	
2:45 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	1	0	0	0	1	1	
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.250	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	
Exiting Leg	1						0						0						0	1
Total	1						0						1						2	

PDI File #: 207568 CC
 Location: S: Hospital Front Drive (Entrance)
 Location: E: Kenyon Avenue W: Kenyon Avenue
 City, State: South Kingstown, RI
 Client: VHB/Z.Tiang
 Site Code: 84090.19
 Count Date: Wednesday, July 15, 2020
 Start Time: 2:00 PM
 End Time: 5:00 PM



Class: Pedestrians

	Kenyon Avenue						Hospital Front Drive (Entrance)						Kenyon Avenue						Total	
	from East						from South						from West							
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total		
2:00 PM	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	3
2:15 PM	0	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	0	0	0	4
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
2:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	5	6	11	0	0	0	0	0	0	11
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	1	2	2	0	0	0	0	0	0	2
Grand Total	0	0	0	0	1	1	0	0	0	6	7	13	13	0	0	0	0	0	0	14
Approach %	0	0	0	0	100		0	0	0	46.154	53.846			0	0	0	0	0		
Total %	0	0	0	0	7.1429	7.1429	0	0	0	42.857	50	92.857	92.857	0	0	0	0	0	0	
Exiting Leg Total	1						13						0						14	

Peak Hour Analysis from 02:00 PM to 05:00 PM begins at:

2:00 PM	Kenyon Avenue						Hospital Front Drive (Entrance)							Kenyon Avenue							Total
	from East						from South							from West							
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total			
2:00 PM	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	3	
2:15 PM	0	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	0	0	0	4	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	
2:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	2	
Total Volume	0	0	0	0	0	0	0	0	0	0	5	6	11	0	0	0	0	0	0	11	
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	45.5	54.5			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	0.625	0.500	0.688		0.000	0.000	0.000	0.000	0.000	0.000	0.688	
Entering Leg	0	0	0	0	0	0	0	0	0	0	5	6	11	0	0	0	0	0	0	11	
Exiting Leg						0							11							11	
Total						0							22						0	22	

PDI File #: **207568 D**
 Location: **N: Driveway S: Hospital Front Driveway (Exit)**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	Driveway					Kenyon Avenue					Hospital Front Driveway (Exit)					Kenyon Avenue					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
6:45 AM	0	0	0	0	0	2	73	0	0	75	0	0	0	0	0	0	17	0	0	0	17	92
Total	0	0	0	0	0	2	73	0	0	75	0	0	0	0	0	0	17	0	0	0	17	92
7:00 AM	0	0	0	0	0	0	30	1	0	31	0	0	0	0	0	0	17	1	0	0	18	49
7:15 AM	0	0	0	0	0	2	38	0	0	40	0	0	0	0	0	0	30	0	0	0	30	70
7:30 AM	0	0	0	0	0	0	42	0	0	42	1	0	0	0	1	0	23	0	0	0	23	66
7:45 AM	0	0	0	0	0	4	42	0	0	46	0	0	0	0	0	0	32	0	0	0	32	78
Total	0	0	0	0	0	6	152	1	0	159	1	0	0	0	1	0	102	1	0	0	103	263
8:00 AM	0	0	0	0	0	2	28	0	0	30	0	0	0	0	0	0	19	1	0	0	20	50
8:15 AM	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	0	23	0	0	0	23	50
8:30 AM	0	0	0	0	0	2	24	0	0	26	0	0	0	0	0	0	26	0	0	0	26	52
Total	0	0	0	0	0	4	79	0	0	83	0	0	0	0	0	0	68	1	0	0	69	152
Grand Total	0	0	0	0	0	12	304	1	0	317	1	0	0	0	1	0	187	2	0	0	189	507
Approach %	0.0	0.0	0.0	0.0		3.8	95.9	0.3	0.0		100.0	0.0	0.0	0.0	0.0		0.0	98.9	1.1	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	2.4	60.0	0.2	0.0	62.5	0.2	0.0	0.0	0.0	0.2	0.0	36.9	0.4	0.0		37.3	
Exiting Leg Total	14					188					1					304					507	
Cars	0	0	0	0	0	12	300	0	0	312	0	0	0	0	0	0	183	2	0	0	185	497
% Cars	0.0	0.0	0.0	0.0	0.0	100.0	98.7	0.0	0.0	98.4	0.0	0.0	0.0	0.0	0.0	0.0	97.9	100.0	0.0	0.0	97.9	98.0
Exiting Leg Total	14					183					0					300					497	
Heavy Vehicles	0	0	0	0	0	0	4	1	0	5	1	0	0	0	1	0	4	0	0	0	4	10
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	0.0	1.3	100.0	0.0	1.6	100.0	0.0	0.0	0.0	100.0	0.0	2.1	0.0	0.0	0.0	2.1	2.0
Exiting Leg Total	0					5					1					4					10	

Peak Hour Analysis from 06:45 AM to 08:45 AM begins at:

6:45 AM	Driveway					Kenyon Avenue					Hospital Front Driveway (Exit)					Kenyon Avenue					Total				
	from North					from East					from South					from West									
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total					
6:45 AM	0	0	0	0	0	2	73	0	0	75	0	0	0	0	0	0	17	0	0	0	17	92			
7:00 AM	0	0	0	0	0	0	30	1	0	31	0	0	0	0	0	0	17	1	0	0	18	49			
7:15 AM	0	0	0	0	0	2	38	0	0	40	0	0	0	0	0	0	30	0	0	0	30	70			
7:30 AM	0	0	0	0	0	0	42	0	0	42	1	0	0	0	1	0	23	0	0	0	23	66			
Total Volume	0	0	0	0	0	4	183	1	0	188	1	0	0	0	1	0	87	1	0	0	88	277			
% Approach Total	0.0	0.0	0.0	0.0		2.1	97.3	0.5	0.0		100.0	0.0	0.0	0.0		0.0	98.9	1.1	0.0						
PHF	0.000	0.000	0.000	0.000	0.000	0.500	0.627	0.250	0.000	0.627	0.250	0.000	0.000	0.000	0.250	0.000	0.725	0.250	0.000	0.733	0.753				
Cars	0	0	0	0	0	4	181	0	0	185	0	0	0	0	0	0	84	1	0	0	85	270			
Cars %	0.0	0.0	0.0	0.0	0.0	100.0	98.9	0.0	0.0	98.4	0.0	0.0	0.0	0.0	0.0	0.0	96.6	100.0	0.0	0.0	96.6	97.5			
Heavy Vehicles	0	0	0	0	0	0	2	1	0	3	1	0	0	0	1	0	3	0	0	0	3	7			
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	1.1	100.0	0.0	1.6	100.0	0.0	0.0	0.0	100.0	0.0	3.4	0.0	0.0	0.0	3.4	2.5			
Cars Enter Leg	0	0	0	0	0	4	181	0	0	185	0	0	0	0	0	0	84	1	0	0	85	270			
Heavy Enter Leg	0	0	0	0	0	0	2	1	0	3	1	0	0	0	1	0	3	0	0	0	3	7			
Total Entering Leg	0	0	0	0	0	4	183	1	0	188	1	0	0	0	1	0	87	1	0	0	88	277			
Cars Exiting Leg																									
Heavy Exiting Leg	5					84					0					181					270				
Total Exiting Leg	0					4					1					2					7				
	5					88					1					183					277				

PDI File #: **207568 D**
 Location: **N: Driveway S: Hospital Front Driveway (Exit)**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**
 Class:



Cars

	Driveway					Kenyon Avenue					Hospital Front Driveway (Exit)					Kenyon Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:45 AM	0	0	0	0	0	2	73	0	0	75	0	0	0	0	0	0	17	0	0	17	92
Total	0	0	0	0	0	2	73	0	0	75	0	0	0	0	0	0	17	0	0	17	92
7:00 AM	0	0	0	0	0	0	29	0	0	29	0	0	0	0	0	0	17	1	0	18	47
7:15 AM	0	0	0	0	0	2	37	0	0	39	0	0	0	0	0	0	28	0	0	28	67
7:30 AM	0	0	0	0	0	0	42	0	0	42	0	0	0	0	0	0	22	0	0	22	64
7:45 AM	0	0	0	0	0	4	42	0	0	46	0	0	0	0	0	0	32	0	0	32	78
Total	0	0	0	0	0	6	150	0	0	156	0	0	0	0	0	0	99	1	0	100	256
8:00 AM	0	0	0	0	0	2	27	0	0	29	0	0	0	0	0	0	19	1	0	20	49
8:15 AM	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	0	22	0	0	22	49
8:30 AM	0	0	0	0	0	2	23	0	0	25	0	0	0	0	0	0	26	0	0	26	51
Total	0	0	0	0	0	4	77	0	0	81	0	0	0	0	0	0	67	1	0	68	149
Grand Total	0	0	0	0	0	12	300	0	0	312	0	0	0	0	0	0	183	2	0	185	497
Approach %	0.0	0.0	0.0	0.0		3.8	96.2	0.0	0.0		0.0	0.0	0.0	0.0		0.0	98.9	1.1	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	2.4	60.4	0.0	0.0	62.8	0.0	0.0	0.0	0.0	0.0	0.0	36.8	0.4	0.0	37.2	
Exiting Leg Total	14					183					0					300					497

Peak Hour Analysis from 06:45 AM to 08:45 AM begins at:

6:45 AM	Driveway					Kenyon Avenue					Hospital Front Driveway (Exit)					Kenyon Avenue											
	from North					from East					from South					from West											
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total							
6:45 AM	0	0	0	0	0	2	73	0	0	75	0	0	0	0	0	0	17	0	0	0	17	92					
7:00 AM	0	0	0	0	0	0	29	0	0	29	0	0	0	0	0	0	0	17	1	0	18	47					
7:15 AM	0	0	0	0	0	2	37	0	0	39	0	0	0	0	0	0	0	28	0	0	28	67					
7:30 AM	0	0	0	0	0	0	42	0	0	42	0	0	0	0	0	0	0	22	0	0	22	64					
Total Volume	0	0	0	0	0	4	181	0	0	185	0	0	0	0	0	0	0	84	1	0	85	270					
% Approach Total	0.0	0.0	0.0	0.0		2.2	97.8	0.0	0.0		0.0	0.0	0.0	0.0		0.0	98.8	1.2	0.0								
PHF	0.000	0.000	0.000	0.000	0.000	0.500	0.620	0.000	0.000	0.617	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.250	0.000	0.759	0.734						
Entering Leg	0	0	0	0	0	4	181	0	0	185	0	0	0	0	0	0	0	84	1	0	85	270					
Exiting Leg																										181	270
Total																										266	540

PDI File #: **207568 D**
 Location: **N: Driveway S: Hospital Front Driveway (Exit)**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	Driveway					Kenyon Avenue					Hospital Front Driveway (Exit)					Kenyon Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:45 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
7:00 AM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	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
Total	0	0	0	0	0	0	2	1	0	3	1	0	0	0	1	0	3	0	0	3	7
8:00 AM	0	0	0	0	0	0	1	0	0	1	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	1	0	0	1	1
8:30 AM	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	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
Grand Total	0	0	0	0	0	0	4	1	0	5	1	0	0	0	1	0	4	0	0	4	10
Approach %	0.0	0.0	0.0	0.0		0.0	80.0	20.0	0.0		100.0	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	10.0	0.0	50.0	10.0	0.0	0.0	0.0	10.0	0.0	40.0	0.0	0.0	40.0	
Exiting Leg Total	0					5					1					4					10
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
Single-Unit Trucks	0	0	0	0	0	0	3	1	0	4	1	0	0	0	1	0	3	0	0	3	8
% Single-Unit	0.0	0.0	0.0	0.0	0.0	0.0	75.0	100.0	0.0	80.0	100.0	0.0	0.0	0.0	100.0	0.0	75.0	0.0	0.0	75.0	80.0
Exiting Leg Total	0					4					1					3					8
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	25.0	20.0
Exiting Leg Total	0					1					0					1					2

Peak Hour Analysis from 06:45 AM to 08:45 AM begins at:

6:45 AM	Driveway					Kenyon Avenue					Hospital Front Driveway (Exit)					Kenyon Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	2
Total Volume	0	0	0	0	0	0	2	1	0	3	1	0	0	0	1	0	3	0	0	3	7
% Approach Total	0.0	0.0	0.0	0.0		0.0	66.7	33.3	0.0		100.0	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	0.500	0.250	0.000	0.375	0.250	0.000	0.000	0.000	0.250	0.000	0.375	0.000	0.000	0.375	0.583
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
Single-Unit Trucks	0	0	0	0	0	0	2	1	0	3	1	0	0	0	1	0	3	0	0	3	7
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	100.0	100.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	100.0	100.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Single-Unit Trucks	0	0	0	0	0	0	2	1	0	3	1	0	0	0	1	0	3	0	0	3	7
Articulated Trucks	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	2	1	0	3	1	0	0	0	1	0	3	0	0	3	7
Buses	0					0					0					0					0
Single-Unit Trucks	0					4					1					2					7
Articulated Trucks	0					0					0					0					0
Total Exiting Leg	0					4					1					2					7

PDI File #: **207568 D**
 Location: **N: Driveway S: Hospital Front Driveway (Exit)**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**
 Class:



Buses

	Driveway					Kenyon Avenue					Hospital Front Driveway (Exit)					Kenyon Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:45 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
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	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
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 06:45 AM to 08:45 AM begins at:

6:45 AM	Driveway					Kenyon Avenue					Hospital Front Driveway (Exit)					Kenyon Avenue					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
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 #: **207568 D**
 Location: **N: Driveway S: Hospital Front Driveway (Exit)**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**
 Class:



Single-Unit Trucks

	Driveway					Kenyon Avenue					Hospital Front Driveway (Exit)					Kenyon Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:45 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
7:00 AM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	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
Total	0	0	0	0	0	0	2	1	0	3	1	0	0	0	1	0	3	0	0	3	7
8:00 AM	0	0	0	0	0	0	1	0	0	1	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
8:30 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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	3	1	0	4	1	0	0	0	1	0	3	0	0	3	8
Approach %	0.0	0.0	0.0	0.0		0.0	75.0	25.0	0.0		100.0	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	37.5	12.5	0.0	50.0	12.5	0.0	0.0	0.0	12.5	0.0	37.5	0.0	0.0	37.5	
Exiting Leg Total	0					4					1					3					8

Peak Hour Analysis from 06:45 AM to 08:45 AM begins at:

6:45 AM	Driveway					Kenyon Avenue					Hospital Front Driveway (Exit)					Kenyon Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	2
Total Volume	0	0	0	0	0	0	2	1	0	3	1	0	0	0	1	0	3	0	0	3	7
% Approach Total	0.0	0.0	0.0	0.0		0.0	66.7	33.3	0.0		100.0	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	0.500	0.250	0.000	0.375	0.250	0.000	0.000	0.000	0.250	0.000	0.375	0.000	0.000	0.375	0.583
Entering Leg	0	0	0	0	0	0	2	1	0	3	1	0	0	0	1	0	3	0	0	3	7
Exiting Leg	0					4					1					2					7
Total	0					7					2					5					14

PDI File #: **207568 D**
 Location: **N: Driveway S: Hospital Front Driveway (Exit)**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**
 Class:



Articulated Trucks

	Driveway					Kenyon Avenue					Hospital Front Driveway (Exit)					Kenyon Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:45 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
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	0	0	0	0	0	1	0	0	1	1
8:30 AM	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	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
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	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	
Exiting Leg Total	0					1					0					1					2

Peak Hour Analysis from 06:45 AM to 08:45 AM begins at:

7:45 AM	Driveway					Kenyon Avenue					Hospital Front Driveway (Exit)					Kenyon Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 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	0	0	0	0	0	1	0	0	0	1
8:30 AM	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	1	0	0	1	2
% 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	0.250	0.000	0.000	0.250	0.500
Entering Leg	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Exiting Leg	0					1					0					1					2
Total	0					2					0					2					4

PDI File #: **207568 D**
 Location: **N: Driveway S: Hospital Front Driveway (Exit)**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Driveway							Kenyon Avenue							Hospital Front Driveway (Exit)							Kenyon Avenue							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	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	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
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	1	1	0	0	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	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	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	
Exiting Leg Total	0							0							1							0							1

Peak Hour Analysis from 06:45 AM to 08:45 AM begins at:

7:00 AM	Driveway							Kenyon Avenue							Hospital Front Driveway (Exit)							Kenyon Avenue							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 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	
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	
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	
7:45 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	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	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			
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	0.250	
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	1	
Exiting Leg	0							0							1							0							1
Total	0							0							2							0							2

PDI File #: **207568 D**
 Location: **N: Driveway S: Hospital Front Driveway (Exit)**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**
 Class:



Pedestrians

	Driveway							Kenyon Avenue							Hospital Front Driveway (Exit)							Kenyon Avenue							Total	
	from North							from East							from South							from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
6:45 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	0	2	2	4
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	2	2	4	
7:00 AM	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	1	1	3	
7:15 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0	1	1	6	
7:30 AM	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	1	0	1	2	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2	7	0	0	0	0	0	1	1	8	
Total	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	9	4	13	0	0	0	0	1	3	4	19	
8:00 AM	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	2	2	4	0	0	0	0	1	1	2	8	
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	1	2	3	0	0	0	0	0	0	0	3	
Total	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	3	4	7	0	0	0	0	1	1	2	11	
Grand Total	0	0	0	0	1	2	3	0	0	0	0	1	0	1	0	0	0	0	13	9	22	0	0	0	0	2	6	8	34	
Approach %	0	0	0	0	33.3	66.7		0	0	0	0	100	0		0	0	0	0	59.1	40.9		0	0	0	0	25	75			
Total %	0	0	0	0	2.94	5.88	8.82	0	0	0	0	2.94	0	2.94	0	0	0	0	38.2	26.5	64.7	0	0	0	0	5.88	17.6	23.5		
Exiting Leg Total	3							1							22							8							34	

Peak Hour Analysis from 06:45 AM to 08:45 AM begins at:

7:15 AM	Driveway							Kenyon Avenue							Hospital Front Driveway (Exit)							Kenyon Avenue							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:15 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0	1	1	6
7:30 AM	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	1	0	1	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2	7	0	0	0	0	0	1	1	8
8:00 AM	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	2	2	4	0	0	0	0	1	1	2	8
Total Volume	0	0	0	0	1	1	2	0	0	0	0	1	0	1	0	0	0	0	10	6	16	0	0	0	0	2	3	5	24
% 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	62.5	37.5		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	0.500	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.500	0.750	0.571	0.000	0.000	0.000	0.000	0.500	0.750	0.625	0.750
Entering Leg	0	0	0	0	1	1	2	0	0	0	0	1	0	1	0	0	0	0	10	6	16	0	0	0	0	2	3	5	24
Exiting Leg	2							1							16							5							24
Total	4							2							32							10							48

PDI File #: **207568 DD**
 Location: **N: Driveway S: Hospital Front Driveway (Exit)**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **2:00 PM**
 End Time: **5:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Driveway					Kenyon Avenue					Hospital Front Driveway (Exit)					Kenyon Avenue					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
2:00 PM	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	30	0	0	0	30	45
2:15 PM	0	0	0	0	0	0	25	0	0	25	1	0	1	0	2	0	30	0	0	0	30	57
2:30 PM	0	0	0	0	0	0	32	0	0	32	0	0	0	0	0	0	38	0	0	0	38	70
2:45 PM	0	0	0	0	0	0	35	0	0	35	0	0	0	0	0	0	30	1	0	0	31	66
Total	0	0	0	0	0	0	107	0	0	107	1	0	1	0	2	0	128	1	0	0	129	238
3:00 PM	0	0	0	0	0	0	35	0	0	35	0	0	0	0	0	0	30	0	0	0	30	65
3:15 PM	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	0	30	0	0	0	30	53
3:30 PM	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	0	58	0	0	0	58	76
3:45 PM	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	41	0	0	0	41	55
Total	0	0	0	0	0	0	90	0	0	90	0	0	0	0	0	0	159	0	0	0	159	249
4:00 PM	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	0	46	0	0	0	46	69
4:15 PM	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	39	0	0	0	39	54
4:30 PM	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	0	46	0	0	0	46	73
4:45 PM	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	0	29	0	0	0	29	51
Total	0	0	0	0	0	0	87	0	0	87	0	0	0	0	0	0	160	0	0	0	160	247
Grand Total	0	0	0	0	0	0	284	0	0	284	1	0	1	0	2	0	447	1	0	0	448	734
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		0.0	99.8	0.2	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	0.0	38.7	0.0	0.0	38.7	0.1	0.0	0.1	0.0	0.3	0.0	60.9	0.1	0.0	0.0	61.0	
Exiting Leg Total	1					448					0					285					734	
Cars	0	0	0	0	0	0	279	0	0	279	0	0	1	0	1	0	440	1	0	0	441	721
% Cars	0.0	0.0	0.0	0.0	0.0	0.0	98.2	0.0	0.0	98.2	0.0	0.0	100.0	0.0	50.0	0.0	98.4	100.0	0.0	0.0	98.4	98.2
Exiting Leg Total	1					440					0					280					721	
Heavy Vehicles	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	0	7	0	0	0	7	13
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.8	100.0	0.0	0.0	0.0	50.0	0.0	1.6	0.0	0.0	0.0	1.6	1.8
Exiting Leg Total	0					8					0					5					13	

Peak Hour Analysis from 02:00 PM to 05:00 PM begins at:

2:45 PM	Driveway					Kenyon Avenue					Hospital Front Driveway (Exit)					Kenyon Avenue					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
2:45 PM	0	0	0	0	0	0	35	0	0	35	0	0	0	0	0	0	30	1	0	0	31	66
3:00 PM	0	0	0	0	0	0	35	0	0	35	0	0	0	0	0	0	30	0	0	0	30	65
3:15 PM	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	0	30	0	0	0	30	53
3:30 PM	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	0	58	0	0	0	58	76
Total Volume	0	0	0	0	0	0	111	0	0	111	0	0	0	0	0	0	148	1	0	0	149	260
% 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	99.3	0.7	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.793	0.000	0.000	0.793	0.000	0.000	0.000	0.000	0.000	0.000	0.638	0.250	0.000	0.642	0.855	
Cars	0	0	0	0	0	0	111	0	0	111	0	0	0	0	0	0	147	1	0	0	148	259
Cars %	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	99.3	100.0	0.0	0.0	99.3	99.6
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	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	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.7	0.4
Cars Enter Leg	0	0	0	0	0	0	111	0	0	111	0	0	0	0	0	0	147	1	0	0	148	259
Heavy Enter Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total Entering Leg	0	0	0	0	0	0	111	0	0	111	0	0	0	0	0	0	148	1	0	0	149	260
Cars Exiting Leg	1					147					0					111					259	
Heavy Exiting Leg	0					1					0					0					1	
Total Exiting Leg	1					148					0					111					260	

PDI File #: **207568 DD**
 Location: **N: Driveway S: Hospital Front Driveway (Exit)**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **2:00 PM**
 End Time: **5:00 PM**
 Class:



Cars

	Driveway					Kenyon Avenue					Hospital Front Driveway (Exit)					Kenyon Avenue					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
2:00 PM	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	29	0	0	0	29	44
2:15 PM	0	0	0	0	0	0	25	0	0	25	0	0	1	0	1	0	29	0	0	0	29	55
2:30 PM	0	0	0	0	0	0	31	0	0	31	0	0	0	0	0	0	37	0	0	0	37	68
2:45 PM	0	0	0	0	0	0	35	0	0	35	0	0	0	0	0	0	30	1	0	0	31	66
Total	0	0	0	0	0	0	106	0	0	106	0	0	1	0	1	0	125	1	0	0	126	233
3:00 PM	0	0	0	0	0	0	35	0	0	35	0	0	0	0	0	0	30	0	0	0	30	65
3:15 PM	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	0	30	0	0	0	30	53
3:30 PM	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	0	57	0	0	0	57	75
3:45 PM	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	40	0	0	0	40	52
Total	0	0	0	0	0	0	88	0	0	88	0	0	0	0	0	0	157	0	0	0	157	245
4:00 PM	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	0	46	0	0	0	46	69
4:15 PM	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	38	0	0	0	38	52
4:30 PM	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	0	45	0	0	0	45	72
4:45 PM	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	0	29	0	0	0	29	50
Total	0	0	0	0	0	0	85	0	0	85	0	0	0	0	0	0	158	0	0	0	158	243
Grand Total	0	0	0	0	0	0	279	0	0	279	0	0	1	0	1	0	440	1	0	0	441	721
Approach %	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	99.8	0.2	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	0.0	38.7	0.0	0.0	38.7	0.0	0.0	0.1	0.0	0.1	0.0	61.0	0.1	0.0	0.0	61.2	
Exiting Leg Total	1					440					0					280					721	

Peak Hour Analysis from 02:00 PM to 05:00 PM begins at:

2:45 PM	Driveway					Kenyon Avenue					Hospital Front Driveway (Exit)					Kenyon Avenue					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
2:45 PM	0	0	0	0	0	0	35	0	0	35	0	0	0	0	0	0	30	1	0	0	31	66
3:00 PM	0	0	0	0	0	0	35	0	0	35	0	0	0	0	0	0	30	0	0	0	30	65
3:15 PM	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	0	30	0	0	0	30	53
3:30 PM	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	0	57	0	0	0	57	75
Total Volume	0	0	0	0	0	0	111	0	0	111	0	0	0	0	0	0	147	1	0	0	148	259
% 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	99.3	0.7	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.793	0.000	0.000	0.793	0.000	0.000	0.000	0.000	0.000	0.000	0.645	0.250	0.000	0.649	0.863	
Entering Leg	0	0	0	0	0	0	111	0	0	111	0	0	0	0	0	0	147	1	0	0	148	259
Exiting Leg	1					147					0					111					259	
Total	1					258					0					259					518	

PDI File #: **207568 DD**
 Location: **N: Driveway S: Hospital Front Driveway (Exit)**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **2:00 PM**
 End Time: **5:00 PM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	Driveway					Kenyon Avenue					Hospital Front Driveway (Exit)					Kenyon Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
2:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
2:45 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	1	0	0	1	1	0	0	0	1	0	3	0	0	3	5
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
3:45 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	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
Grand Total	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	0	7	0	0	7	13
Approach %	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	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	38.5	0.0	0.0	38.5	7.7	0.0	0.0	0.0	7.7	0.0	53.8	0.0	0.0	53.8	
Exiting Leg Total	0					8					0					5					13
Buses	0	0	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	0.0	0.0	14.3	0.0	0.0	14.3	7.7
Exiting Leg Total	0					1					0					0					1
Single-Unit Trucks	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	0	6	0	0	6	12
% Single-Unit	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	100.0	0.0	0.0	0.0	100.0	0.0	85.7	0.0	0.0	85.7	92.3
Exiting Leg Total	0					7					0					5					12
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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 02:00 PM to 05:00 PM begins at:

3:30 PM	Driveway					Kenyon Avenue					Hospital Front Driveway (Exit)					Kenyon Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
3:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1
Total Volume	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	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	100.0	0.0	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	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.750	0.500
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
Single-Unit Trucks	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	0	3
Single-Unit %	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	0.0	0.0	100.0	100.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Single-Unit Trucks	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	0	3
Articulated Trucks	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	3	0	0	3	0	0	0	0	0	0	3	0	0	0	3
Buses	0					0					0					0					0
Single-Unit Trucks	0					3					0					3					6
Articulated Trucks	0					0					0					0					0
Total Exiting Leg	0					3					0					3					6

PDI File #: **207568 DD**
 Location: **N: Driveway S: Hospital Front Driveway (Exit)**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **2:00 PM**
 End Time: **5:00 PM**
 Class:



Buses

	Driveway					Kenyon Avenue					Hospital Front Driveway (Exit)					Kenyon Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2:45 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	1	0	0	0	1
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	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	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	0.0	0.0	100.0	0.0	0.0	100.0	
Exiting Leg Total	0					1					0					0					1

Peak Hour Analysis from 02:00 PM to 05:00 PM begins at:

2:00 PM	Driveway					Kenyon Avenue					Hospital Front Driveway (Exit)					Kenyon Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2:45 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	1	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	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	0.000	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	0	0	1	0	0	0	1
Exiting Leg	0					1					0					0					1
Total	0					1					0					1					2

PDI File #: **207568 DD**
 Location: **N: Driveway S: Hospital Front Driveway (Exit)**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **2:00 PM**
 End Time: **5:00 PM**
 Class:



Single-Unit Trucks

	Driveway					Kenyon Avenue					Hospital Front Driveway (Exit)					Kenyon Avenue					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
2:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	2	0	0	0	2	4
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
3:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	1	3
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	0	2	4
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	0	2	4
Grand Total	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	0	6	0	0	0	6	12
Approach %	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	100.0	0.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	0.0	41.7	0.0	0.0	41.7	8.3	0.0	0.0	0.0	8.3	0.0	50.0	0.0	0.0	50.0		
Exiting Leg Total	0					7					0					5					12	

Peak Hour Analysis from 02:00 PM to 05:00 PM begins at:

3:30 PM	Driveway					Kenyon Avenue					Hospital Front Driveway (Exit)					Kenyon Avenue						
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
3:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	1	3
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	2
Total Volume	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	0	3	6
% 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	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.750	0.500	
Entering Leg	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	0	3	6
Exiting Leg																					3	6
Total	0					6					0					6					12	

PDI File #: **207568 DD**
 Location: **N: Driveway S: Hospital Front Driveway (Exit)**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **2:00 PM**
 End Time: **5:00 PM**
 Class:



Articulated Trucks

	Driveway					Kenyon Avenue					Hospital Front Driveway (Exit)					Kenyon Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 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
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
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 02:00 PM to 05:00 PM begins at:

2:00 PM	Driveway					Kenyon Avenue					Hospital Front Driveway (Exit)					Kenyon Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 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 #: **207568 DD**
 Location: **N: Driveway S: Hospital Front Driveway (Exit)**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **2:00 PM**
 End Time: **5:00 PM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Driveway							Kenyon Avenue							Hospital Front Driveway (Exit)							Kenyon Avenue							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
2:00 PM	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	1
2:15 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
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
2:45 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	1	0	0	0	0	1	2
3:00 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
3:15 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
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	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
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	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	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	33.3	0.0	0.0	0.0	0.0	33.3	
Exiting Leg Total	0							1							0							2							3

Peak Hour Analysis from 02:00 PM to 05:00 PM begins at:

2:00 PM	Driveway							Kenyon Avenue							Hospital Front Driveway (Exit)							Kenyon Avenue							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
2:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
2:15 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	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	
2:45 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	
Total Volume	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	1	2	
% Approach Total	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	100.0	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	0.250	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	0.500	
Entering Leg	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	1	2	
Exiting Leg	0							0							0							1							2
Total	0							2							0							2							4

PDI File #: **207568 DD**
 Location: **N: Driveway S: Hospital Front Driveway (Exit)**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **2:00 PM**
 End Time: **5:00 PM**
 Class:



Pedestrians

	Driveway							Kenyon Avenue							Hospital Front Driveway (Exit)							Kenyon Avenue							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
2:00 PM	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	0	0	3
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	0	0	0	0	4
2:30 PM	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
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	4	0	4	0	0	0	0	0	0	0	5
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	7	6	13	0	0	0	0	0	0	0	14
3:00 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	1	0	1	2
3:15 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	0	0	1
3:30 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
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	1	0	0	0	0	0	1	1	0	0	0	0	0	2	2	0	0	0	0	1	0	1	5
4:00 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
4:15 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
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	2	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	2	0	2	4
Grand Total	0	0	0	0	1	0	1	0	0	0	0	1	1	2	0	0	0	0	8	9	17	0	0	0	0	3	0	3	23
Approach %	0	0	0	0	100	0		0	0	0	0	50	50		0	0	0	0	47.1	52.9		0	0	0	0	100	0		
Total %	0	0	0	0	4.35	0	4.35	0	0	0	0	4.35	4.35	8.7	0	0	0	0	34.8	39.1	73.9	0	0	0	0	13	0	13	
Exiting Leg Total	1							2							17							3							23

Peak Hour Analysis from 02:00 PM to 05:00 PM begins at:

2:00 PM	Driveway							Kenyon Avenue							Hospital Front Driveway (Exit)							Kenyon Avenue							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turns	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	
2:00 PM	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	0	0	3
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	0	0	0	0	4
2:30 PM	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
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	4	0	4	0	0	0	0	0	0	0	5
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	7	6	13	0	0	0	0	0	0	0	14
% 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	53.8	46.2		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	0.250	0.000	0.000	0.000	0.000	0.438	0.500	0.813	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.700
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	7	6	13	0	0	0	0	0	0	0	14
Exiting Leg	0							1							13							0							14
Total	0							2							26							0							28

PDI File #: **207568 E**
 Location: **N: Driveway S: Hospital Driveway (East)**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	Driveway					Kenyon Avenue					Hospital Driveway (East)					Kenyon Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:45 AM	0	0	0	0	0	0	71	28	0	99	3	0	1	0	4	6	12	0	0	18	121
Total	0	0	0	0	0	0	71	28	0	99	3	0	1	0	4	6	12	0	0	18	121
7:00 AM	0	0	0	0	0	0	26	6	0	32	5	0	2	0	7	8	10	0	0	18	57
7:15 AM	0	0	0	0	0	0	39	18	0	57	11	0	6	0	17	5	28	0	0	33	107
7:30 AM	0	0	0	0	0	0	37	20	0	57	9	0	1	0	10	3	18	0	0	21	88
7:45 AM	0	0	0	0	0	0	44	19	0	63	11	0	2	0	13	11	21	0	0	32	108
Total	0	0	0	0	0	0	146	63	0	209	36	0	11	0	47	27	77	0	0	104	360
8:00 AM	0	0	0	0	0	0	27	28	0	55	3	0	3	0	6	6	13	0	0	19	80
8:15 AM	0	0	0	0	0	0	22	25	0	47	8	0	4	0	12	8	17	0	0	25	84
8:30 AM	0	0	0	0	0	0	21	24	0	45	7	0	4	0	11	7	18	0	0	25	81
Total	0	0	0	0	0	0	70	77	0	147	18	0	11	0	29	21	48	0	0	69	245
Grand Total	0	0	0	0	0	0	287	168	0	455	57	0	23	0	80	54	137	0	0	191	726
Approach %	0.0	0.0	0.0	0.0		0.0	63.1	36.9	0.0		71.3	0.0	28.8	0.0		28.3	71.7	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	39.5	23.1	0.0	62.7	7.9	0.0	3.2	0.0	11.0	7.4	18.9	0.0	0.0	26.3	
Exiting Leg Total	0					194					222					310					726
Cars	0	0	0	0	0	0	282	160	0	442	52	0	23	0	75	53	133	0	0	186	703
% Cars	0.0	0.0	0.0	0.0	0.0	0.0	98.3	95.2	0.0	97.1	91.2	0.0	100.0	0.0	93.8	98.1	97.1	0.0	0.0	97.4	96.8
Exiting Leg Total	0					185					213					305					703
Heavy Vehicles	0	0	0	0	0	0	5	8	0	13	5	0	0	0	5	1	4	0	0	5	23
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	0.0	1.7	4.8	0.0	2.9	8.8	0.0	0.0	0.0	6.3	1.9	2.9	0.0	0.0	2.6	3.2
Exiting Leg Total	0					9					9					5					23

Peak Hour Analysis from 06:45 AM to 08:45 AM begins at:

7:15 AM	Driveway					Kenyon Avenue					Hospital Driveway (East)					Kenyon Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:15 AM	0	0	0	0	0	0	39	18	0	57	11	0	6	0	17	5	28	0	0	33	107
7:30 AM	0	0	0	0	0	0	37	20	0	57	9	0	1	0	10	3	18	0	0	21	88
7:45 AM	0	0	0	0	0	0	44	19	0	63	11	0	2	0	13	11	21	0	0	32	108
8:00 AM	0	0	0	0	0	0	27	28	0	55	3	0	3	0	6	6	13	0	0	19	80
Total Volume	0	0	0	0	0	0	147	85	0	232	34	0	12	0	46	25	80	0	0	105	383
% Approach Total	0.0	0.0	0.0	0.0		0.0	63.4	36.6	0.0		73.9	0.0	26.1	0.0		23.8	76.2	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.835	0.759	0.000	0.921	0.773	0.000	0.500	0.000	0.676	0.568	0.714	0.000	0.000	0.795	0.887
Cars	0	0	0	0	0	0	145	81	0	226	30	0	12	0	42	25	77	0	0	102	370
Cars %	0.0	0.0	0.0	0.0	0.0	0.0	98.6	95.3	0.0	97.4	88.2	0.0	100.0	0.0	91.3	100.0	96.3	0.0	0.0	97.1	96.6
Heavy Vehicles	0	0	0	0	0	0	2	4	0	6	4	0	0	0	4	0	3	0	0	3	13
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	1.4	4.7	0.0	2.6	11.8	0.0	0.0	0.0	8.7	0.0	3.8	0.0	0.0	2.9	3.4
Cars Enter Leg	0	0	0	0	0	0	145	81	0	226	30	0	12	0	42	25	77	0	0	102	370
Heavy Enter Leg	0	0	0	0	0	0	2	4	0	6	4	0	0	0	4	0	3	0	0	3	13
Total Entering Leg	0	0	0	0	0	0	147	85	0	232	34	0	12	0	46	25	80	0	0	105	383
Cars Exiting Leg	0					107					106					157					370
Heavy Exiting Leg	0					7					4					2					13
Total Exiting Leg	0					114					110					159					383

PDI File #: **207568 E**
 Location: **N: Driveway S: Hospital Driveway (East)**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**
 Class:



Cars

	Driveway					Kenyon Avenue					Hospital Driveway (East)					Kenyon Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:45 AM	0	0	0	0	0	0	71	28	0	99	3	0	1	0	4	6	12	0	0	18	121
Total	0	0	0	0	0	0	71	28	0	99	3	0	1	0	4	6	12	0	0	18	121
7:00 AM	0	0	0	0	0	0	24	4	0	28	5	0	2	0	7	7	10	0	0	17	52
7:15 AM	0	0	0	0	0	0	38	16	0	54	8	0	6	0	14	5	26	0	0	31	99
7:30 AM	0	0	0	0	0	0	37	19	0	56	9	0	1	0	10	3	17	0	0	20	86
7:45 AM	0	0	0	0	0	0	44	19	0	63	10	0	2	0	12	11	21	0	0	32	107
Total	0	0	0	0	0	0	143	58	0	201	32	0	11	0	43	26	74	0	0	100	344
8:00 AM	0	0	0	0	0	0	26	27	0	53	3	0	3	0	6	6	13	0	0	19	78
8:15 AM	0	0	0	0	0	0	22	24	0	46	7	0	4	0	11	8	16	0	0	24	81
8:30 AM	0	0	0	0	0	0	20	23	0	43	7	0	4	0	11	7	18	0	0	25	79
Total	0	0	0	0	0	0	68	74	0	142	17	0	11	0	28	21	47	0	0	68	238
Grand Total	0	0	0	0	0	0	282	160	0	442	52	0	23	0	75	53	133	0	0	186	703
Approach %	0.0	0.0	0.0	0.0		0.0	63.8	36.2	0.0		69.3	0.0	30.7	0.0		28.5	71.5	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	40.1	22.8	0.0	62.9	7.4	0.0	3.3	0.0	10.7	7.5	18.9	0.0	0.0	26.5	
Exiting Leg Total	0					185					213					305					703

Peak Hour Analysis from 06:45 AM to 08:45 AM begins at:

7:15 AM	Driveway					Kenyon Avenue					Hospital Driveway (East)					Kenyon Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:15 AM	0	0	0	0	0	0	38	16	0	54	8	0	6	0	14	5	26	0	0	31	99
7:30 AM	0	0	0	0	0	0	37	19	0	56	9	0	1	0	10	3	17	0	0	20	86
7:45 AM	0	0	0	0	0	0	44	19	0	63	10	0	2	0	12	11	21	0	0	32	107
8:00 AM	0	0	0	0	0	0	26	27	0	53	3	0	3	0	6	6	13	0	0	19	78
Total Volume	0	0	0	0	0	0	145	81	0	226	30	0	12	0	42	25	77	0	0	102	370
% Approach Total	0.0	0.0	0.0	0.0		0.0	64.2	35.8	0.0		71.4	0.0	28.6	0.0		24.5	75.5	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.824	0.750	0.000	0.897	0.750	0.000	0.500	0.000	0.750	0.568	0.740	0.000	0.000	0.797	0.864
Entering Leg	0	0	0	0	0	0	145	81	0	226	30	0	12	0	42	25	77	0	0	102	370
Exiting Leg	0					107					106					157					370
Total	0					333					148					259					740

PDI File #: **207568 E**
 Location: **N: Driveway S: Hospital Driveway (East)**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	Driveway					Kenyon Avenue					Hospital Driveway (East)					Kenyon Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:45 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
7:00 AM	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	1	0	0	0	1	5
7:15 AM	0	0	0	0	0	0	1	2	0	3	3	0	0	0	3	0	2	0	0	2	8
7:30 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	3	5	0	8	4	0	0	0	4	1	3	0	0	4	16
8:00 AM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	1	0	0	1	3
8:30 AM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	2	3	0	5	1	0	0	0	1	0	1	0	0	1	7
Grand Total	0	0	0	0	0	0	5	8	0	13	5	0	0	0	5	1	4	0	0	5	23
Approach %	0.0	0.0	0.0	0.0		0.0	38.5	61.5	0.0		100.0	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	21.7	34.8	0.0	56.5	21.7	0.0	0.0	0.0	21.7	4.3	17.4	0.0	0.0	21.7	
Exiting Leg Total	0					9					9					5					23
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
Single-Unit Trucks	0	0	0	0	0	0	4	8	0	12	5	0	0	0	5	1	3	0	0	4	21
% Single-Unit	0.0	0.0	0.0	0.0	0.0	0.0	80.0	100.0	0.0	92.3	100.0	0.0	0.0	0.0	100.0	100.0	75.0	0.0	0.0	80.0	91.3
Exiting Leg Total	0					8					9					4					21
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	20.0	8.7
Exiting Leg Total	0					1					0					1					2

Peak Hour Analysis from 06:45 AM to 08:45 AM begins at:

7:00 AM	Driveway					Kenyon Avenue					Hospital Driveway (East)					Kenyon Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	1	0	0	0	1	5
7:15 AM	0	0	0	0	0	0	1	2	0	3	3	0	0	0	3	0	2	0	0	2	8
7:30 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	3	5	0	8	4	0	0	0	4	1	3	0	0	4	16
% Approach Total	0.0	0.0	0.0	0.0		0.0	37.5	62.5	0.0		100.0	0.0	0.0	0.0		25.0	75.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.625	0.000	0.500	0.333	0.000	0.000	0.000	0.333	0.250	0.375	0.000	0.000	0.500	0.500
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
Single-Unit Trucks	0	0	0	0	0	0	3	5	0	8	4	0	0	0	4	1	3	0	0	4	16
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	100.0	100.0	0.0	0.0	0.0	100.0	100.0	100.0	0.0	0.0	100.0	100.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Single-Unit Trucks	0	0	0	0	0	0	3	5	0	8	4	0	0	0	4	1	3	0	0	4	16
Articulated Trucks	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	3	5	0	8	4	0	0	0	4	1	3	0	0	4	16
Buses	0					0					0					0					0
Single-Unit Trucks	0					7					6					3					16
Articulated Trucks	0					0					0					0					0
Total Exiting Leg	0					7					6					3					16

PDI File #: **207568 E**
 Location: **N: Driveway S: Hospital Driveway (East)**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**
 Class:



Buses

	Driveway					Kenyon Avenue					Hospital Driveway (East)					Kenyon Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:45 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
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	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
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 06:45 AM to 08:45 AM begins at:

6:45 AM	Driveway					Kenyon Avenue					Hospital Driveway (East)					Kenyon Avenue					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
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 #: **207568 E**
 Location: **N: Driveway S: Hospital Driveway (East)**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**
 Class:



Single-Unit Trucks

	Driveway					Kenyon Avenue					Hospital Driveway (East)					Kenyon Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:45 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
7:00 AM	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	1	0	0	0	1	5
7:15 AM	0	0	0	0	0	0	1	2	0	3	3	0	0	0	3	0	2	0	0	2	8
7:30 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	3	5	0	8	4	0	0	0	4	1	3	0	0	4	16
8:00 AM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	3	0	4	1	0	0	0	1	0	0	0	0	0	5
Grand Total	0	0	0	0	0	0	4	8	0	12	5	0	0	0	5	1	3	0	0	4	21
Approach %	0.0	0.0	0.0	0.0		0.0	33.3	66.7	0.0		100.0	0.0	0.0	0.0		25.0	75.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	19.0	38.1	0.0	57.1	23.8	0.0	0.0	0.0	23.8	4.8	14.3	0.0	0.0	19.0	
Exiting Leg Total	0					8					9					4					21

Peak Hour Analysis from 06:45 AM to 08:45 AM begins at:

7:00 AM	Driveway					Kenyon Avenue					Hospital Driveway (East)					Kenyon Avenue					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
7:00 AM	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	1	0	0	0	0	1	5
7:15 AM	0	0	0	0	0	0	1	2	0	3	3	0	0	0	3	0	2	0	0	0	2	8
7:30 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	0	1	2
7:45 AM	0	0	0	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	3	5	0	8	4	0	0	0	4	1	3	0	0	4	16	
% Approach Total	0.0	0.0	0.0	0.0		0.0	37.5	62.5	0.0		100.0	0.0	0.0	0.0		25.0	75.0	0.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.625	0.000	0.500	0.333	0.000	0.000	0.000	0.333	0.250	0.375	0.000	0.000	0.500	0.500	
Entering Leg	0	0	0	0	0	0	3	5	0	8	4	0	0	0	4	1	3	0	0	4	16	
Exiting Leg	0					7					6					3					16	
Total	0					15					10					7					32	

PDI File #: **207568 E**
 Location: **N: Driveway S: Hospital Driveway (East)**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**
 Class:



Articulated Trucks

	Driveway					Kenyon Avenue					Hospital Driveway (East)					Kenyon Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:45 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
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	0	0	0	0	0	1	0	0	1	1
8:30 AM	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	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
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	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	
Exiting Leg Total	0					1					0					1					2

Peak Hour Analysis from 06:45 AM to 08:45 AM begins at:

7:45 AM	Driveway					Kenyon Avenue					Hospital Driveway (East)					Kenyon Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 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	0	0	0	0	0	1	0	0	0	1
8:30 AM	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	1	0	0	1	2
% 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	0.250	0.000	0.000	0.250	0.500
Entering Leg	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Exiting Leg	0					1					0					1					2
Total	0					2					0					2					4

PDI File #: **207568 E**
 Location: **N: Driveway S: Hospital Driveway (East)**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Driveway							Kenyon Avenue							Hospital Driveway (East)							Kenyon Avenue							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	1	2
Total	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	1	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
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	1	1	1	0	0	0	0	0	1	2
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		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	0.0	0.0	0.0	50.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	50.0	
Exiting Leg Total	0							0							2							0							2

Peak Hour Analysis from 06:45 AM to 08:45 AM begins at:

7:00 AM	Driveway							Kenyon Avenue							Hospital Driveway (East)							Kenyon Avenue							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 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	
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	
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	
7:45 AM	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	1	
Total Volume	0	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	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		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	0.000	0.000	0.000	0.250	0.250	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	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	1	
Exiting Leg	0							0							2							0							2
Total	0							0							3							1							4

PDI File #: **207568 E**
 Location: **N: Driveway S: Hospital Driveway (East)**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**
 Class:



Pedestrians

	Driveway							Kenyon Avenue							Hospital Driveway (East)							Kenyon Avenue							Total	
	from North							from East							from South							from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
6:45 AM	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	2
Total	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	2
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
7:15 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	0	2
7:30 AM	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	1
7:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0	1	0	1	6
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3	4	7	0	0	0	0	0	1	0	1	9
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	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	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	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	0	0	1	3	4	0	0	0	0	0	0	0	0	4
Grand Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	5	8	13	0	0	0	0	0	1	0	1	15
Approach %	0	0	0	0	0	100	0		0	0	0	0	0	0	0	0	0	0	38.5	61.5		0	0	0	0	0	100	0		
Total %	0	0	0	0	0	6.67	0	6.67	0	0	0	0	0	0	0	0	0	0	33.3	53.3	86.7	0	0	0	0	0	6.67	0	6.67	
Exiting Leg Total	1							0							13							1							15	

Peak Hour Analysis from 06:45 AM to 08:45 AM begins at:

7:15 AM	Driveway							Kenyon Avenue							Hospital Driveway (East)							Kenyon Avenue							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	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	1	0	1	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	1	0	1	6
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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3	5	8	0	0	0	0	1	0	1	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	0.0		0.0	0.0	0.0	0.0	37.5	62.5		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	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.625	0.500	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.417
Entering Leg	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3	5	8	0	0	0	0	1	0	1	10
Exiting Leg	1							0							8							1							10
Total	2							0							16							2							20

PDI File #: **207568 EE**
 Location: **N: Driveway S: Hospital Driveway (East)**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **2:00 PM**
 End Time: **5:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Driveway					Kenyon Avenue					Hospital Driveway (East)					Kenyon Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
2:00 PM	0	0	0	0	0	0	11	18	0	29	13	0	5	0	18	5	26	0	0	31	78
2:15 PM	0	0	0	0	0	0	21	14	0	35	14	0	4	0	18	4	31	0	0	35	88
2:30 PM	0	0	0	0	0	0	29	11	0	40	19	0	6	0	25	8	28	0	0	36	101
2:45 PM	0	0	0	0	0	0	26	13	0	39	16	0	8	0	24	6	22	0	0	28	91
Total	0	0	0	0	0	0	87	56	0	143	62	0	23	0	85	23	107	0	0	130	358
3:00 PM	0	0	0	0	0	0	25	9	0	34	22	0	7	0	29	5	25	0	0	30	93
3:15 PM	0	0	0	0	0	0	20	12	0	32	14	0	6	0	20	4	30	0	0	34	86
3:30 PM	0	0	0	0	0	0	13	14	0	27	20	0	2	0	22	3	54	0	0	57	106
3:45 PM	0	0	0	0	0	0	11	13	0	24	26	0	2	0	28	9	33	0	0	42	94
Total	0	0	0	0	0	0	69	48	0	117	82	0	17	0	99	21	142	0	0	163	379
4:00 PM	1	0	0	0	1	0	23	10	0	33	24	0	1	0	25	4	46	0	0	50	109
4:15 PM	0	0	0	0	0	0	7	5	0	12	17	0	5	0	22	2	33	0	0	35	69
4:30 PM	0	0	0	0	0	0	23	10	0	33	17	0	7	0	24	2	45	0	0	47	104
4:45 PM	0	0	0	0	0	0	14	9	0	23	18	0	6	0	24	4	28	0	0	32	79
Total	1	0	0	0	1	0	67	34	0	101	76	0	19	0	95	12	152	0	0	164	361
Grand Total	1	0	0	0	1	0	223	138	0	361	220	0	59	0	279	56	401	0	0	457	1098
Approach %	100.0	0.0	0.0	0.0		0.0	61.8	38.2	0.0		78.9	0.0	21.1	0.0		12.3	87.7	0.0	0.0		
Total %	0.1	0.0	0.0	0.0	0.1	0.0	20.3	12.6	0.0	32.9	20.0	0.0	5.4	0.0	25.4	5.1	36.5	0.0	0.0	41.6	
Exiting Leg Total	0					621					194					283					1098
Cars	1	0	0	0	1	0	218	137	0	355	215	0	59	0	274	56	394	0	0	450	1080
% Cars	100.0	0.0	0.0	0.0	100.0	0.0	97.8	99.3	0.0	98.3	97.7	0.0	100.0	0.0	98.2	100.0	98.3	0.0	0.0	98.5	98.4
Exiting Leg Total	0					609					193					278					1080
Heavy Vehicles	0	0	0	0	0	0	5	1	0	6	5	0	0	0	5	0	7	0	0	7	18
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.7	0.0	1.7	2.3	0.0	0.0	0.0	1.8	0.0	1.7	0.0	0.0	1.5	1.6
Exiting Leg Total	0					12					1					5					18

Peak Hour Analysis from 02:00 PM to 05:00 PM begins at:

3:15 PM	Driveway					Kenyon Avenue					Hospital Driveway (East)					Kenyon Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:15 PM	0	0	0	0	0	0	20	12	0	32	14	0	6	0	20	4	30	0	0	34	86
3:30 PM	0	0	0	0	0	0	13	14	0	27	20	0	2	0	22	3	54	0	0	57	106
3:45 PM	0	0	0	0	0	0	11	13	0	24	26	0	2	0	28	9	33	0	0	42	94
4:00 PM	1	0	0	0	1	0	23	10	0	33	24	0	1	0	25	4	46	0	0	50	109
Total Volume	1	0	0	0	1	0	67	49	0	116	84	0	11	0	95	20	163	0	0	183	395
% Approach Total	100.0	0.0	0.0	0.0		0.0	57.8	42.2	0.0		88.4	0.0	11.6	0.0		10.9	89.1	0.0	0.0		
PHF	0.250	0.000	0.000	0.000	0.250	0.000	0.728	0.875	0.000	0.879	0.808	0.000	0.458	0.000	0.848	0.556	0.755	0.000	0.000	0.803	0.906
Cars	1	0	0	0	1	0	64	49	0	113	83	0	11	0	94	20	160	0	0	180	388
Cars %	100.0	0.0	0.0	0.0	100.0	0.0	95.5	100.0	0.0	97.4	98.8	0.0	100.0	0.0	98.9	100.0	98.2	0.0	0.0	98.4	98.2
Heavy Vehicles	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	3	0	0	3	7
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	4.5	0.0	0.0	2.6	1.2	0.0	0.0	0.0	1.1	0.0	1.8	0.0	0.0	1.6	1.8
Cars Enter Leg	1	0	0	0	1	0	64	49	0	113	83	0	11	0	94	20	160	0	0	180	388
Heavy Enter Leg	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	3	0	0	3	7
Total Entering Leg	1	0	0	0	1	0	67	49	0	116	84	0	11	0	95	20	163	0	0	183	395
Cars Exiting Leg	0					243					69					76					388
Heavy Exiting Leg	0					4					0					3					7
Total Exiting Leg	0					247					69					79					395

PDI File #: **207568 EE**
 Location: **N: Driveway S: Hospital Driveway (East)**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **2:00 PM**
 End Time: **5:00 PM**



Cars

	Driveway					Kenyon Avenue					Hospital Driveway (East)					Kenyon Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
2:00 PM	0	0	0	0	0	0	11	18	0	29	13	0	5	0	18	5	26	0	0	31	78
2:15 PM	0	0	0	0	0	0	21	13	0	34	13	0	4	0	17	4	29	0	0	33	84
2:30 PM	0	0	0	0	0	0	28	11	0	39	19	0	6	0	25	8	27	0	0	35	99
2:45 PM	0	0	0	0	0	0	26	13	0	39	14	0	8	0	22	6	22	0	0	28	89
Total	0	0	0	0	0	0	86	55	0	141	59	0	23	0	82	23	104	0	0	127	350
3:00 PM	0	0	0	0	0	0	25	9	0	34	22	0	7	0	29	5	25	0	0	30	93
3:15 PM	0	0	0	0	0	0	20	12	0	32	14	0	6	0	20	4	30	0	0	34	86
3:30 PM	0	0	0	0	0	0	13	14	0	27	20	0	2	0	22	3	53	0	0	56	105
3:45 PM	0	0	0	0	0	0	9	13	0	22	26	0	2	0	28	9	32	0	0	41	91
Total	0	0	0	0	0	0	67	48	0	115	82	0	17	0	99	21	140	0	0	161	375
4:00 PM	1	0	0	0	1	0	22	10	0	32	23	0	1	0	24	4	45	0	0	49	106
4:15 PM	0	0	0	0	0	0	7	5	0	12	16	0	5	0	21	2	33	0	0	35	68
4:30 PM	0	0	0	0	0	0	22	10	0	32	17	0	7	0	24	2	44	0	0	46	102
4:45 PM	0	0	0	0	0	0	14	9	0	23	18	0	6	0	24	4	28	0	0	32	79
Total	1	0	0	0	1	0	65	34	0	99	74	0	19	0	93	12	150	0	0	162	355
Grand Total	1	0	0	0	1	0	218	137	0	355	215	0	59	0	274	56	394	0	0	450	1080
Approach %	100.0	0.0	0.0	0.0		0.0	61.4	38.6	0.0		78.5	0.0	21.5	0.0		12.4	87.6	0.0	0.0		
Total %	0.1	0.0	0.0	0.0	0.1	0.0	20.2	12.7	0.0	32.9	19.9	0.0	5.5	0.0	25.4	5.2	36.5	0.0	0.0	41.7	
Exiting Leg Total	0					609					193					278					1080

Peak Hour Analysis from 02:00 PM to 05:00 PM begins at:

3:15 PM	Driveway					Kenyon Avenue					Hospital Driveway (East)					Kenyon Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:15 PM	0	0	0	0	0	0	20	12	0	32	14	0	6	0	20	4	30	0	0	34	86
3:30 PM	0	0	0	0	0	0	13	14	0	27	20	0	2	0	22	3	53	0	0	56	105
3:45 PM	0	0	0	0	0	0	9	13	0	22	26	0	2	0	28	9	32	0	0	41	91
4:00 PM	1	0	0	0	1	0	22	10	0	32	23	0	1	0	24	4	45	0	0	49	106
Total Volume	1	0	0	0	1	0	64	49	0	113	83	0	11	0	94	20	160	0	0	180	388
% Approach Total	100.0	0.0	0.0	0.0		0.0	56.6	43.4	0.0		88.3	0.0	11.7	0.0		11.1	88.9	0.0	0.0		
PHF	0.250	0.000	0.000	0.000	0.250	0.000	0.727	0.875	0.000	0.883	0.798	0.000	0.458	0.000	0.839	0.556	0.755	0.000	0.000	0.804	0.915
Entering Leg	1	0	0	0	1	0	64	49	0	113	83	0	11	0	94	20	160	0	0	180	388
Exiting Leg	0					243					69					76					388
Total	1					356					163					256					776

PDI File #: **207568 EE**
 Location: **N: Driveway S: Hospital Driveway (East)**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **2:00 PM**
 End Time: **5:00 PM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	Driveway					Kenyon Avenue					Hospital Driveway (East)					Kenyon Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	2	0	0	2	4
2:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
2:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
Total	0	0	0	0	0	0	1	1	0	2	3	0	0	0	3	0	3	0	0	3	8
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
3:45 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	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
4:00 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	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
Total	0	0	0	0	0	0	2	0	0	2	2	0	0	0	2	0	2	0	0	2	6
Grand Total	0	0	0	0	0	0	5	1	0	6	5	0	0	0	5	0	7	0	0	7	18
Approach %	0.0	0.0	0.0	0.0		0.0	83.3	16.7	0.0		100.0	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	27.8	5.6	0.0	33.3	27.8	0.0	0.0	0.0	27.8	0.0	38.9	0.0	0.0	38.9	
Exiting Leg Total	0					12					1					5					18
Buses	0	0	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	0.0	0.0	14.3	0.0	0.0	14.3	5.6
Exiting Leg Total	0					1					0					0					1
Single-Unit Trucks	0	0	0	0	0	0	5	1	0	6	5	0	0	0	5	0	6	0	0	6	17
% Single-Unit	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	100.0	100.0	0.0	0.0	0.0	100.0	0.0	85.7	0.0	0.0	85.7	94.4
Exiting Leg Total	0					11					1					5					17
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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 02:00 PM to 05:00 PM begins at:

3:45 PM	Driveway					Kenyon Avenue					Hospital Driveway (East)					Kenyon Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
4:00 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total Volume	0	0	0	0	0	0	4	0	0	4	2	0	0	0	2	0	3	0	0	3	9
% Approach Total	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	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.500	0.000	0.000	0.000	0.500	0.000	0.750	0.000	0.000	0.750	0.750
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
Single-Unit Trucks	0	0	0	0	0	0	4	0	0	4	2	0	0	0	2	0	3	0	0	3	9
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	100.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	100.0	100.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Single-Unit Trucks	0	0	0	0	0	0	4	0	0	4	2	0	0	0	2	0	3	0	0	3	9
Articulated Trucks	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	4	0	0	4	2	0	0	0	2	0	3	0	0	3	9
Buses	0					0					0					0					0
Single-Unit Trucks	0					5					0					4					9
Articulated Trucks	0					0					0					0					0
Total Exiting Leg	0					5					0					4					9

PDI File #: **207568 EE**
 Location: **N: Driveway S: Hospital Driveway (East)**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **2:00 PM**
 End Time: **5:00 PM**
 Class:



Buses

	Driveway					Kenyon Avenue					Hospital Driveway (East)					Kenyon Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2:45 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	1	0	0	0	1
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	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	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	0.0	0.0	100.0	0.0	0.0	100.0	
Exiting Leg Total	0					1					0					0					1

Peak Hour Analysis from 02:00 PM to 05:00 PM begins at:

2:00 PM	Driveway					Kenyon Avenue					Hospital Driveway (East)					Kenyon Avenue						
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
2:45 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	1	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	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	0.000	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	0	0	1	0	0	0	1	
Exiting Leg	0					1					0					0					0	1
Total	0					1					0					1					1	2

PDI File #: **207568 EE**
 Location: **N: Driveway S: Hospital Driveway (East)**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **2:00 PM**
 End Time: **5:00 PM**
 Class:



Single-Unit Trucks

	Driveway					Kenyon Avenue					Hospital Driveway (East)					Kenyon Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	2	0	0	0	2
2:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	2
Total	0	0	0	0	0	0	1	1	0	2	3	0	0	0	0	3	0	2	0	0	2
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
3:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	1
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	0	2
4:00 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	1	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	0	0	2	2	0	0	0	0	2	0	2	0	0	2
Grand Total	0	0	0	0	0	0	5	1	0	6	5	0	0	0	5	0	6	0	0	0	6
Approach %	0.0	0.0	0.0	0.0		0.0	83.3	16.7	0.0		100.0	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	29.4	5.9	0.0	35.3	29.4	0.0	0.0	0.0	29.4	0.0	35.3	0.0	0.0	0.0	35.3
Exiting Leg Total	0					11					1					5					17

Peak Hour Analysis from 02:00 PM to 05:00 PM begins at:

3:45 PM	Driveway					Kenyon Avenue					Hospital Driveway (East)					Kenyon Avenue						
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total	
3:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	1	3
4:00 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	3	
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	
Total Volume	0	0	0	0	0	0	4	0	0	4	2	0	0	0	2	0	3	0	0	3	9	
% Approach Total	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	100.0	0.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.500	0.000	0.000	0.000	0.500	0.000	0.750	0.000	0.000	0.750	0.750	
Entering Leg	0	0	0	0	0	0	4	0	0	4	2	0	0	0	2	0	3	0	0	3	9	
Exiting Leg					0					5				0						4	9	
Total					0					9				2						7	18	

PDI File #: **207568 EE**
 Location: **N: Driveway S: Hospital Driveway (East)**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **2:00 PM**
 End Time: **5:00 PM**
 Class:



Articulated Trucks

	Driveway					Kenyon Avenue					Hospital Driveway (East)					Kenyon Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 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
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
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 02:00 PM to 05:00 PM begins at:

2:00 PM	Driveway					Kenyon Avenue					Hospital Driveway (East)					Kenyon Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 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 #: **207568 EE**
 Location: **N: Driveway S: Hospital Driveway (East)**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **2:00 PM**
 End Time: **5:00 PM**



Class:

Bicycles (on Roadway and Crosswalks)

	Driveway							Kenyon Avenue							Hospital Driveway (East)							Kenyon Avenue							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
2:00 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
2:15 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
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
2:45 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	1	0	0	0	0	1	1
3:00 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
3:15 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
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	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
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	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	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	50.0	0.0	0.0	0.0	0.0	50.0	
Exiting Leg Total	0							1							0							1							2

Peak Hour Analysis from 02:00 PM to 05:00 PM begins at:

2:00 PM	Driveway							Kenyon Avenue							Hospital Driveway (East)							Kenyon Avenue							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
2:00 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	
2:15 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	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
2:45 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	
Total Volume	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	
% 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	100.0	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	0.250	0.000	0.000	0.000	0.250	0.250	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
Exiting Leg	0							1							0							0							1
Total	0							1							0							1							2

PDI File #: **207568 EE**
 Location: **N: Driveway S: Hospital Driveway (East)**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **2:00 PM**
 End Time: **5:00 PM**
 Class:



Pedestrians

	Driveway							Kenyon Avenue							Hospital Driveway (East)							Kenyon Avenue							Total	
	from North							from East							from South							from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	0	0	0	4
2:15 PM	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	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	1	0	1	3	
2:45 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	4	4	8	0	0	0	0	1	0	1	9	
3:00 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	
3:15 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	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	8	0	0	0	0	1	0	1	9	
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	50		0	0	0	0	100	0			
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44.4	44.4	88.9	0	0	0	0	11.1	0	11.1		
Exiting Leg Total	0							0							8							1							9	

Peak Hour Analysis from 02:00 PM to 05:00 PM begins at:

2:00 PM	Driveway							Kenyon Avenue							Hospital Driveway (East)							Kenyon Avenue							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	0	0	0	4
2:15 PM	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
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	1	0	1	3
2:45 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	4	4	8	0	0	0	0	1	0	1	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	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	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.333	0.500	0.500	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.563
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	8	0	0	0	0	1	0	1	9
Exiting Leg	0							0							8							1							9
Total	0							0							16							2							18

PDI File #: **207568 F**
 Location: **N: Christopher Street**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**



Class: **Cars and Heavy Vehicles (Combined)**

	Christopher Street				Kenyon Avenue				Kenyon Avenue				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
6:45 AM	3	3	0	6	1	48	0	49	18	1	0	19	74
Total	3	3	0	6	1	48	0	49	18	1	0	19	74
7:00 AM	0	1	0	1	0	27	0	27	18	1	0	19	47
7:15 AM	3	2	0	5	1	39	0	40	24	1	0	25	70
7:30 AM	3	4	0	7	0	39	0	39	11	0	0	11	57
7:45 AM	1	5	0	6	0	37	0	37	25	1	0	26	69
Total	7	12	0	19	1	142	0	143	78	3	0	81	243
8:00 AM	4	2	0	6	2	23	0	25	15	2	0	17	48
8:15 AM	1	1	0	2	1	22	0	23	18	1	0	19	44
8:30 AM	3	3	0	6	3	16	0	19	22	0	0	22	47
Total	8	6	0	14	6	61	0	67	55	3	0	58	139
Grand Total	18	21	0	39	8	251	0	259	151	7	0	158	456
Approach %	46.2	53.8	0.0		3.1	96.9	0.0		95.6	4.4	0.0		
Total %	3.9	4.6	0.0	8.6	1.8	55.0	0.0	56.8	33.1	1.5	0.0	34.6	
Exiting Leg Total	15				172				269				456
Cars	17	21	0	38	8	248	0	256	148	7	0	155	449
% Cars	94.4	100.0	0.0	97.4	100.0	98.8	0.0	98.8	98.0	100.0	0.0	98.1	98.5
Exiting Leg Total	15				169				265				449
Heavy Vehicles	1	0	0	1	0	3	0	3	3	0	0	3	7
% Heavy Vehicles	5.6	0.0	0.0	2.6	0.0	1.2	0.0	1.2	2.0	0.0	0.0	1.9	1.5
Exiting Leg Total	0				3				4				7

Peak Hour Analysis from 06:45 AM to 08:45 AM begins at:

6:45 AM	Christopher Street				Kenyon Avenue				Kenyon Avenue				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
6:45 AM	3	3	0	6	1	48	0	49	18	1	0	19	74
7:00 AM	0	1	0	1	0	27	0	27	18	1	0	19	47
7:15 AM	3	2	0	5	1	39	0	40	24	1	0	25	70
7:30 AM	3	4	0	7	0	39	0	39	11	0	0	11	57
Total Volume	9	10	0	19	2	153	0	155	71	3	0	74	248
% Approach Total	47.4	52.6	0.0		1.3	98.7	0.0		95.9	4.1	0.0		
PHF	0.750	0.625	0.000	0.679	0.500	0.797	0.000	0.791	0.740	0.750	0.000	0.740	0.838
Cars	8	10	0	18	2	152	0	154	69	3	0	72	244
Cars %	88.9	100.0	0.0	94.7	100.0	99.3	0.0	99.4	97.2	100.0	0.0	97.3	98.4
Heavy Vehicles	1	0	0	1	0	1	0	1	2	0	0	2	4
Heavy Vehicles %	11.1	0.0	0.0	5.3	0.0	0.7	0.0	0.6	2.8	0.0	0.0	2.7	1.6
Cars Enter Leg	8	10	0	18	2	152	0	154	69	3	0	72	244
Heavy Enter Leg	1	0	0	1	0	1	0	1	2	0	0	2	4
Total Entering Leg	9	10	0	19	2	153	0	155	71	3	0	74	248
Cars Exiting Leg	5				79				160				244
Heavy Exiting Leg	0				2				2				4
Total Exiting Leg	5				81				162				248

PDI File #: **207568 F**
 Location: **N: Christopher Street**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**
 Class:



Cars

	Christopher Street				Kenyon Avenue				Kenyon Avenue				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
6:45 AM	3	3	0	6	1	48	0	49	18	1	0	19	74
Total	3	3	0	6	1	48	0	49	18	1	0	19	74
7:00 AM	0	1	0	1	0	27	0	27	18	1	0	19	47
7:15 AM	3	2	0	5	1	38	0	39	23	1	0	24	68
7:30 AM	2	4	0	6	0	39	0	39	10	0	0	10	55
7:45 AM	1	5	0	6	0	37	0	37	25	1	0	26	69
Total	6	12	0	18	1	141	0	142	76	3	0	79	239
8:00 AM	4	2	0	6	2	22	0	24	15	2	0	17	47
8:15 AM	1	1	0	2	1	22	0	23	17	1	0	18	43
8:30 AM	3	3	0	6	3	15	0	18	22	0	0	22	46
Total	8	6	0	14	6	59	0	65	54	3	0	57	136
Grand Total	17	21	0	38	8	248	0	256	148	7	0	155	449
Approach %	44.7	55.3	0.0		3.1	96.9	0.0		95.5	4.5	0.0		
Total %	3.8	4.7	0.0	8.5	1.8	55.2	0.0	57.0	33.0	1.6	0.0	34.5	
Exiting Leg Total	15				169				265				449

Peak Hour Analysis from 06:45 AM to 08:45 AM begins at:

6:45 AM	Christopher Street				Kenyon Avenue				Kenyon Avenue				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
6:45 AM	3	3	0	6	1	48	0	49	18	1	0	19	74
7:00 AM	0	1	0	1	0	27	0	27	18	1	0	19	47
7:15 AM	3	2	0	5	1	38	0	39	23	1	0	24	68
7:30 AM	2	4	0	6	0	39	0	39	10	0	0	10	55
Total Volume	8	10	0	18	2	152	0	154	69	3	0	72	244
% Approach Total	44.4	55.6	0.0		1.3	98.7	0.0		95.8	4.2	0.0		
PHF	0.667	0.625	0.000	0.750	0.500	0.792	0.000	0.786	0.750	0.750	0.000	0.750	0.824
Entering Leg	8	10	0	18	2	152	0	154	69	3	0	72	244
Exiting Leg	5				79				160				244
Total	23				233				232				488

PDI File #: **207568 F**
 Location: **N: Christopher Street**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**



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

	Christopher Street				Kenyon Avenue				Kenyon Avenue				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
6:45 AM	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
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	1	0	1	1	0	0	1	2
7:30 AM	1	0	0	1	0	0	0	0	1	0	0	1	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	1	0	1	2	0	0	2	4
8:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
8:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	0	2	0	2	1	0	0	1	3
Grand Total	1	0	0	1	0	3	0	3	3	0	0	3	7
Approach %	100.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
Total %	14.3	0.0	0.0	14.3	0.0	42.9	0.0	42.9	42.9	0.0	0.0	42.9	
Exiting Leg Total	0				3				4				7
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
Single-Unit Trucks	1	0	0	1	0	2	0	2	2	0	0	2	5
% Single-Unit	100.0	0.0	0.0	100.0	0.0	66.7	0.0	66.7	66.7	0.0	0.0	66.7	71.4
Exiting Leg Total	0				2				3				5
Articulated Trucks	0	0	0	0	0	1	0	1	1	0	0	1	2
% Articulated	0.0	0.0	0.0	0.0	0.0	33.3	0.0	33.3	33.3	0.0	0.0	33.3	28.6
Exiting Leg Total	0				1				1				2

Peak Hour Analysis from 06:45 AM to 08:45 AM begins at:

7:15 AM	Christopher Street				Kenyon Avenue				Kenyon Avenue				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:15 AM	0	0	0	0	0	1	0	1	1	0	0	1	2
7:30 AM	1	0	0	1	0	0	0	0	1	0	0	1	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	1	0	0	1	0	2	0	2	2	0	0	2	5
% Approach Total	100.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
PHF	0.250	0.000	0.000	0.250	0.000	0.500	0.000	0.500	0.500	0.000	0.000	0.500	0.625
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
Single-Unit Trucks	1	0	0	1	0	2	0	2	2	0	0	2	5
Single-Unit %	100.0	0.0	0.0	100.0	0.0	100.0	0.0	100.0	100.0	0.0	0.0	100.0	100.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	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
Single-Unit Trucks	1	0	0	1	0	2	0	2	2	0	0	2	5
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	1	0	0	1	0	2	0	2	2	0	0	2	5
Buses	0				0				0				0
Single-Unit Trucks	0				2				3				5
Articulated Trucks	0				0				0				0
Total Exiting Leg	0				2				3				5

PDI File #: **207568 F**
 Location: **N: Christopher Street**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**



Class:

Buses

	Christopher Street				Kenyon Avenue				Kenyon Avenue				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
6:45 AM	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
7:00 AM	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
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	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
8:15 AM	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
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 06:45 AM to 08:45 AM begins at:

6:45 AM	Christopher Street				Kenyon Avenue				Kenyon Avenue				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	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
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													
Total				0				0				0	

PDI File #: **207568 F**
 Location: **N: Christopher Street**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**
 Class:



Single-Unit Trucks

	Christopher Street				Kenyon Avenue				Kenyon Avenue				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
6:45 AM	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
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	1	0	1	1	0	0	1	2
7:30 AM	1	0	0	1	0	0	0	0	1	0	0	1	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	1	0	1	2	0	0	2	4
8:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
8:15 AM	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
Total	0	0	0	0	0	1	0	1	0	0	0	0	1
Grand Total	1	0	0	1	0	2	0	2	2	0	0	2	5
Approach %	100.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
Total %	20.0	0.0	0.0	20.0	0.0	40.0	0.0	40.0	40.0	0.0	0.0	40.0	
Exiting Leg Total	0				2				3				5

Peak Hour Analysis from 06:45 AM to 08:45 AM begins at:

7:15 AM	Christopher Street				Kenyon Avenue				Kenyon Avenue				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:15 AM	0	0	0	0	0	1	0	1	1	0	0	1	2
7:30 AM	1	0	0	1	0	0	0	0	1	0	0	1	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	1	0	0	1	0	2	0	2	2	0	0	2	5
% Approach Total	100.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
PHF	0.250	0.000	0.000	0.250	0.000	0.500	0.000	0.500	0.500	0.000	0.000	0.500	0.625
Entering Leg	1	0	0	1	0	2	0	2	2	0	0	2	5
Exiting Leg				0				2				3	5
Total				1				4				5	10

PDI File #: **207568 F**
 Location: **N: Christopher Street**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**
 Class:



Articulated Trucks

	Christopher Street				Kenyon Avenue				Kenyon Avenue				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
6:45 AM	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
7:00 AM	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
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	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
8:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
8:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	0	1	0	1	1	0	0	1	2
Grand Total	0	0	0	0	0	1	0	1	1	0	0	1	2
Approach %	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	50.0	0.0	0.0	50.0	
Exiting Leg Total	0				1				1				2

Peak Hour Analysis from 06:45 AM to 08:45 AM begins at:

7:45 AM	Christopher Street				Kenyon Avenue				Kenyon Avenue				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:45 AM	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
8:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
8:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	1	0	1	1	0	0	1	2
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.250	0.000	0.000	0.250	0.500
Entering Leg	0	0	0	0	0	1	0	1	1	0	0	1	2
Exiting Leg				0				1				1	2
Total				0				2				2	4

PDI File #: **207568 F**
 Location: **N: Christopher Street**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**



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

	Christopher Street						Kenyon Avenue						Kenyon Avenue						Total	
	from North						from East						from West							
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	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
Total	0	0	0	0	0	0	0	0	1	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	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	1	2
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		
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	50.0	0.0	0.0	0.0	0.0	50.0	
Exiting Leg Total	0						1						1						2	

Peak Hour Analysis from 06:45 AM to 08:45 AM begins at:

6:45 AM	Christopher Street						Kenyon Avenue						Kenyon Avenue						Total	
	from North						from East						from West							
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	1	2
% 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			
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	0.000	0.250	0.500
Entering Leg	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	1	2
Exiting Leg	0						1						1						1	2
Total	0						2						2						2	4

PDI File #: 207568 F
 Location: N: Christopher Street
 Location: E: Kenyon Avenue W: Kenyon Avenue
 City, State: South Kingstown, RI
 Client: VHB/Z.Tiang
 Site Code: 84090.19
 Count Date: Wednesday, July 15, 2020
 Start Time: 6:45 AM
 End Time: 8:45 AM



Class: Pedestrians

	Christopher Street						Kenyon Avenue						Kenyon Avenue						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
7:45 AM	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	1	2	3	3
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	1	0	1	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	2
Grand Total	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	1	2	3	5
Approach %	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	33.333	66.667		
Total %	0	0	0	0	0	0	0	0	0	40	0	40	0	0	0	20	40	60	
Exiting Leg Total	0						2						3						5

Peak Hour Analysis from 06:45 AM to 08:45 AM begins at:

7:15 AM	Christopher Street						Kenyon Avenue						Kenyon Avenue						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
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	1	2	3	4
% 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	33.3	66.7		
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	0.250	0.500	0.750	1.000
Entering Leg	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	2	3	4
Exiting Leg	0						1						3						4
Total	0						2						6						8

PDI File #: **207568 FF**
 Location: **N: Christopher Street**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **2:00 PM**
 End Time: **5:00 PM**



Class: **Cars and Heavy Vehicles (Combined)**

	Christopher Street				Kenyon Avenue				Kenyon Avenue				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
2:00 PM	2	5	0	7	0	15	0	15	21	3	0	24	46
2:15 PM	3	4	0	7	1	24	0	25	26	1	0	27	59
2:30 PM	1	1	0	2	2	25	0	27	32	1	0	33	62
2:45 PM	3	4	0	7	1	33	0	34	31	2	0	33	74
Total	9	14	0	23	4	97	0	101	110	7	0	117	241
3:00 PM	1	1	0	2	3	32	0	35	29	3	0	32	69
3:15 PM	3	1	0	4	1	21	0	22	25	4	0	29	55
3:30 PM	3	2	0	5	0	20	0	20	53	4	0	57	82
3:45 PM	4	3	0	7	0	14	0	14	35	5	0	40	61
Total	11	7	0	18	4	87	0	91	142	16	0	158	267
4:00 PM	2	1	0	3	0	22	0	22	36	7	0	43	68
4:15 PM	4	3	0	7	2	17	0	19	36	1	0	37	63
4:30 PM	3	3	1	7	2	25	0	27	37	1	0	38	72
4:45 PM	2	4	0	6	1	19	0	20	24	1	0	25	51
Total	11	11	1	23	5	83	0	88	133	10	0	143	254
Grand Total	31	32	1	64	13	267	0	280	385	33	0	418	762
Approach %	48.4	50.0	1.6		4.6	95.4	0.0		92.1	7.9	0.0		
Total %	4.1	4.2	0.1	8.4	1.7	35.0	0.0	36.7	50.5	4.3	0.0	54.9	
Exiting Leg Total				47				417				298	762
Cars	31	32	1	64	13	262	0	275	378	32	0	410	749
% Cars	100.0	100.0	100.0	100.0	100.0	98.1	0.0	98.2	98.2	97.0	0.0	98.1	98.3
Exiting Leg Total				46				410				293	749
Heavy Vehicles	0	0	0	0	0	5	0	5	7	1	0	8	13
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	1.9	0.0	1.8	1.8	3.0	0.0	1.9	1.7
Exiting Leg Total				1				7				5	13

Peak Hour Analysis from 02:00 PM to 05:00 PM begins at:

2:45 PM	Christopher Street					Kenyon Avenue				Kenyon Avenue				Total
	from North					from East				from West				
	Right	Left	U-Turn	Total		Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
2:45 PM	3	4	0	7		1	33	0	34	31	2	0	33	74
3:00 PM	1	1	0	2		3	32	0	35	29	3	0	32	69
3:15 PM	3	1	0	4		1	21	0	22	25	4	0	29	55
3:30 PM	3	2	0	5		0	20	0	20	53	4	0	57	82
Total Volume	10	8	0	18		5	106	0	111	138	13	0	151	280
% Approach Total	55.6	44.4	0.0			4.5	95.5	0.0		91.4	8.6	0.0		
PHF	0.833	0.500	0.000	0.643		0.417	0.803	0.000	0.793	0.651	0.813	0.000	0.662	0.854
Cars	10	8	0	18		5	106	0	111	137	13	0	150	279
Cars %	100.0	100.0	0.0	100.0		100.0	100.0	0.0	100.0	99.3	100.0	0.0	99.3	99.6
Heavy Vehicles	0	0	0	0		0	0	0	0	1	0	0	1	1
Heavy Vehicles %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.7	0.4
Cars Enter Leg	10	8	0	18		5	106	0	111	137	13	0	150	279
Heavy Enter Leg	0	0	0	0		0	0	0	0	1	0	0	1	1
Total Entering Leg	10	8	0	18		5	106	0	111	138	13	0	151	280
Cars Exiting Leg				18					145				116	279
Heavy Exiting Leg				0					1				0	1
Total Exiting Leg				18					146				116	280

PDI File #: **207568 FF**
 Location: **N: Christopher Street**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **2:00 PM**
 End Time: **5:00 PM**



Class: **Cars**

	Christopher Street					Kenyon Avenue					Kenyon Avenue					Total
	from North					from East					from West					
	Right	Left	U-Turn	Total		Right	Thru	U-Turn	Total		Thru	Left	U-Turn	Total		
2:00 PM	2	5	0	7		0	15	0	15		20	3	0	23		45
2:15 PM	3	4	0	7		1	24	0	25		25	1	0	26		58
2:30 PM	1	1	0	2		2	24	0	26		31	1	0	32		60
2:45 PM	3	4	0	7		1	33	0	34		31	2	0	33		74
Total	9	14	0	23		4	96	0	100		107	7	0	114		237
3:00 PM	1	1	0	2		3	32	0	35		29	3	0	32		69
3:15 PM	3	1	0	4		1	21	0	22		25	4	0	29		55
3:30 PM	3	2	0	5		0	20	0	20		52	4	0	56		81
3:45 PM	4	3	0	7		0	12	0	12		34	4	0	38		57
Total	11	7	0	18		4	85	0	89		140	15	0	155		262
4:00 PM	2	1	0	3		0	22	0	22		36	7	0	43		68
4:15 PM	4	3	0	7		2	16	0	18		35	1	0	36		61
4:30 PM	3	3	1	7		2	25	0	27		36	1	0	37		71
4:45 PM	2	4	0	6		1	18	0	19		24	1	0	25		50
Total	11	11	1	23		5	81	0	86		131	10	0	141		250
Grand Total	31	32	1	64		13	262	0	275		378	32	0	410		749
Approach %	48.4	50.0	1.6			4.7	95.3	0.0			92.2	7.8	0.0			
Total %	4.1	4.3	0.1	8.5		1.7	35.0	0.0	36.7		50.5	4.3	0.0	54.7		
Exiting Leg Total					46					410					293	749

Peak Hour Analysis from 02:00 PM to 05:00 PM begins at:

2:45 PM	Christopher Street					Kenyon Avenue					Kenyon Avenue					Total
	from North					from East					from West					
	Right	Left	U-Turn	Total		Right	Thru	U-Turn	Total		Thru	Left	U-Turn	Total		
2:45 PM	3	4	0	7		1	33	0	34		31	2	0	33		74
3:00 PM	1	1	0	2		3	32	0	35		29	3	0	32		69
3:15 PM	3	1	0	4		1	21	0	22		25	4	0	29		55
3:30 PM	3	2	0	5		0	20	0	20		52	4	0	56		81
Total Volume	10	8	0	18		5	106	0	111		137	13	0	150		279
% Approach Total	55.6	44.4	0.0			4.5	95.5	0.0			91.3	8.7	0.0			
PHF	0.833	0.500	0.000	0.643		0.417	0.803	0.000	0.793		0.659	0.813	0.000	0.670		0.861
Entering Leg	10	8	0	18		5	106	0	111		137	13	0	150		279
Exiting Leg				18					145					116		279
Total				36					256					266		558

PDI File #: **207568 FF**
 Location: **N: Christopher Street**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **2:00 PM**
 End Time: **5:00 PM**



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

	Christopher Street				Kenyon Avenue				Kenyon Avenue				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
2:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
2:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
2:30 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	3	0	0	3	4
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
3:45 PM	0	0	0	0	0	2	0	2	1	1	0	2	4
Total	0	0	0	0	0	2	0	2	2	1	0	3	5
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
4:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
4:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	0	2	0	2	2	0	0	2	4
Grand Total	0	0	0	0	0	5	0	5	7	1	0	8	13
Approach %	0.0	0.0	0.0		0.0	100.0	0.0		87.5	12.5	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	38.5	0.0	38.5	53.8	7.7	0.0	61.5	
Exiting Leg Total	1				7				5				13
Buses	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	14.3	0.0	0.0	12.5	7.7
Exiting Leg Total	0				1				0				1
Single-Unit Trucks	0	0	0	0	0	5	0	5	5	1	0	6	11
% Single-Unit	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	71.4	100.0	0.0	75.0	84.6
Exiting Leg Total	1				5				5				11
Articulated Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.3	0.0	0.0	12.5	7.7
Exiting Leg Total	0				1				0				1

Peak Hour Analysis from 02:00 PM to 05:00 PM begins at:

3:30 PM	Christopher Street				Kenyon Avenue				Kenyon Avenue				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
3:45 PM	0	0	0	0	0	2	0	2	1	1	0	2	4
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
Total Volume	0	0	0	0	0	3	0	3	3	1	0	4	7
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0		75.0	25.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.375	0.750	0.250	0.000	0.500	0.438
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
Single-Unit Trucks	0	0	0	0	0	3	0	3	3	1	0	4	7
Single-Unit %	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	100.0	100.0	0.0	100.0	100.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	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
Single-Unit Trucks	0	0	0	0	0	3	0	3	3	1	0	4	7
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	0	0	0	0	0	3	0	3	3	1	0	4	7
Buses				0				0				0	0
Single-Unit Trucks				1				3				3	7
Articulated Trucks				0				0				0	0
Total Exiting Leg				1				3				3	7

PDI File #: **207568 FF**
 Location: **N: Christopher Street**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **2:00 PM**
 End Time: **5:00 PM**



Class:

Buses

	Christopher Street					Kenyon Avenue				Kenyon Avenue				Total
	from North					from East				from West				
	Right	Left	U-Turn	Total		Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
2:00 PM	0	0	0	0		0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0		0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0		0	0	0	0	1	0	0	1	1
2:45 PM	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	1	1
3:00 PM	0	0	0	0		0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0		0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0		0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0		0	0	0	0	0	0	0	0	0
Total	0	0	0	0		0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0		0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0		0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0		0	0	0	0	0	0	0	0	0
4:45 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	1	0	0	1	1
Approach %	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	100.0	0.0	0.0	100.0	
Exiting Leg Total	0					1				0				1

Peak Hour Analysis from 02:00 PM to 05:00 PM begins at:

2:00 PM	Christopher Street					Kenyon Avenue				Kenyon Avenue				Total
	from North					from East				from West				
	Right	Left	U-Turn	Total		Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	1
2:45 PM	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	1	0	0	1	1
% Approach Total	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	0.250	0.000	0.000	0.250	0.250
Entering Leg	0	0	0	0		0	0	0	0	1	0	0	1	1
Exiting Leg				0					1				0	1
Total				0					1				1	2

PDI File #: **207568 FF**
 Location: **N: Christopher Street**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **2:00 PM**
 End Time: **5:00 PM**



Class:

Single-Unit Trucks

	Christopher Street					Kenyon Avenue					Kenyon Avenue					Total
	from North					from East					from West					
	Right	Left	U-Turn	Total		Right	Thru	U-Turn	Total		Thru	Left	U-Turn	Total		
2:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
3:45 PM	0	0	0	0	0	0	2	0	2	1	1	0	0	2	4	
Total	0	0	0	0	0	0	2	0	2	2	1	0	0	3	5	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2	
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	
4:45 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	
Total	0	0	0	0	0	0	2	0	2	2	0	0	0	2	4	
Grand Total	0	0	0	0	0	0	5	0	5	5	1	0	0	6	11	
Approach %	0.0	0.0	0.0			0.0	100.0	0.0		83.3	16.7	0.0				
Total %	0.0	0.0	0.0	0.0		0.0	45.5	0.0	45.5	45.5	9.1	0.0	54.5			
Exiting Leg Total	1					5					5					11

Peak Hour Analysis from 02:00 PM to 05:00 PM begins at:

3:30 PM	Christopher Street					Kenyon Avenue				Kenyon Avenue				Total
	from North					from East				from West				
	Right	Left	U-Turn	Total		Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	1
3:45 PM	0	0	0	0	0	0	2	0	2	1	1	0	2	4
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	1	0	1	1	0	0	1	2
Total Volume	0	0	0	0	0	0	3	0	3	3	1	0	4	7
% Approach Total	0.0	0.0	0.0			0.0	100.0	0.0		75.0	25.0	0.0		
PHF	0.000	0.000	0.000	0.000		0.000	0.375	0.000	0.375	0.750	0.250	0.000	0.500	0.438
Entering Leg	0	0	0	0		0	3	0	3	3	1	0	4	7
Exiting Leg				1					3				3	7
Total				1					6				7	14

PDI File #: **207568 FF**
 Location: **N: Christopher Street**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **2:00 PM**
 End Time: **5:00 PM**
 Class:



Articulated Trucks

	Christopher Street				Kenyon Avenue				Kenyon Avenue				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	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	1	1
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 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	1	0	0	1	1
Approach %	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	100.0	0.0	0.0	100.0	
Exiting Leg Total	0				1				0				1

Peak Hour Analysis from 02:00 PM to 05:00 PM begins at:

2:00 PM	Christopher Street				Kenyon Avenue				Kenyon Avenue				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	1	0	0	1	1
% Approach Total	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	0.250	0.000	0.000	0.250	0.250
Entering Leg	0	0	0	0	0	0	0	0	1	0	0	1	1
Exiting Leg				0				1				0	1
Total				0				1				1	2

PDI File #: 207568 FF
 Location: N: Christopher Street
 Location: E: Kenyon Avenue W: Kenyon Avenue
 City, State: South Kingstown, RI
 Client: VHB/Z.Tiang
 Site Code: 84090.19
 Count Date: Wednesday, July 15, 2020
 Start Time: 2:00 PM
 End Time: 5:00 PM



Class: Bicycles (on Roadway and Crosswalks)

	Christopher Street						Kenyon Avenue						Kenyon Avenue						Total	
	from North						from East						from West							
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
2:45 PM	2	0	0	0	0	2	0	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	1	0	0	0	0	0	1	3
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	0	0	2	3
Grand Total	2	0	0	0	0	2	0	1	0	0	0	1	1	2	0	0	0	0	3	6
Approach %	100.0	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	0.0			
Total %	33.3	0.0	0.0	0.0	0.0	33.3	0.0	16.7	0.0	0.0	0.0	16.7	16.7	33.3	0.0	0.0	0.0	50.0		
Exiting Leg Total	2						1						3						6	

Peak Hour Analysis from 02:00 PM to 05:00 PM begins at:

2:00 PM	Christopher Street						Kenyon Avenue						Kenyon Avenue						
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
2:45 PM	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	2	0	0	0	0	2	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	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	0.250	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	2	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	1	3
Exiting Leg						0							1					2	3
Total						2						1						3	6

PDI File #: **207568 FF**
 Location: **N: Christopher Street**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **2:00 PM**
 End Time: **5:00 PM**



Class: **Pedestrians**

	Christopher Street						Kenyon Avenue						Kenyon Avenue						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
2:45 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	0	2	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	2	1	3
Approach %	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	66.667	33.333	
Total %	0	0	0	0	0	0	0	0	0	0	40	0	40	0	0	0	40	20	60
Exiting Leg Total	0						2						3						5

Peak Hour Analysis from 02:00 PM to 05:00 PM begins at:

2:00 PM	Christopher Street						Kenyon Avenue						Kenyon Avenue						
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
2:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
2:45 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	2	0	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	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	0.500	0.000	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	2	0	2	0	0	0	0	0	0	2
Exiting Leg	0						2						0						2
Total	0						4						0						4

PDI File #: **207568 G**
 Location: **N: Salt Pond Road S: Salt Pond Road**
 Location: **W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	Salt Pond Road				Salt Pond Road				Kenyon Avenue				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
6:45 AM	12	20	0	32	12	96	0	108	11	3	0	14	154
Total	12	20	0	32	12	96	0	108	11	3	0	14	154
7:00 AM	4	14	0	18	12	29	0	41	13	2	0	15	74
7:15 AM	9	18	0	27	21	47	0	68	23	11	0	34	129
7:30 AM	6	28	0	34	19	50	0	69	20	10	0	30	133
7:45 AM	12	35	0	47	33	48	0	81	17	14	0	31	159
Total	31	95	0	126	85	174	0	259	73	37	0	110	495
8:00 AM	15	40	0	55	21	42	0	63	13	5	0	18	136
8:15 AM	11	40	0	51	31	37	0	68	14	11	0	25	144
8:30 AM	7	36	0	43	27	36	0	63	17	7	0	24	130
Total	33	116	0	149	79	115	0	194	44	23	0	67	410
Grand Total	76	231	0	307	176	385	0	561	128	63	0	191	1059
Approach %	24.8	75.2	0.0		31.4	68.6	0.0		67.0	33.0	0.0		
Total %	7.2	21.8	0.0	29.0	16.6	36.4	0.0	53.0	12.1	5.9	0.0	18.0	
Exiting Leg Total				239				359				461	1059
Cars	72	225	0	297	176	375	0	551	122	59	0	181	1029
% Cars	94.7	97.4	0.0	96.7	100.0	97.4	0.0	98.2	95.3	93.7	0.0	94.8	97.2
Exiting Leg Total				235				347				447	1029
Heavy Vehicles	4	6	0	10	0	10	0	10	6	4	0	10	30
% Heavy Vehicles	5.3	2.6	0.0	3.3	0.0	2.6	0.0	1.8	4.7	6.3	0.0	5.2	2.8
Exiting Leg Total				4				12				14	30

Peak Hour Analysis from 06:45 AM to 08:45 AM begins at:

7:30 AM	Salt Pond Road				Salt Pond Road				Kenyon Avenue				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:30 AM	6	28	0	34	19	50	0	69	20	10	0	30	133
7:45 AM	12	35	0	47	33	48	0	81	17	14	0	31	159
8:00 AM	15	40	0	55	21	42	0	63	13	5	0	18	136
8:15 AM	11	40	0	51	31	37	0	68	14	11	0	25	144
Total Volume	44	143	0	187	104	177	0	281	64	40	0	104	572
% Approach Total	23.5	76.5	0.0		37.0	63.0	0.0		61.5	38.5	0.0		
PHF	0.733	0.894	0.000	0.850	0.788	0.885	0.000	0.867	0.800	0.714	0.000	0.839	0.899
Cars	44	139	0	183	104	173	0	277	61	37	0	98	558
Cars %	100.0	97.2	0.0	97.9	100.0	97.7	0.0	98.6	95.3	92.5	0.0	94.2	97.6
Heavy Vehicles	0	4	0	4	0	4	0	4	3	3	0	6	14
Heavy Vehicles %	0.0	2.8	0.0	2.1	0.0	2.3	0.0	1.4	4.7	7.5	0.0	5.8	2.4
Cars Enter Leg	44	139	0	183	104	173	0	277	61	37	0	98	558
Heavy Enter Leg	0	4	0	4	0	4	0	4	3	3	0	6	14
Total Entering Leg	44	143	0	187	104	177	0	281	64	40	0	104	572
Cars Exiting Leg				141				200				217	558
Heavy Exiting Leg				3				7				4	14
Total Exiting Leg				144				207				221	572

PDI File #: **207568 G**
 Location: **N: Salt Pond Road S: Salt Pond Road**
 Location: **W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**
 Class:



Cars

	Salt Pond Road				Salt Pond Road				Kenyon Avenue				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
6:45 AM	12	20	0	32	12	96	0	108	11	3	0	14	154
Total	12	20	0	32	12	96	0	108	11	3	0	14	154
7:00 AM	4	14	0	18	12	24	0	36	12	2	0	14	68
7:15 AM	6	17	0	23	21	47	0	68	21	10	0	31	122
7:30 AM	6	28	0	34	19	49	0	68	18	9	0	27	129
7:45 AM	12	33	0	45	33	48	0	81	17	13	0	30	156
Total	28	92	0	120	85	168	0	253	68	34	0	102	475
8:00 AM	15	39	0	54	21	40	0	61	13	5	0	18	133
8:15 AM	11	39	0	50	31	36	0	67	13	10	0	23	140
8:30 AM	6	35	0	41	27	35	0	62	17	7	0	24	127
Total	32	113	0	145	79	111	0	190	43	22	0	65	400
Grand Total	72	225	0	297	176	375	0	551	122	59	0	181	1029
Approach %	24.2	75.8	0.0		31.9	68.1	0.0		67.4	32.6	0.0		
Total %	7.0	21.9	0.0	28.9	17.1	36.4	0.0	53.5	11.9	5.7	0.0	17.6	
Exiting Leg Total				235				347				447	1029

Peak Hour Analysis from 06:45 AM to 08:45 AM begins at:

7:30 AM	Salt Pond Road				Salt Pond Road				Kenyon Avenue				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:30 AM	6	28	0	34	19	49	0	68	18	9	0	27	129
7:45 AM	12	33	0	45	33	48	0	81	17	13	0	30	156
8:00 AM	15	39	0	54	21	40	0	61	13	5	0	18	133
8:15 AM	11	39	0	50	31	36	0	67	13	10	0	23	140
Total Volume	44	139	0	183	104	173	0	277	61	37	0	98	558
% Approach Total	24.0	76.0	0.0		37.5	62.5	0.0		62.2	37.8	0.0		
PHF	0.733	0.891	0.000	0.847	0.788	0.883	0.000	0.855	0.847	0.712	0.000	0.817	0.894
Entering Leg	44	139	0	183	104	173	0	277	61	37	0	98	558
Exiting Leg				141				200				217	558
Total				324				477				315	1116

PDI File #: **207568 G**
 Location: **N: Salt Pond Road S: Salt Pond Road**
 Location: **W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**



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

	Salt Pond Road				Salt Pond Road				Kenyon Avenue				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
6:45 AM	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
7:00 AM	0	0	0	0	0	5	0	5	1	0	0	1	6
7:15 AM	3	1	0	4	0	0	0	0	2	1	0	3	7
7:30 AM	0	0	0	0	0	1	0	1	2	1	0	3	4
7:45 AM	0	2	0	2	0	0	0	0	0	1	0	1	3
Total	3	3	0	6	0	6	0	6	5	3	0	8	20
8:00 AM	0	1	0	1	0	2	0	2	0	0	0	0	3
8:15 AM	0	1	0	1	0	1	0	1	1	1	0	2	4
8:30 AM	1	1	0	2	0	1	0	1	0	0	0	0	3
Total	1	3	0	4	0	4	0	4	1	1	0	2	10
Grand Total	4	6	0	10	0	10	0	10	6	4	0	10	30
Approach %	40.0	60.0	0.0		0.0	100.0	0.0		60.0	40.0	0.0		
Total %	13.3	20.0	0.0	33.3	0.0	33.3	0.0	33.3	20.0	13.3	0.0	33.3	
Exiting Leg Total	4				12				14				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
Single-Unit Trucks	3	5	0	8	0	10	0	10	6	3	0	9	27
% Single-Unit	75.0	83.3	0.0	80.0	0.0	100.0	0.0	100.0	100.0	75.0	0.0	90.0	90.0
Exiting Leg Total	3				11				13				27
Articulated Trucks	1	1	0	2	0	0	0	0	0	1	0	1	3
% Articulated	25.0	16.7	0.0	20.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	10.0	10.0
Exiting Leg Total	1				1				1				3

Peak Hour Analysis from 06:45 AM to 08:45 AM begins at:

7:00 AM	Salt Pond Road				Salt Pond Road				Kenyon Avenue				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	5	0	5	1	0	0	1	6
7:15 AM	3	1	0	4	0	0	0	0	2	1	0	3	7
7:30 AM	0	0	0	0	0	1	0	1	2	1	0	3	4
7:45 AM	0	2	0	2	0	0	0	0	0	1	0	1	3
Total Volume	3	3	0	6	0	6	0	6	5	3	0	8	20
% Approach Total	50.0	50.0	0.0		0.0	100.0	0.0		62.5	37.5	0.0		
PHF	0.250	0.375	0.000	0.375	0.000	0.300	0.000	0.300	0.625	0.750	0.000	0.667	0.714
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
Single-Unit Trucks	3	3	0	6	0	6	0	6	5	3	0	8	20
Single-Unit %	100.0	100.0	0.0	100.0	0.0	100.0	0.0	100.0	100.0	100.0	0.0	100.0	100.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	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
Single-Unit Trucks	3	3	0	6	0	6	0	6	5	3	0	8	20
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	3	3	0	6	0	6	0	6	5	3	0	8	20
Buses	0				0				0				0
Single-Unit Trucks	3				8				9				20
Articulated Trucks	0				0				0				0
Total Exiting Leg	3				8				9				20

PDI File #: **207568 G**
 Location: **N: Salt Pond Road S: Salt Pond Road**
 Location: **W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**
 Class:



Buses

	Salt Pond Road				Salt Pond Road				Kenyon Avenue				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
6:45 AM	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
7:00 AM	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
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	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
8:15 AM	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
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 06:45 AM to 08:45 AM begins at:

6:45 AM	Salt Pond Road				Salt Pond Road				Kenyon Avenue				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	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
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 #: **207568 G**
 Location: **N: Salt Pond Road S: Salt Pond Road**
 Location: **W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**
 Class:



Single-Unit Trucks

	Salt Pond Road				Salt Pond Road				Kenyon Avenue				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
6:45 AM	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
7:00 AM	0	0	0	0	0	5	0	5	1	0	0	1	6
7:15 AM	3	1	0	4	0	0	0	0	2	1	0	3	7
7:30 AM	0	0	0	0	0	1	0	1	2	1	0	3	4
7:45 AM	0	2	0	2	0	0	0	0	0	1	0	1	3
Total	3	3	0	6	0	6	0	6	5	3	0	8	20
8:00 AM	0	1	0	1	0	2	0	2	0	0	0	0	3
8:15 AM	0	1	0	1	0	1	0	1	1	0	0	1	3
8:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	2	0	2	0	4	0	4	1	0	0	1	7
Grand Total	3	5	0	8	0	10	0	10	6	3	0	9	27
Approach %	37.5	62.5	0.0		0.0	100.0	0.0		66.7	33.3	0.0		
Total %	11.1	18.5	0.0	29.6	0.0	37.0	0.0	37.0	22.2	11.1	0.0	33.3	
Exiting Leg Total	3				11				13				27

Peak Hour Analysis from 06:45 AM to 08:45 AM begins at:

7:00 AM	Salt Pond Road				Salt Pond Road				Kenyon Avenue				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	5	0	5	1	0	0	1	6
7:15 AM	3	1	0	4	0	0	0	0	2	1	0	3	7
7:30 AM	0	0	0	0	0	1	0	1	2	1	0	3	4
7:45 AM	0	2	0	2	0	0	0	0	0	1	0	1	3
Total Volume	3	3	0	6	0	6	0	6	5	3	0	8	20
% Approach Total	50.0	50.0	0.0		0.0	100.0	0.0		62.5	37.5	0.0		
PHF	0.250	0.375	0.000	0.375	0.000	0.300	0.000	0.300	0.625	0.750	0.000	0.667	0.714
Entering Leg	3	3	0	6	0	6	0	6	5	3	0	8	20
Exiting Leg				3				8				9	20
Total				9				14				17	40

PDI File #: **207568 G**
 Location: **N: Salt Pond Road S: Salt Pond Road**
 Location: **W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**
 Class:



Articulated Trucks

	Salt Pond Road				Salt Pond Road				Kenyon Avenue				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
6:45 AM	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
7:00 AM	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
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	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
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
8:30 AM	1	1	0	2	0	0	0	0	0	0	0	0	2
Total	1	1	0	2	0	0	0	0	0	1	0	1	3
Grand Total	1	1	0	2	0	0	0	0	0	1	0	1	3
Approach %	50.0	50.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	33.3	33.3	0.0	66.7	0.0	0.0	0.0	0.0	0.0	33.3	0.0	33.3	
Exiting Leg Total	1				1				1				3

Peak Hour Analysis from 06:45 AM to 08:45 AM begins at:

7:45 AM	Salt Pond Road				Salt Pond Road				Kenyon Avenue				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:45 AM	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
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
8:30 AM	1	1	0	2	0	0	0	0	0	0	0	0	2
Total Volume	1	1	0	2	0	0	0	0	0	1	0	1	3
% Approach Total	50.0	50.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.250	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.375
Entering Leg	1	1	0	2	0	0	0	0	0	1	0	1	3
Exiting Leg				1				1				1	3
Total				3				1				2	6

PDI File #: **207568 G**
 Location: **N: Salt Pond Road S: Salt Pond Road**
 Location: **W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**



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

	Salt Pond Road							Salt Pond Road							Kenyon Avenue							Total
	from North							from South							from West							
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total				
6:45 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	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	
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	
Total	0	0	0	0	0	0	0	3	0	0	0	0	0	3	0	0	0	0	0	0	3	
8:00 AM	0	1	0	0	0	0	1	4	0	0	0	0	0	4	0	0	0	0	0	0	5	
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	
Total	0	1	0	0	0	0	1	4	0	0	0	0	0	4	0	0	0	0	0	0	5	
Grand Total	1	1	0	0	0	0	2	7	0	0	0	0	0	7	0	0	0	0	0	0	9	
Approach %	50.0	50.0	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 %	11.1	11.1	0.0	0.0	0.0	22.2		77.8	0.0	0.0	0.0	0.0	0.0	77.8	0.0	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total	7							1							1							9

Peak Hour Analysis from 06:45 AM to 08:45 AM begins at:

7:15 AM	Salt Pond Road						Salt Pond Road						Kenyon Avenue						Total	
	from North						from South						from West							
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total		
7:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	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
7:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1
8:00 AM	0	1	0	0	0	1	4	0	0	0	0	0	4	0	0	0	0	0	0	5
Total Volume	0	1	0	0	0	1	6	0	0	0	0	0	6	0	0	0	0	0	0	7
% 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		
PHF	0.000	0.250	0.000	0.000	0.000	0.250	0.375	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.350
Entering Leg	0	1	0	0	0	1	6	0	0	0	0	0	6	0	0	0	0	0	0	7
Exiting Leg	6						1						0						0	7
Total	7						7						0						14	

PDI File #: **207568 G**
 Location: **N: Salt Pond Road S: Salt Pond Road**
 Location: **W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**
 Class:



Pedestrians

	Salt Pond Road						Salt Pond Road						Kenyon Avenue						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg Total	0						0						0						0

Peak Hour Analysis from 06:45 AM to 08:45 AM begins at:

6:45 AM	Salt Pond Road						Salt Pond Road						Kenyon Avenue						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0						0						0						0
Total	0						0						0						0

PDI File #: **207568 GG**
 Location: **N: Salt Pond Road S: Salt Pond Road**
 Location: **W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **2:00 PM**
 End Time: **5:00 PM**



Class: **Cars and Heavy Vehicles (Combined)**

	Salt Pond Road				Salt Pond Road				Kenyon Avenue				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
2:00 PM	7	88	0	95	31	22	0	53	21	19	0	40	188
2:15 PM	18	94	0	112	34	19	0	53	26	19	0	45	210
2:30 PM	10	91	0	101	21	28	0	49	30	17	0	47	197
2:45 PM	6	111	0	117	31	33	0	64	28	15	0	43	224
Total	41	384	0	425	117	102	0	219	105	70	0	175	819
3:00 PM	11	79	0	90	37	27	0	64	30	17	0	47	201
3:15 PM	13	99	0	112	39	18	0	57	27	13	0	40	209
3:30 PM	7	87	0	94	32	20	0	52	54	21	0	75	221
3:45 PM	8	104	0	112	28	16	0	44	41	15	0	56	212
Total	39	369	0	408	136	81	0	217	152	66	0	218	843
4:00 PM	8	96	0	104	25	22	0	47	40	28	0	68	219
4:15 PM	5	99	0	104	28	9	0	37	37	20	0	57	198
4:30 PM	15	108	0	123	24	17	0	41	45	19	0	64	228
4:45 PM	8	92	0	100	19	15	0	34	33	15	0	48	182
Total	36	395	0	431	96	63	0	159	155	82	0	237	827
Grand Total	116	1148	0	1264	349	246	0	595	412	218	0	630	2489
Approach %	9.2	90.8	0.0		58.7	41.3	0.0		65.4	34.6	0.0		
Total %	4.7	46.1	0.0	50.8	14.0	9.9	0.0	23.9	16.6	8.8	0.0	25.3	
Exiting Leg Total				567				1560				362	2489
Cars	115	1133	0	1248	346	241	0	587	402	215	0	617	2452
% Cars	99.1	98.7	0.0	98.7	99.1	98.0	0.0	98.7	97.6	98.6	0.0	97.9	98.5
Exiting Leg Total				561				1535				356	2452
Heavy Vehicles	1	15	0	16	3	5	0	8	10	3	0	13	37
% Heavy Vehicles	0.9	1.3	0.0	1.3	0.9	2.0	0.0	1.3	2.4	1.4	0.0	2.1	1.5
Exiting Leg Total				6				25				6	37

Peak Hour Analysis from 02:00 PM to 05:00 PM begins at:

3:15 PM	Salt Pond Road				Salt Pond Road				Kenyon Avenue				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
3:15 PM	13	99	0	112	39	18	0	57	27	13	0	40	209
3:30 PM	7	87	0	94	32	20	0	52	54	21	0	75	221
3:45 PM	8	104	0	112	28	16	0	44	41	15	0	56	212
4:00 PM	8	96	0	104	25	22	0	47	40	28	0	68	219
Total Volume	36	386	0	422	124	76	0	200	162	77	0	239	861
% Approach Total	8.5	91.5	0.0		62.0	38.0	0.0		67.8	32.2	0.0		
PHF	0.692	0.928	0.000	0.942	0.795	0.864	0.000	0.877	0.750	0.688	0.000	0.797	0.974
Cars	36	380	0	416	124	74	0	198	159	77	0	236	850
Cars %	100.0	98.4	0.0	98.6	100.0	97.4	0.0	99.0	98.1	100.0	0.0	98.7	98.7
Heavy Vehicles	0	6	0	6	0	2	0	2	3	0	0	3	11
Heavy Vehicles %	0.0	1.6	0.0	1.4	0.0	2.6	0.0	1.0	1.9	0.0	0.0	1.3	1.3
Cars Enter Leg	36	380	0	416	124	74	0	198	159	77	0	236	850
Heavy Enter Leg	0	6	0	6	0	2	0	2	3	0	0	3	11
Total Entering Leg	36	386	0	422	124	76	0	200	162	77	0	239	861
Cars Exiting Leg				201				539				110	850
Heavy Exiting Leg				0				9				2	11
Total Exiting Leg				201				548				112	861

PDI File #: **207568 GG**
 Location: **N: Salt Pond Road S: Salt Pond Road**
 Location: **W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **2:00 PM**
 End Time: **5:00 PM**
 Class:



Cars

	Salt Pond Road				Salt Pond Road				Kenyon Avenue				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
2:00 PM	7	86	0	93	31	22	0	53	20	19	0	39	185
2:15 PM	17	93	0	110	34	19	0	53	24	18	0	42	205
2:30 PM	10	90	0	100	21	27	0	48	30	16	0	46	194
2:45 PM	6	110	0	116	30	33	0	63	27	14	0	41	220
Total	40	379	0	419	116	101	0	217	101	67	0	168	804
3:00 PM	11	78	0	89	36	27	0	63	30	17	0	47	199
3:15 PM	13	95	0	108	39	18	0	57	27	13	0	40	205
3:30 PM	7	86	0	93	32	19	0	51	53	21	0	74	218
3:45 PM	8	104	0	112	28	15	0	43	40	15	0	55	210
Total	39	363	0	402	135	79	0	214	150	66	0	216	832
4:00 PM	8	95	0	103	25	22	0	47	39	28	0	67	217
4:15 PM	5	98	0	103	28	8	0	36	35	20	0	55	194
4:30 PM	15	106	0	121	23	17	0	40	44	19	0	63	224
4:45 PM	8	92	0	100	19	14	0	33	33	15	0	48	181
Total	36	391	0	427	95	61	0	156	151	82	0	233	816
Grand Total	115	1133	0	1248	346	241	0	587	402	215	0	617	2452
Approach %	9.2	90.8	0.0		58.9	41.1	0.0		65.2	34.8	0.0		
Total %	4.7	46.2	0.0	50.9	14.1	9.8	0.0	23.9	16.4	8.8	0.0	25.2	
Exiting Leg Total				561				1535				356	2452

Peak Hour Analysis from 02:00 PM to 05:00 PM begins at:

3:15 PM	Salt Pond Road				Salt Pond Road				Kenyon Avenue				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
3:15 PM	13	95	0	108	39	18	0	57	27	13	0	40	205
3:30 PM	7	86	0	93	32	19	0	51	53	21	0	74	218
3:45 PM	8	104	0	112	28	15	0	43	40	15	0	55	210
4:00 PM	8	95	0	103	25	22	0	47	39	28	0	67	217
Total Volume	36	380	0	416	124	74	0	198	159	77	0	236	850
% Approach Total	8.7	91.3	0.0		62.6	37.4	0.0		67.4	32.6	0.0		
PHF	0.692	0.913	0.000	0.929	0.795	0.841	0.000	0.868	0.750	0.688	0.000	0.797	0.975
Entering Leg	36	380	0	416	124	74	0	198	159	77	0	236	850
Exiting Leg				201				539				110	850
Total				617				737				346	1700

PDI File #: **207568 GG**
 Location: **N: Salt Pond Road S: Salt Pond Road**
 Location: **W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **2:00 PM**
 End Time: **5:00 PM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	Salt Pond Road				Salt Pond Road				Kenyon Avenue				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
2:00 PM	0	2	0	2	0	0	0	0	1	0	0	1	3
2:15 PM	1	1	0	2	0	0	0	0	2	1	0	3	5
2:30 PM	0	1	0	1	0	1	0	1	0	1	0	1	3
2:45 PM	0	1	0	1	1	0	0	1	1	1	0	2	4
Total	1	5	0	6	1	1	0	2	4	3	0	7	15
3:00 PM	0	1	0	1	1	0	0	1	0	0	0	0	2
3:15 PM	0	4	0	4	0	0	0	0	0	0	0	0	4
3:30 PM	0	1	0	1	0	1	0	1	1	0	0	1	3
3:45 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
Total	0	6	0	6	1	2	0	3	2	0	0	2	11
4:00 PM	0	1	0	1	0	0	0	0	1	0	0	1	2
4:15 PM	0	1	0	1	0	1	0	1	2	0	0	2	4
4:30 PM	0	2	0	2	1	0	0	1	1	0	0	1	4
4:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	4	0	4	1	2	0	3	4	0	0	4	11
Grand Total	1	15	0	16	3	5	0	8	10	3	0	13	37
Approach %	6.3	93.8	0.0		37.5	62.5	0.0		76.9	23.1	0.0		
Total %	2.7	40.5	0.0	43.2	8.1	13.5	0.0	21.6	27.0	8.1	0.0	35.1	
Exiting Leg Total	6				25				6				37
Buses	0	1	0	1	0	0	0	0	0	1	0	1	2
% Buses	0.0	6.7	0.0	6.3	0.0	0.0	0.0	0.0	0.0	33.3	0.0	7.7	5.4
Exiting Leg Total	1				1				0				2
Single-Unit Trucks	1	7	0	8	3	5	0	8	10	2	0	12	28
% Single-Unit	100.0	46.7	0.0	50.0	100.0	100.0	0.0	100.0	100.0	66.7	0.0	92.3	75.7
Exiting Leg Total	5				17				6				28
Articulated Trucks	0	7	0	7	0	0	0	0	0	0	0	0	7
% Articulated	0.0	46.7	0.0	43.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.9
Exiting Leg Total	0				7				0				7

Peak Hour Analysis from 02:00 PM to 05:00 PM begins at:

2:00 PM	Salt Pond Road				Salt Pond Road				Kenyon Avenue				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
2:00 PM	0	2	0	2	0	0	0	0	1	0	0	1	3
2:15 PM	1	1	0	2	0	0	0	0	2	1	0	3	5
2:30 PM	0	1	0	1	0	1	0	1	0	1	0	1	3
2:45 PM	0	1	0	1	1	0	0	1	1	1	0	2	4
Total Volume	1	5	0	6	1	1	0	2	4	3	0	7	15
% Approach Total	16.7	83.3	0.0		50.0	50.0	0.0		57.1	42.9	0.0		
PHF	0.250	0.625	0.000	0.750	0.250	0.250	0.000	0.500	0.500	0.750	0.000	0.583	0.750
Buses	0	1	0	1	0	0	0	0	0	1	0	1	2
Buses %	0.0	20.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	33.3	0.0	14.3	13.3
Single-Unit Trucks	1	1	0	2	1	1	0	2	4	2	0	6	10
Single-Unit %	100.0	20.0	0.0	33.3	100.0	100.0	0.0	100.0	100.0	66.7	0.0	85.7	66.7
Articulated Trucks	0	3	0	3	0	0	0	0	0	0	0	0	3
Articulated %	0.0	60.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0
Buses	0	1	0	1	0	0	0	0	0	1	0	1	2
Single-Unit Trucks	1	1	0	2	1	1	0	2	4	2	0	6	10
Articulated Trucks	0	3	0	3	0	0	0	0	0	0	0	0	3
Total Entering Leg	1	5	0	6	1	1	0	2	4	3	0	7	15
Buses				1				1				0	2
Single-Unit Trucks				3				5				2	10
Articulated Trucks				0				3				0	3
Total Exiting Leg				4				9				2	15

PDI File #: **207568 GG**
 Location: **N: Salt Pond Road S: Salt Pond Road**
 Location: **W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **2:00 PM**
 End Time: **5:00 PM**
 Class:



Buses

	Salt Pond Road				Salt Pond Road				Kenyon Avenue				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
2:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	1	0	1	0	0	0	0	0	1	0	1	2
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 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	1	0	1	0	0	0	0	0	1	0	1	2
Approach %	0.0	100.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	
Exiting Leg Total	1				1				0				2

Peak Hour Analysis from 02:00 PM to 05:00 PM begins at:

2:00 PM	Salt Pond Road				Salt Pond Road				Kenyon Avenue				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
2:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	1	0	0	0	0	0	1	0	1	2
% Approach Total	0.0	100.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.500
Entering Leg	0	1	0	1	0	0	0	0	0	1	0	1	2
Exiting Leg				1				1				0	2
Total				2				1				1	4

PDI File #: **207568 GG**
 Location: **N: Salt Pond Road S: Salt Pond Road**
 Location: **W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **2:00 PM**
 End Time: **5:00 PM**
 Class:



Single-Unit Trucks

	Salt Pond Road				Salt Pond Road				Kenyon Avenue				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
2:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
2:15 PM	1	0	0	1	0	0	0	0	2	1	0	3	4
2:30 PM	0	1	0	1	0	1	0	1	0	0	0	0	2
2:45 PM	0	0	0	0	1	0	0	1	1	1	0	2	3
Total	1	1	0	2	1	1	0	2	4	2	0	6	10
3:00 PM	0	1	0	1	1	0	0	1	0	0	0	0	2
3:15 PM	0	2	0	2	0	0	0	0	0	0	0	0	2
3:30 PM	0	1	0	1	0	1	0	1	1	0	0	1	3
3:45 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
Total	0	4	0	4	1	2	0	3	2	0	0	2	9
4:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
4:15 PM	0	1	0	1	0	1	0	1	2	0	0	2	4
4:30 PM	0	1	0	1	1	0	0	1	1	0	0	1	3
4:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	2	0	2	1	2	0	3	4	0	0	4	9
Grand Total	1	7	0	8	3	5	0	8	10	2	0	12	28
Approach %	12.5	87.5	0.0		37.5	62.5	0.0		83.3	16.7	0.0		
Total %	3.6	25.0	0.0	28.6	10.7	17.9	0.0	28.6	35.7	7.1	0.0	42.9	
Exiting Leg Total	5				17				6				28

Peak Hour Analysis from 02:00 PM to 05:00 PM begins at:

2:15 PM	Salt Pond Road				Salt Pond Road				Kenyon Avenue				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
2:15 PM	1	0	0	1	0	0	0	0	2	1	0	3	4
2:30 PM	0	1	0	1	0	1	0	1	0	0	0	0	2
2:45 PM	0	0	0	0	1	0	0	1	1	1	0	2	3
3:00 PM	0	1	0	1	1	0	0	1	0	0	0	0	2
Total Volume	1	2	0	3	2	1	0	3	3	2	0	5	11
% Approach Total	33.3	66.7	0.0		66.7	33.3	0.0		60.0	40.0	0.0		
PHF	0.250	0.500	0.000	0.750	0.500	0.250	0.000	0.750	0.375	0.500	0.000	0.417	0.688
Entering Leg	1	2	0	3	2	1	0	3	3	2	0	5	11
Exiting Leg				4				5				2	11
Total				7				8				7	22

PDI File #: **207568 GG**
 Location: **N: Salt Pond Road S: Salt Pond Road**
 Location: **W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **2:00 PM**
 End Time: **5:00 PM**
 Class:



Articulated Trucks

	Salt Pond Road				Salt Pond Road				Kenyon Avenue				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
2:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	2
2:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	3	0	0	0	0	0	0	0	0	0	3
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	2
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	2	0	0	0	0	0	0	0	0	0	2
4:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	1	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
Total	0	2	0	2	0	0	0	0	0	0	0	0	0	2
Grand Total	0	7	0	7	0	0	0	0	0	0	0	0	0	7
Approach %	0.0	100.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0			
Total %	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total	0				7				0				7	

Peak Hour Analysis from 02:00 PM to 05:00 PM begins at:

2:00 PM	Salt Pond Road				Salt Pond Road				Kenyon Avenue				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
2:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	2
2:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	3	0	3	0	0	0	0	0	0	0	0	3
% Approach Total	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	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375
Entering Leg	0	3	0	3	0	0	0	0	0	0	0	0	3
Exiting Leg				0				3				0	3
Total				3				3				0	6

PDI File #: 207568 GG
 Location: N: Salt Pond Road S: Salt Pond Road
 Location: W: Kenyon Avenue
 City, State: South Kingstown, RI
 Client: VHB/Z.Tiang
 Site Code: 84090.19
 Count Date: Wednesday, July 15, 2020
 Start Time: 2:00 PM
 End Time: 5:00 PM



Class: Bicycles (on Roadway and Crosswalks)

	Salt Pond Road						Salt Pond Road						Kenyon Avenue						Total	
	from North						from South						from West							
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total		
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1
3:15 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:30 PM	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	2
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	0	2	3	0	0	0	0	3	0	0	0	0	0	0	0	5
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	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	0	1
Grand Total	0	2	0	0	0	2	4	0	0	0	0	4	0	0	0	0	0	0	0	6
Approach %	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			
Total %	0.0	33.3	0.0	0.0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total	4						2						0						6	

Peak Hour Analysis from 02:00 PM to 05:00 PM begins at:

2:45 PM	Salt Pond Road						Salt Pond Road						Kenyon Avenue						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
3:15 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
3:30 PM	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	2
Total Volume	0	2	0	0	0	2	3	0	0	0	0	3	0	0	0	0	0	0	5
% 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	0.375	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.625
Entering Leg	0	2	0	0	0	2	3	0	0	0	0	3	0	0	0	0	0	0	5
Exiting Leg	3						2						0						5
Total	5						5						0						10

PDI File #: 207568 GG
 Location: N: Salt Pond Road S: Salt Pond Road
 Location: W: Kenyon Avenue
 City, State: South Kingstown, RI
 Client: VHB/Z.Tiang
 Site Code: 84090.19
 Count Date: Wednesday, July 15, 2020
 Start Time: 2:00 PM
 End Time: 5:00 PM



Class: Pedestrians

	Salt Pond Road						Salt Pond Road						Kenyon Avenue						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 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
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg Total	0						0						0						0

Peak Hour Analysis from 02:00 PM to 05:00 PM begins at:

2:00 PM	Salt Pond Road						Salt Pond Road						Kenyon Avenue						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 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	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 #: **207568 H**
 Location: **N: Salt Pond Road S: Salt Pond Road**
 Location: **E: Route 1 SB Offramp W: Route 1 SB Onramp**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	Salt Pond Road					Route 1 SB Offramp					Salt Pond Road					Route 1 SB Onramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:45 AM	21	12	0	0	33	62	0	1	0	63	0	43	1	0	44	0	0	0	0	0	140
Total	21	12	0	0	33	62	0	1	0	63	0	43	1	0	44	0	0	0	0	0	140
7:00 AM	13	14	0	0	27	19	0	3	0	22	0	20	1	0	21	0	0	0	0	0	70
7:15 AM	20	21	0	0	41	34	0	5	0	39	0	35	4	0	39	0	0	0	0	0	119
7:30 AM	26	21	0	0	47	32	0	3	0	35	0	36	3	0	39	0	0	0	0	0	121
7:45 AM	31	23	0	0	54	27	0	3	0	30	0	54	3	0	57	0	0	0	0	0	141
Total	90	79	0	0	169	112	0	14	0	126	0	145	11	0	156	0	0	0	0	0	451
8:00 AM	31	21	0	0	52	30	0	0	0	30	0	33	4	0	37	0	0	0	0	0	119
8:15 AM	39	15	0	0	54	25	0	0	0	25	0	43	3	0	46	0	0	0	0	0	125
8:30 AM	35	19	0	0	54	19	0	4	0	23	0	44	3	0	47	0	0	0	0	0	124
Total	105	55	0	0	160	74	0	4	0	78	0	120	10	0	130	0	0	0	0	0	368
Grand Total	216	146	0	0	362	248	0	19	0	267	0	308	22	0	330	0	0	0	0	0	959
Approach %	59.7	40.3	0.0	0.0		92.9	0.0	7.1	0.0		0.0	93.3	6.7	0.0		0.0	0.0	0.0	0.0		
Total %	22.5	15.2	0.0	0.0	37.7	25.9	0.0	2.0	0.0	27.8	0.0	32.1	2.3	0.0	34.4	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	556					0					165					238					959
Cars	207	143	0	0	350	246	0	18	0	264	0	300	21	0	321	0	0	0	0	0	935
% Cars	95.8	97.9	0.0	0.0	96.7	99.2	0.0	94.7	0.0	98.9	0.0	97.4	95.5	0.0	97.3	0.0	0.0	0.0	0.0	0.0	97.5
Exiting Leg Total	546					0					161					228					935
Heavy Vehicles	9	3	0	0	12	2	0	1	0	3	0	8	1	0	9	0	0	0	0	0	24
% Heavy Vehicles	4.2	2.1	0.0	0.0	3.3	0.8	0.0	5.3	0.0	1.1	0.0	2.6	4.5	0.0	2.7	0.0	0.0	0.0	0.0	0.0	2.5
Exiting Leg Total	10					0					4					10					24

Peak Hour Analysis from 06:45 AM to 08:45 AM begins at:

7:45 AM	Salt Pond Road					Route 1 SB Offramp					Salt Pond Road					Route 1 SB Onramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 AM	31	23	0	0	54	27	0	3	0	30	0	54	3	0	57	0	0	0	0	0	141
8:00 AM	31	21	0	0	52	30	0	0	0	30	0	33	4	0	37	0	0	0	0	0	119
8:15 AM	39	15	0	0	54	25	0	0	0	25	0	43	3	0	46	0	0	0	0	0	125
8:30 AM	35	19	0	0	54	19	0	4	0	23	0	44	3	0	47	0	0	0	0	0	124
Total Volume	136	78	0	0	214	101	0	7	0	108	0	174	13	0	187	0	0	0	0	0	509
% Approach Total	63.6	36.4	0.0	0.0		93.5	0.0	6.5	0.0		0.0	93.0	7.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.872	0.848	0.000	0.000	0.991	0.842	0.000	0.438	0.000	0.900	0.000	0.806	0.813	0.000	0.820	0.000	0.000	0.000	0.000	0.000	0.902
Cars	130	78	0	0	208	100	0	6	0	106	0	171	12	0	183	0	0	0	0	0	497
Cars %	95.6	100.0	0.0	0.0	97.2	99.0	0.0	85.7	0.0	98.1	0.0	98.3	92.3	0.0	97.9	0.0	0.0	0.0	0.0	0.0	97.6
Heavy Vehicles	6	0	0	0	6	1	0	1	0	2	0	3	1	0	4	0	0	0	0	0	12
Heavy Vehicles %	4.4	0.0	0.0	0.0	2.8	1.0	0.0	14.3	0.0	1.9	0.0	1.7	7.7	0.0	2.1	0.0	0.0	0.0	0.0	0.0	2.4
Cars Enter Leg	130	78	0	0	208	100	0	6	0	106	0	171	12	0	183	0	0	0	0	0	497
Heavy Enter Leg	6	0	0	0	6	1	0	1	0	2	0	3	1	0	4	0	0	0	0	0	12
Total Entering Leg	136	78	0	0	214	101	0	7	0	108	0	174	13	0	187	0	0	0	0	0	509
Cars Exiting Leg	271					0					84					142					497
Heavy Exiting Leg	4					0					1					7					12
Total Exiting Leg	275					0					85					149					509

PDI File #: **207568 H**
 Location: **N: Salt Pond Road S: Salt Pond Road**
 Location: **E: Route 1 SB Offramp W: Route 1 SB Onramp**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**
 Class:



Cars

	Salt Pond Road					Route 1 SB Offramp					Salt Pond Road					Route 1 SB Onramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:45 AM	21	12	0	0	33	62	0	1	0	63	0	43	1	0	44	0	0	0	0	0	140
Total	21	12	0	0	33	62	0	1	0	63	0	43	1	0	44	0	0	0	0	0	140
7:00 AM	13	13	0	0	26	18	0	3	0	21	0	16	1	0	17	0	0	0	0	0	64
7:15 AM	18	20	0	0	38	34	0	5	0	39	0	35	4	0	39	0	0	0	0	0	116
7:30 AM	25	20	0	0	45	32	0	3	0	35	0	35	3	0	38	0	0	0	0	0	118
7:45 AM	29	23	0	0	52	27	0	2	0	29	0	54	3	0	57	0	0	0	0	0	138
Total	85	76	0	0	161	111	0	13	0	124	0	140	11	0	151	0	0	0	0	0	436
8:00 AM	30	21	0	0	51	29	0	0	0	29	0	32	4	0	36	0	0	0	0	0	116
8:15 AM	37	15	0	0	52	25	0	0	0	25	0	42	2	0	44	0	0	0	0	0	121
8:30 AM	34	19	0	0	53	19	0	4	0	23	0	43	3	0	46	0	0	0	0	0	122
Total	101	55	0	0	156	73	0	4	0	77	0	117	9	0	126	0	0	0	0	0	359
Grand Total	207	143	0	0	350	246	0	18	0	264	0	300	21	0	321	0	0	0	0	0	935
Approach %	59.1	40.9	0.0	0.0		93.2	0.0	6.8	0.0		0.0	93.5	6.5	0.0		0.0	0.0	0.0	0.0		
Total %	22.1	15.3	0.0	0.0	37.4	26.3	0.0	1.9	0.0	28.2	0.0	32.1	2.2	0.0	34.3	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	546					0					161					228					935

Peak Hour Analysis from 06:45 AM to 08:45 AM begins at:

7:45 AM	Salt Pond Road					Route 1 SB Offramp					Salt Pond Road					Route 1 SB Onramp					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 AM	29	23	0	0	52	27	0	2	0	29	0	54	3	0	57	0	0	0	0	0	138
8:00 AM	30	21	0	0	51	29	0	0	0	29	0	32	4	0	36	0	0	0	0	0	116
8:15 AM	37	15	0	0	52	25	0	0	0	25	0	42	2	0	44	0	0	0	0	0	121
8:30 AM	34	19	0	0	53	19	0	4	0	23	0	43	3	0	46	0	0	0	0	0	122
Total Volume	130	78	0	0	208	100	0	6	0	106	0	171	12	0	183	0	0	0	0	0	497
% Approach Total	62.5	37.5	0.0	0.0		94.3	0.0	5.7	0.0		0.0	93.4	6.6	0.0		0.0	0.0	0.0	0.0		
PHF	0.878	0.848	0.000	0.000	0.981	0.862	0.000	0.375	0.000	0.914	0.000	0.792	0.750	0.000	0.803	0.000	0.000	0.000	0.000	0.000	0.900
Entering Leg	130	78	0	0	208	100	0	6	0	106	0	171	12	0	183	0	0	0	0	0	497
Exiting Leg	271					0					84					142					497
Total	479					106					267					142					994

PDI File #: **207568 H**
 Location: **N: Salt Pond Road S: Salt Pond Road**
 Location: **E: Route 1 SB Offramp W: Route 1 SB Onramp**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	Salt Pond Road					Route 1 SB Offramp					Salt Pond Road					Route 1 SB Onramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:45 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
7:00 AM	0	1	0	0	1	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	6
7:15 AM	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:30 AM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
7:45 AM	2	0	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3
Total	5	3	0	0	8	1	0	1	0	2	0	5	0	0	5	0	0	0	0	0	15
8:00 AM	1	0	0	0	1	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	3
8:15 AM	2	0	0	0	2	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	4
8:30 AM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	4	0	0	0	4	1	0	0	0	1	0	3	1	0	4	0	0	0	0	0	9
Grand Total	9	3	0	0	12	2	0	1	0	3	0	8	1	0	9	0	0	0	0	0	24
Approach %	75.0	25.0	0.0	0.0		66.7	0.0	33.3	0.0		0.0	88.9	11.1	0.0		0.0	0.0	0.0	0.0		
Total %	37.5	12.5	0.0	0.0	50.0	8.3	0.0	4.2	0.0	12.5	0.0	33.3	4.2	0.0	37.5	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	10					0					4					10					24
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
Single-Unit Trucks	8	3	0	0	11	2	0	0	0	2	0	8	0	0	8	0	0	0	0	0	21
% Single-Unit	88.9	100.0	0.0	0.0	91.7	100.0	0.0	0.0	0.0	66.7	0.0	100.0	0.0	0.0	88.9	0.0	0.0	0.0	0.0	0.0	87.5
Exiting Leg Total	10					0					3					8					21
Articulated Trucks	1	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	3
% Articulated	11.1	0.0	0.0	0.0	8.3	0.0	0.0	100.0	0.0	33.3	0.0	0.0	100.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	12.5
Exiting Leg Total	0					0					1					2					3

Peak Hour Analysis from 06:45 AM to 08:45 AM begins at:

7:00 AM	Salt Pond Road					Route 1 SB Offramp					Salt Pond Road					Route 1 SB Onramp					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
7:00 AM	0	1	0	0	1	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	6	
7:15 AM	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
7:30 AM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	
7:45 AM	2	0	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3	
Total Volume	5	3	0	0	8	1	0	1	0	2	0	5	0	0	5	0	0	0	0	0	15	
% Approach Total	62.5	37.5	0.0	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	0.625	0.750	0.000	0.000	0.667	0.250	0.000	0.250	0.000	0.500	0.000	0.313	0.000	0.000	0.313	0.000	0.000	0.000	0.000	0.000	0.625	
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	
Single-Unit Trucks	5	3	0	0	8	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	14	
Single-Unit %	100.0	100.0	0.0	0.0	100.0	100.0	0.0	0.0	0.0	50.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	93.3	
Articulated Trucks	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.7	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Single-Unit Trucks	5	3	0	0	8	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	14	
Articulated Trucks	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	
Total Entering Leg	5	3	0	0	8	1	0	1	0	2	0	5	0	0	5	0	0	0	0	0	15	
Buses	0					0					0					0					0	0
Single-Unit Trucks	6					0					3					5					14	
Articulated Trucks	0					0					1					0					1	
Total Exiting Leg	6					0					4					5					15	

PDI File #: **207568 H**
 Location: **N: Salt Pond Road S: Salt Pond Road**
 Location: **E: Route 1 SB Offramp W: Route 1 SB Onramp**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**
 Class:



Buses

	Salt Pond Road					Route 1 SB Offramp					Salt Pond Road					Route 1 SB Onramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:45 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
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	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
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 06:45 AM to 08:45 AM begins at:

6:45 AM	Salt Pond Road					Route 1 SB Offramp					Salt Pond Road					Route 1 SB Onramp					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
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 #: **207568 H**
 Location: **N: Salt Pond Road S: Salt Pond Road**
 Location: **E: Route 1 SB Offramp W: Route 1 SB Onramp**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**
 Class:



Single-Unit Trucks

	Salt Pond Road					Route 1 SB Offramp					Salt Pond Road					Route 1 SB Onramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:45 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
7:00 AM	0	1	0	0	1	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	6
7:15 AM	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:30 AM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
7:45 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	5	3	0	0	8	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	14
8:00 AM	1	0	0	0	1	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	3
8:15 AM	2	0	0	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	1	0	0	1	0	0	0	0	0	1
Total	3	0	0	0	3	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	7
Grand Total	8	3	0	0	11	2	0	0	0	2	0	8	0	0	8	0	0	0	0	0	21
Approach %	72.7	27.3	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	38.1	14.3	0.0	0.0	52.4	9.5	0.0	0.0	0.0	9.5	0.0	38.1	0.0	0.0	38.1	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	10					0					3					8					21

Peak Hour Analysis from 06:45 AM to 08:45 AM begins at:

7:00 AM	Salt Pond Road					Route 1 SB Offramp					Salt Pond Road					Route 1 SB Onramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	1	0	0	1	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	6
7:15 AM	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:30 AM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
7:45 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	5	3	0	0	8	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	14
% Approach Total	62.5	37.5	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.625	0.750	0.000	0.000	0.667	0.250	0.000	0.000	0.000	0.250	0.000	0.313	0.000	0.000	0.313	0.000	0.000	0.000	0.000	0.000	0.583
Entering Leg	5	3	0	0	8	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	14
Exiting Leg	6					0					3					5					14
Total	14					1					8					5					28

PDI File #: **207568 H**
 Location: **N: Salt Pond Road S: Salt Pond Road**
 Location: **E: Route 1 SB Offramp W: Route 1 SB Onramp**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**
 Class:



Articulated Trucks

	Salt Pond Road					Route 1 SB Offramp					Salt Pond Road					Route 1 SB Onramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:45 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
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	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	1	0	1	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
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
8:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
Grand Total	1	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	3
Approach %	100.0	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 %	33.3	0.0	0.0	0.0	33.3	0.0	0.0	33.3	0.0	33.3	0.0	0.0	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					0					1					2					3

Peak Hour Analysis from 06:45 AM to 08:45 AM begins at:

7:45 AM	Salt Pond Road					Route 1 SB Offramp					Salt Pond Road					Route 1 SB Onramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 AM	0	0	0	0	0	0	0	0	1	0	1	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
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
8:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	0	0	0	1	0	0	1	0	1	0	0	0	1	0	1	0	0	0	0	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	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.750
Entering Leg	1	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	3
Exiting Leg					0					0					1					2	3
Total					1					1					2					2	6

PDI File #: 207568 H
 Location: N: Salt Pond Road S: Salt Pond Road
 Location: E: Route 1 SB Offramp W: Route 1 SB Onramp
 City, State: South Kingstown, RI
 Client: VHB/Z.Tiang
 Site Code: 84090.19
 Count Date: Wednesday, July 15, 2020
 Start Time: 6:45 AM
 End Time: 8:45 AM



Bicycles (on Roadway and Crosswalks)

	Salt Pond Road							Route 1 SB Offramp							Salt Pond Road							Route 1 SB Onramp							Total	
	from North							from East							from South							from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
6:45 AM	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	1	1	2
Total	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	1	1	2
7:00 AM	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	1
7:15 AM	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	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	0
7:45 AM	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	1	1	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	0	0	0	0	0	1	1	4
8:00 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	0	0	0	0	0	0	0	5
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
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
Total	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	0	0	0	0	0	0	0	5
Grand Total	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	8	0	0	0	0	0	8	0	0	0	0	0	2	2	11
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	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0			
Total %	9.1	0.0	0.0	0.0	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	72.7	0.0	0.0	0.0	0.0	72.7	0.0	0.0	0.0	0.0	0.0	18.2	18.2		
Exiting Leg Total	8							0							0							3							11	

Peak Hour Analysis from 06:45 AM to 08:45 AM begins at:

7:15 AM	Salt Pond Road							Route 1 SB Offramp							Salt Pond Road							Route 1 SB Onramp							Total	
	from North							from East							from South							from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	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	0
7:45 AM	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	1	1	2
8:00 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	0	0	0	0	0	0	0	5
Total Volume	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	0	0	0	0	0	1	1	8
% 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	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0			
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	0.375	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.250	0.250		0.400
Entering Leg	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	0	0	0	0	0	1	1	8
Exiting Leg	6							0							0							2							8	
Total	7							0							6							3							16	

PDI File #: **207568 H**
 Location: **N: Salt Pond Road S: Salt Pond Road**
 Location: **E: Route 1 SB Offramp W: Route 1 SB Onramp**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**
 Class:



Pedestrians

	Salt Pond Road							Route 1 SB Offramp							Salt Pond Road							Route 1 SB Onramp							Total		
	from North							from East							from South							from West									
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total			
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	2
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
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	2	2	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	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	2	0	2	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	4	4
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	0	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	1	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	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	1	1	0	0	0	0	2	4	6		7	7
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	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	0	0	0	14.3	14.3	0	0	0	0	28.6	57.1	85.7			
Exiting Leg Total	0							0							1							6							7		

Peak Hour Analysis from 06:45 AM to 08:45 AM begins at:

6:45 AM	Salt Pond Road							Route 1 SB Offramp							Salt Pond Road							Route 1 SB Onramp							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
6:45 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	1	1	2
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	
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	2	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	
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	3	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	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	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.375	0.375	0.500
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	3	3	4
Exiting Leg	0							0							1							3							4
Total	0							0							2							6							8

PDI File #: **207568 HH**
 Location: **N: Salt Pond Road S: Salt Pond Road**
 Location: **E: Route 1 SB Offramp W: Route 1 SB Onramp**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **2:00 PM**
 End Time: **5:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Salt Pond Road					Route 1 SB Offramp					Salt Pond Road					Route 1 SB Onramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
2:00 PM	82	27	0	0	109	18	0	4	0	22	0	35	5	0	40	0	0	0	0	0	171
2:15 PM	88	33	0	0	121	17	0	5	0	22	0	36	8	0	44	0	0	0	0	0	187
2:30 PM	87	33	0	0	120	22	0	8	0	30	0	28	3	0	31	0	0	0	0	0	181
2:45 PM	95	44	0	0	139	21	0	2	0	23	0	42	4	0	46	0	0	0	0	0	208
Total	352	137	0	0	489	78	0	19	0	97	0	141	20	0	161	0	0	0	0	0	747
3:00 PM	80	29	0	0	109	30	0	5	0	35	0	36	10	0	46	0	0	0	0	0	190
3:15 PM	91	33	0	0	124	16	0	2	0	18	0	39	4	0	43	0	0	0	0	0	185
3:30 PM	92	51	0	0	143	13	1	6	0	20	0	39	5	0	44	0	0	0	0	0	207
3:45 PM	112	34	0	0	146	12	1	1	0	14	0	32	5	0	37	0	0	0	0	0	197
Total	375	147	0	0	522	71	2	14	0	87	0	146	24	0	170	0	0	0	0	0	779
4:00 PM	97	38	0	0	135	15	0	12	0	27	0	32	9	0	41	0	0	0	0	0	203
4:15 PM	104	32	0	0	136	10	0	3	0	13	0	27	3	0	30	0	0	0	0	0	179
4:30 PM	118	35	0	0	153	16	0	5	0	21	0	26	7	0	33	0	0	0	0	0	207
4:45 PM	96	30	0	0	126	13	0	5	0	18	0	21	2	0	23	0	0	0	0	0	167
Total	415	135	0	0	550	54	0	25	0	79	0	106	21	0	127	0	0	0	0	0	756
Grand Total	1142	419	0	0	1561	203	2	58	0	263	0	393	65	0	458	0	0	0	0	0	2282
Approach %	73.2	26.8	0.0	0.0		77.2	0.8	22.1	0.0		0.0	85.8	14.2	0.0		0.0	0.0	0.0	0.0		
Total %	50.0	18.4	0.0	0.0	68.4	8.9	0.1	2.5	0.0	11.5	0.0	17.2	2.8	0.0	20.1	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	596					0					477					1209					2282
Cars	1123	414	0	0	1537	201	2	57	0	260	0	387	64	0	451	0	0	0	0	0	2248
% Cars	98.3	98.8	0.0	0.0	98.5	99.0	100.0	98.3	0.0	98.9	0.0	98.5	98.5	0.0	98.5	0.0	0.0	0.0	0.0	0.0	98.5
Exiting Leg Total	588					0					471					1189					2248
Heavy Vehicles	19	5	0	0	24	2	0	1	0	3	0	6	1	0	7	0	0	0	0	0	34
% Heavy Vehicles	1.7	1.2	0.0	0.0	1.5	1.0	0.0	1.7	0.0	1.1	0.0	1.5	1.5	0.0	1.5	0.0	0.0	0.0	0.0	0.0	1.5
Exiting Leg Total	8					0					6					20					34

Peak Hour Analysis from 02:00 PM to 05:00 PM begins at:

3:15 PM	Salt Pond Road					Route 1 SB Offramp					Salt Pond Road					Route 1 SB Onramp					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
3:15 PM	91	33	0	0	124	16	0	2	0	18	0	39	4	0	43	0	0	0	0	0	185	
3:30 PM	92	51	0	0	143	13	1	6	0	20	0	39	5	0	44	0	0	0	0	0	207	
3:45 PM	112	34	0	0	146	12	1	1	0	14	0	32	5	0	37	0	0	0	0	0	197	
4:00 PM	97	38	0	0	135	15	0	12	0	27	0	32	9	0	41	0	0	0	0	0	203	
Total Volume	392	156	0	0	548	56	2	21	0	79	0	142	23	0	165	0	0	0	0	0	792	
% Approach Total	71.5	28.5	0.0	0.0		70.9	2.5	26.6	0.0		0.0	86.1	13.9	0.0		0.0	0.0	0.0	0.0			
PHF	0.875	0.765	0.000	0.000	0.938	0.875	0.500	0.438	0.000	0.731	0.000	0.910	0.639	0.000	0.938	0.000	0.000	0.000	0.000	0.000	0.957	
Cars	385	154	0	0	539	56	2	21	0	79	0	140	23	0	163	0	0	0	0	0	781	
Cars %	98.2	98.7	0.0	0.0	98.4	100.0	100.0	100.0	0.0	100.0	0.0	98.6	100.0	0.0	98.8	0.0	0.0	0.0	0.0	0.0	98.6	
Heavy Vehicles	7	2	0	0	9	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	11	
Heavy Vehicles %	1.8	1.3	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	1.4	
Cars Enter Leg	385	154	0	0	539	56	2	21	0	79	0	140	23	0	163	0	0	0	0	0	781	
Heavy Enter Leg	7	2	0	0	9	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	11	
Total Entering Leg	392	156	0	0	548	56	2	21	0	79	0	142	23	0	165	0	0	0	0	0	792	
Cars Exiting Leg					196					0					175						410	781
Heavy Exiting Leg					2					0					2						7	11
Total Exiting Leg					198					0					177						417	792

PDI File #: **207568 HH**
 Location: **N: Salt Pond Road S: Salt Pond Road**
 Location: **E: Route 1 SB Offramp W: Route 1 SB Onramp**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **2:00 PM**
 End Time: **5:00 PM**
 Class:



Cars

	Salt Pond Road					Route 1 SB Offramp					Salt Pond Road					Route 1 SB Onramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
2:00 PM	79	27	0	0	106	18	0	4	0	22	0	35	5	0	40	0	0	0	0	0	168
2:15 PM	86	33	0	0	119	17	0	4	0	21	0	36	8	0	44	0	0	0	0	0	184
2:30 PM	86	33	0	0	119	21	0	8	0	29	0	28	2	0	30	0	0	0	0	0	178
2:45 PM	94	43	0	0	137	21	0	2	0	23	0	41	4	0	45	0	0	0	0	0	205
Total	345	136	0	0	481	77	0	18	0	95	0	140	19	0	159	0	0	0	0	0	735
3:00 PM	79	29	0	0	108	30	0	5	0	35	0	35	10	0	45	0	0	0	0	0	188
3:15 PM	88	32	0	0	120	16	0	2	0	18	0	39	4	0	43	0	0	0	0	0	181
3:30 PM	90	51	0	0	141	13	1	6	0	20	0	38	5	0	43	0	0	0	0	0	204
3:45 PM	112	33	0	0	145	12	1	1	0	14	0	31	5	0	36	0	0	0	0	0	195
Total	369	145	0	0	514	71	2	14	0	87	0	143	24	0	167	0	0	0	0	0	768
4:00 PM	95	38	0	0	133	15	0	12	0	27	0	32	9	0	41	0	0	0	0	0	201
4:15 PM	103	30	0	0	133	9	0	3	0	12	0	27	3	0	30	0	0	0	0	0	175
4:30 PM	115	35	0	0	150	16	0	5	0	21	0	24	7	0	31	0	0	0	0	0	202
4:45 PM	96	30	0	0	126	13	0	5	0	18	0	21	2	0	23	0	0	0	0	0	167
Total	409	133	0	0	542	53	0	25	0	78	0	104	21	0	125	0	0	0	0	0	745
Grand Total	1123	414	0	0	1537	201	2	57	0	260	0	387	64	0	451	0	0	0	0	0	2248
Approach %	73.1	26.9	0.0	0.0		77.3	0.8	21.9	0.0		0.0	85.8	14.2	0.0		0.0	0.0	0.0	0.0		
Total %	50.0	18.4	0.0	0.0	68.4	8.9	0.1	2.5	0.0	11.6	0.0	17.2	2.8	0.0	20.1	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	588					0					471					1189					2248

Peak Hour Analysis from 02:00 PM to 05:00 PM begins at:

3:15 PM	Salt Pond Road					Route 1 SB Offramp					Salt Pond Road					Route 1 SB Onramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:15 PM	88	32	0	0	120	16	0	2	0	18	0	39	4	0	43	0	0	0	0	0	181
3:30 PM	90	51	0	0	141	13	1	6	0	20	0	38	5	0	43	0	0	0	0	0	204
3:45 PM	112	33	0	0	145	12	1	1	0	14	0	31	5	0	36	0	0	0	0	0	195
4:00 PM	95	38	0	0	133	15	0	12	0	27	0	32	9	0	41	0	0	0	0	0	201
Total Volume	385	154	0	0	539	56	2	21	0	79	0	140	23	0	163	0	0	0	0	0	781
% Approach Total	71.4	28.6	0.0	0.0		70.9	2.5	26.6	0.0		0.0	85.9	14.1	0.0		0.0	0.0	0.0	0.0		
PHF	0.859	0.755	0.000	0.000	0.929	0.875	0.500	0.438	0.000	0.731	0.000	0.897	0.639	0.000	0.948	0.000	0.000	0.000	0.000	0.000	0.957
Entering Leg	385	154	0	0	539	56	2	21	0	79	0	140	23	0	163	0	0	0	0	0	781
Exiting Leg	196					0					175					410					781
Total	735					79					338					410					1562

PDI File #: **207568 HH**
 Location: **N: Salt Pond Road S: Salt Pond Road**
 Location: **E: Route 1 SB Offramp W: Route 1 SB Onramp**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **2:00 PM**
 End Time: **5:00 PM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	Salt Pond Road					Route 1 SB Offramp					Salt Pond Road					Route 1 SB Onramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
2:00 PM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2:15 PM	2	0	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3
2:30 PM	1	0	0	0	1	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	3
2:45 PM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total	7	1	0	0	8	1	0	1	0	2	0	1	1	0	2	0	0	0	0	0	12
3:00 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
3:15 PM	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
3:30 PM	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
3:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	6	2	0	0	8	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	11
4:00 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	1	2	0	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
4:30 PM	3	0	0	0	3	0	0	0	0	0	0	2	0	0	2	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	0
Total	6	2	0	0	8	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	11
Grand Total	19	5	0	0	24	2	0	1	0	3	0	6	1	0	7	0	0	0	0	0	34
Approach %	79.2	20.8	0.0	0.0		66.7	0.0	33.3	0.0		0.0	85.7	14.3	0.0		0.0	0.0	0.0	0.0		
Total %	55.9	14.7	0.0	0.0	70.6	5.9	0.0	2.9	0.0	8.8	0.0	17.6	2.9	0.0	20.6	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	8					0					6					20					34
Buses	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Buses	5.3	0.0	0.0	0.0	4.2	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	2.9
Exiting Leg Total	0					0					0					1					1
Single-Unit Trucks	12	5	0	0	17	2	0	1	0	3	0	6	1	0	7	0	0	0	0	0	27
% Single-Unit	63.2	100.0	0.0	0.0	70.8	100.0	0.0	100.0	0.0	100.0	0.0	100.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	79.4
Exiting Leg Total	8					0					6					13					27
Articulated Trucks	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
% Articulated	31.6	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	0.0	17.6
Exiting Leg Total	0					0					0					6					6

Peak Hour Analysis from 02:00 PM to 05:00 PM begins at:

3:45 PM	Salt Pond Road					Route 1 SB Offramp					Salt Pond Road					Route 1 SB Onramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
4:00 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	1	2	0	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
4:30 PM	3	0	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
Total Volume	6	3	0	0	9	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	13
% Approach Total	66.7	33.3	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.500	0.375	0.000	0.000	0.750	0.250	0.000	0.000	0.000	0.250	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.650
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
Single-Unit Trucks	4	3	0	0	7	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	11
Single-Unit %	66.7	100.0	0.0	0.0	77.8	100.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	84.6
Articulated Trucks	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Articulated %	33.3	0.0	0.0	0.0	22.2	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	15.4
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	4	3	0	0	7	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	11
Articulated Trucks	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Entering Leg	6	3	0	0	9	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	13
Buses	0					0					0					0					0
Single-Unit Trucks	4					0					3					4					11
Articulated Trucks	0					0					0					2					2
Total Exiting Leg	4					0					3					6					13

PDI File #: **207568 HH**
 Location: **N: Salt Pond Road S: Salt Pond Road**
 Location: **E: Route 1 SB Offramp W: Route 1 SB Onramp**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **2:00 PM**
 End Time: **5:00 PM**
 Class:



Buses

	Salt Pond Road					Route 1 SB Offramp					Salt Pond Road					Route 1 SB Onramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
Grand Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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		
Total %	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	
Exiting Leg Total	0					0					0					1					1

Peak Hour Analysis from 02:00 PM to 05:00 PM begins at:

2:00 PM	Salt Pond Road					Route 1 SB Offramp					Salt Pond Road					Route 1 SB Onramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% 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	
PHF	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	0.250
Entering Leg	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg					0					0					0					1	1
Total					1					0					0					1	2

PDI File #: **207568 HH**
 Location: **N: Salt Pond Road S: Salt Pond Road**
 Location: **E: Route 1 SB Offramp W: Route 1 SB Onramp**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **2:00 PM**
 End Time: **5:00 PM**
 Class:



Single-Unit Trucks

	Salt Pond Road					Route 1 SB Offramp					Salt Pond Road					Route 1 SB Onramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
2:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:15 PM	2	0	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3
2:30 PM	1	0	0	0	1	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	3
2:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	4	1	0	0	5	1	0	1	0	2	0	1	1	0	2	0	0	0	0	0	9
3:00 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
3:15 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:30 PM	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
3:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	4	2	0	0	6	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	9
4:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	1	2	0	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
4:30 PM	2	0	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
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	4	2	0	0	6	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	9
Grand Total	12	5	0	0	17	2	0	1	0	3	0	6	1	0	7	0	0	0	0	0	27
Approach %	70.6	29.4	0.0	0.0		66.7	0.0	33.3	0.0		0.0	85.7	14.3	0.0		0.0	0.0	0.0	0.0		
Total %	44.4	18.5	0.0	0.0	63.0	7.4	0.0	3.7	0.0	11.1	0.0	22.2	3.7	0.0	25.9	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	8					0					6					13					27

Peak Hour Analysis from 02:00 PM to 05:00 PM begins at:

3:45 PM	Salt Pond Road					Route 1 SB Offramp					Salt Pond Road					Route 1 SB Onramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
4:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	1	2	0	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
4:30 PM	2	0	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Total Volume	4	3	0	0	7	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	11
% Approach Total	57.1	42.9	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.500	0.375	0.000	0.000	0.583	0.250	0.000	0.000	0.000	0.250	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.688
Entering Leg	4	3	0	0	7	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	11
Exiting Leg	4					0					3					4					11
Total	11					1					6					4					22

PDI File #: **207568 HH**
 Location: **N: Salt Pond Road S: Salt Pond Road**
 Location: **E: Route 1 SB Offramp W: Route 1 SB Onramp**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **2:00 PM**
 End Time: **5:00 PM**
 Class:



Articulated Trucks

	Salt Pond Road					Route 1 SB Offramp					Salt Pond Road					Route 1 SB Onramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
2:00 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	0	0	0	1	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
Total	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
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		
Total %	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	
Exiting Leg Total	0					0					0					6					6

Peak Hour Analysis from 02:00 PM to 05:00 PM begins at:

3:15 PM	Salt Pond Road					Route 1 SB Offramp					Salt Pond Road					Route 1 SB Onramp					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:15 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
% 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		
PHF	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	0.000	0.375
Entering Leg	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Exiting Leg	0					0					0					3					3
Total	3					0					0					3					6

PDI File #: 207568 HH
 Location: N: Salt Pond Road S: Salt Pond Road
 Location: E: Route 1 SB Offramp W: Route 1 SB Onramp
 City, State: South Kingstown, RI
 Client: VHB/Z.Tiang
 Site Code: 84090.19
 Count Date: Wednesday, July 15, 2020
 Start Time: 2:00 PM
 End Time: 5:00 PM
 Class:



Bicycles (on Roadway and Crosswalks)

	Salt Pond Road							Route 1 SB Offramp							Salt Pond Road							Route 1 SB Onramp							Total	
	from North							from East							from South							from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
2:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
2:15 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	
2:30 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	
2:45 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	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
3:00 PM	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	1	
3:15 PM	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	2	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	0	0	0	0	0	0	3	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	0	0	0	0	0	0	6	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	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	
Total	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	
Grand Total	0	2	0	0	1	0	3	0	0	1	0	1	0	2	0	4	0	0	0	0	0	4	0	0	0	0	1	0	1	10
Approach %	0.0	66.7	0.0	0.0	33.3	0.0		0.0	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	0.0	0.0	100.0	0.0			
Total %	0.0	20.0	0.0	0.0	10.0	0.0	30.0	0.0	0.0	10.0	0.0	10.0	0.0	20.0	0.0	40.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0		
Exiting Leg Total	5							1							3							1							10	

Peak Hour Analysis from 02:00 PM to 05:00 PM begins at:

2:45 PM	Salt Pond Road							Route 1 SB Offramp							Salt Pond Road							Route 1 SB Onramp								
	from North							from East							from South							from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		Total
2:45 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
3:00 PM	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	1
3:15 PM	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	2
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	3
Total Volume	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	0	0	0	0	0	0	0	6
% 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	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	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.333	0.000	0.000	0.000	0.000	0.333	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	
Entering Leg	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	0	0	0	0	0	0	0	6
Exiting Leg	4							0							2							0							6	
Total	6							0							6							0							12	

PDI File #: 207568 HH
 Location: N: Salt Pond Road S: Salt Pond Road
 Location: E: Route 1 SB Offramp W: Route 1 SB Onramp
 City, State: South Kingstown, RI
 Client: VHB/Z.Tiang
 Site Code: 84090.19
 Count Date: Wednesday, July 15, 2020
 Start Time: 2:00 PM
 End Time: 5:00 PM
 Class:



Pedestrians

	Salt Pond Road							Route 1 SB Offramp							Salt Pond Road							Route 1 SB Onramp							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
2:00 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
2:15 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
2:30 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
2:45 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	1	0	1	1
3:00 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
3:15 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
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	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	0	1	1	2	2
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	2	1	3	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	66.7	33.3		
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	66.7	33.3	100	
Exiting Leg Total	0							0							0							3							3

Peak Hour Analysis from 02:00 PM to 05:00 PM begins at:

3:00 PM	Salt Pond Road							Route 1 SB Offramp							Salt Pond Road							Route 1 SB Onramp							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
3:00 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
3:15 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
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	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	1	1	2	2
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.500		0.500
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
Exiting Leg	0							0							0							2							2
Total	0							0							0							4							4

PDI File #: **207568 I**
 Location: **S: Town Farm Road**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**



Class: **Cars and Heavy Vehicles (Combined)**

	Kenyon Avenue				Town Farm Road				Kenyon Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:45 AM	105	1	0	106	0	0	0	0	1	14	0	15	121
Total	105	1	0	106	0	0	0	0	1	14	0	15	121
7:00 AM	35	0	0	35	0	0	0	0	0	15	0	15	50
7:15 AM	50	0	0	50	0	1	0	1	0	34	0	34	85
7:30 AM	62	1	0	63	0	0	0	0	1	29	0	30	93
7:45 AM	58	0	0	58	0	2	0	2	0	33	0	33	93
Total	205	1	0	206	0	3	0	3	1	111	0	112	321
8:00 AM	57	0	0	57	0	0	0	0	0	17	0	17	74
8:15 AM	49	0	0	49	0	1	0	1	1	24	0	25	75
8:30 AM	41	0	0	41	0	1	0	1	0	23	0	23	65
Total	147	0	0	147	0	2	0	2	1	64	0	65	214
Grand Total	457	2	0	459	0	5	0	5	3	189	0	192	656
Approach %	99.6	0.4	0.0		0.0	100.0	0.0		1.6	98.4	0.0		
Total %	69.7	0.3	0.0	70.0	0.0	0.8	0.0	0.8	0.5	28.8	0.0	29.3	
Exiting Leg Total				189				5				462	656
Cars	443	2	0	445	0	5	0	5	3	179	0	182	632
% Cars	96.9	100.0	0.0	96.9	0.0	100.0	0.0	100.0	100.0	94.7	0.0	94.8	96.3
Exiting Leg Total				179				5				448	632
Heavy Vehicles	14	0	0	14	0	0	0	0	0	10	0	10	24
% Heavy Vehicles	3.1	0.0	0.0	3.1	0.0	0.0	0.0	0.0	0.0	5.3	0.0	5.2	3.7
Exiting Leg Total				10				0				14	24

Peak Hour Analysis from 06:45 AM to 08:45 AM begins at:

6:45 AM	Kenyon Avenue				Town Farm Road				Kenyon Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:45 AM	105	1	0	106	0	0	0	0	1	14	0	15	121
7:00 AM	35	0	0	35	0	0	0	0	0	15	0	15	50
7:15 AM	50	0	0	50	0	1	0	1	0	34	0	34	85
7:30 AM	62	1	0	63	0	0	0	0	1	29	0	30	93
Total Volume	252	2	0	254	0	1	0	1	2	92	0	94	349
% Approach Total	99.2	0.8	0.0		0.0	100.0	0.0		2.1	97.9	0.0		
PHF	0.600	0.500	0.000	0.599	0.000	0.250	0.000	0.250	0.500	0.676	0.000	0.691	0.721
Cars	243	2	0	245	0	1	0	1	2	85	0	87	333
Cars %	96.4	100.0	0.0	96.5	0.0	100.0	0.0	100.0	100.0	92.4	0.0	92.6	95.4
Heavy Vehicles	9	0	0	9	0	0	0	0	0	7	0	7	16
Heavy Vehicles %	3.6	0.0	0.0	3.5	0.0	0.0	0.0	0.0	0.0	7.6	0.0	7.4	4.6
Cars Enter Leg	243	2	0	245	0	1	0	1	2	85	0	87	333
Heavy Enter Leg	9	0	0	9	0	0	0	0	0	7	0	7	16
Total Entering Leg	252	2	0	254	0	1	0	1	2	92	0	94	349
Cars Exiting Leg				85				4				244	333
Heavy Exiting Leg				7				0				9	16
Total Exiting Leg				92				4				253	349

PDI File #: **207568 I**
 Location: **S: Town Farm Road**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**



Class: **Cars**

	Kenyon Avenue				Town Farm Road				Kenyon Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:45 AM	105	1	0	106	0	0	0	0	1	14	0	15	121
Total	105	1	0	106	0	0	0	0	1	14	0	15	121
7:00 AM	31	0	0	31	0	0	0	0	0	14	0	14	45
7:15 AM	46	0	0	46	0	1	0	1	0	31	0	31	78
7:30 AM	61	1	0	62	0	0	0	0	1	26	0	27	89
7:45 AM	58	0	0	58	0	2	0	2	0	32	0	32	92
Total	196	1	0	197	0	3	0	3	1	103	0	104	304
8:00 AM	55	0	0	55	0	0	0	0	0	17	0	17	72
8:15 AM	48	0	0	48	0	1	0	1	1	22	0	23	72
8:30 AM	39	0	0	39	0	1	0	1	0	23	0	23	63
Total	142	0	0	142	0	2	0	2	1	62	0	63	207
Grand Total	443	2	0	445	0	5	0	5	3	179	0	182	632
Approach %	99.6	0.4	0.0		0.0	100.0	0.0		1.6	98.4	0.0		
Total %	70.1	0.3	0.0	70.4	0.0	0.8	0.0	0.8	0.5	28.3	0.0	28.8	
Exiting Leg Total				179				5				448	632

Peak Hour Analysis from 06:45 AM to 08:45 AM begins at:

6:45 AM	Kenyon Avenue					Town Farm Road					Kenyon Avenue					Total
	from East					from South					from West					
	Thru	Left	U-Turn		Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total			
6:45 AM	105	1	0		106	0	0	0	0	1	14	0	15	121		
7:00 AM	31	0	0		31	0	0	0	0	0	14	0	14	45		
7:15 AM	46	0	0		46	0	1	0	1	0	31	0	31	78		
7:30 AM	61	1	0		62	0	0	0	0	1	26	0	27	89		
Total Volume	243	2	0		245	0	1	0	1	2	85	0	87	333		
% Approach Total	99.2	0.8	0.0			0.0	100.0	0.0		2.3	97.7	0.0				
PHF	0.579	0.500	0.000		0.578	0.000	0.250	0.000	0.250	0.500	0.685	0.000	0.702	0.688		
Entering Leg	243	2	0		245	0	1	0	1	2	85	0	87	333		
Exiting Leg					85				4				244	333		
Total					330				5				331	666		

PDI File #: **207568 I**
 Location: **S: Town Farm Road**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**



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

	Kenyon Avenue				Town Farm Road				Kenyon Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:45 AM	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
7:00 AM	4	0	0	4	0	0	0	0	0	1	0	1	5
7:15 AM	4	0	0	4	0	0	0	0	0	3	0	3	7
7:30 AM	1	0	0	1	0	0	0	0	0	3	0	3	4
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	9	0	0	9	0	0	0	0	0	8	0	8	17
8:00 AM	2	0	0	2	0	0	0	0	0	0	0	0	2
8:15 AM	1	0	0	1	0	0	0	0	0	2	0	2	3
8:30 AM	2	0	0	2	0	0	0	0	0	0	0	0	2
Total	5	0	0	5	0	0	0	0	0	2	0	2	7
Grand Total	14	0	0	14	0	0	0	0	0	10	0	10	24
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	58.3	0.0	0.0	58.3	0.0	0.0	0.0	0.0	0.0	41.7	0.0	41.7	
Exiting Leg Total	10				0				14				24
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
Single-Unit Trucks	13	0	0	13	0	0	0	0	0	9	0	9	22
% Single-Unit	92.9	0.0	0.0	92.9	0.0	0.0	0.0	0.0	0.0	90.0	0.0	90.0	91.7
Exiting Leg Total	9				0				13				22
Articulated Trucks	1	0	0	1	0	0	0	0	0	1	0	1	2
% Articulated	7.1	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0	8.3
Exiting Leg Total	1				0				1				2

Peak Hour Analysis from 06:45 AM to 08:45 AM begins at:

7:00 AM	Kenyon Avenue				Town Farm Road				Kenyon Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	4	0	0	4	0	0	0	0	0	1	0	1	5
7:15 AM	4	0	0	4	0	0	0	0	0	3	0	3	7
7:30 AM	1	0	0	1	0	0	0	0	0	3	0	3	4
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	9	0	0	9	0	0	0	0	0	8	0	8	17
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.563	0.000	0.000	0.563	0.000	0.000	0.000	0.000	0.000	0.667	0.000	0.667	0.607
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
Single-Unit Trucks	9	0	0	9	0	0	0	0	0	8	0	8	17
Single-Unit %	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	100.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	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
Single-Unit Trucks	9	0	0	9	0	0	0	0	0	8	0	8	17
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	9	0	0	9	0	0	0	0	0	8	0	8	17
Buses	0				0				0				0
Single-Unit Trucks	8				0				9				17
Articulated Trucks	0				0				0				0
Total Exiting Leg	8				0				9				17

PDI File #: **207568 I**
 Location: **S: Town Farm Road**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**
 Class:



Buses

	Kenyon Avenue				Town Farm Road				Kenyon Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:45 AM	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
7:00 AM	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
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	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
8:15 AM	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
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 06:45 AM to 08:45 AM begins at:

6:45 AM	Kenyon Avenue				Town Farm Road				Kenyon Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	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
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													
Total				0				0				0	

PDI File #: **207568 I**
 Location: **S: Town Farm Road**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**
 Class:



Single-Unit Trucks

	Kenyon Avenue				Town Farm Road				Kenyon Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:45 AM	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
7:00 AM	4	0	0	4	0	0	0	0	0	1	0	1	5
7:15 AM	4	0	0	4	0	0	0	0	0	3	0	3	7
7:30 AM	1	0	0	1	0	0	0	0	0	3	0	3	4
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	9	0	0	9	0	0	0	0	0	8	0	8	17
8:00 AM	2	0	0	2	0	0	0	0	0	0	0	0	2
8:15 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
8:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	4	0	0	4	0	0	0	0	0	1	0	1	5
Grand Total	13	0	0	13	0	0	0	0	0	9	0	9	22
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	59.1	0.0	0.0	59.1	0.0	0.0	0.0	0.0	0.0	40.9	0.0	40.9	
Exiting Leg Total	9				0				13				22

Peak Hour Analysis from 06:45 AM to 08:45 AM begins at:

7:00 AM	Kenyon Avenue				Town Farm Road				Kenyon Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	4	0	0	4	0	0	0	0	0	1	0	1	5
7:15 AM	4	0	0	4	0	0	0	0	0	3	0	3	7
7:30 AM	1	0	0	1	0	0	0	0	0	3	0	3	4
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	9	0	0	9	0	0	0	0	0	8	0	8	17
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.563	0.000	0.000	0.563	0.000	0.000	0.000	0.000	0.000	0.667	0.000	0.667	0.607
Entering Leg	9	0	0	9	0	0	0	0	0	8	0	8	17
Exiting Leg				8				0				9	17
Total				17				0				17	34

PDI File #: **207568 I**
 Location: **S: Town Farm Road**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**
 Class:



Articulated Trucks

	Kenyon Avenue				Town Farm Road				Kenyon Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:45 AM	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
7:00 AM	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
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	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
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
8:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	0	0	0	0	1	0	1	2
Grand Total	1	0	0	1	0	0	0	0	0	1	0	1	2
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	
Exiting Leg Total	1				0				1				2

Peak Hour Analysis from 06:45 AM to 08:45 AM begins at:

7:45 AM	Kenyon Avenue					Town Farm Road					Kenyon Avenue					Total
	from East					from South					from West					
	Thru	Left	U-Turn	Total		Right	Left	U-Turn	Total		Right	Thru	U-Turn	Total		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1
8:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	0	0	1	0	0	0	0	0	0	1	0	1	2		
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	100.0	0.0				
PHF	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.500		
Entering Leg	1	0	0	1	0	0	0	0	0	0	1	0	1	2		
Exiting Leg				1				0					1	2		
Total				2				0					2	4		

PDI File #: **207568 I**
 Location: **S: Town Farm Road**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**



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

	Kenyon Avenue						Town Farm Road						Kenyon Avenue						Total	
	from East						from South						from West							
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total		
6:45 AM	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
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	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
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	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	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	1	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	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						1						0						1	

Peak Hour Analysis from 06:45 AM to 08:45 AM begins at:

7:00 AM	Kenyon Avenue						Town Farm Road						Kenyon Avenue						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
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	1	1	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
Exiting Leg	0						1						0						1
Total	0						2						0						2

PDI File #: **207568 I**
 Location: **S: Town Farm Road**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **6:45 AM**
 End Time: **8:45 AM**



Class: **Pedestrians**

	Kenyon Avenue						Town Farm Road						Kenyon Avenue						Total	
	from East						from South						from West							
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total		
6:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	2	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
7:45 AM	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	0	0	2	3	5	0	0	0	0	0	0	5
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
Total	0	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	3	5	8	0	0	0	0	0	0	8
Approach %	0	0	0	0	0	0	0	0	0	0	37.5	62.5		0	0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	37.5	62.5	100	0	0	0	0	0	0	
Exiting Leg Total	0						8						0						8	

Peak Hour Analysis from 06:45 AM to 08:45 AM begins at:

7:00 AM	Kenyon Avenue						Town Farm Road						Kenyon Avenue						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
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	2	2	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
7:45 AM	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	3
Total Volume	0	0	0	0	0	0	0	0	0	2	3	5	0	0	0	0	0	0	5
% Approach Total	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		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.375	0.417	0.000	0.000	0.000	0.000	0.000	0.000	0.417
Entering Leg	0	0	0	0	0	0	0	0	0	2	3	5	0	0	0	0	0	0	5
Exiting Leg	0						5						0						5
Total	0						10						0						10

PDI File #: **207568 II**
 Location: **S: Town Farm Road**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **2:00 PM**
 End Time: **5:00 PM**



Class: **Cars and Heavy Vehicles (Combined)**

	Kenyon Avenue				Town Farm Road				Kenyon Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
2:00 PM	27	2	0	29	1	1	0	2	1	40	0	41	72
2:15 PM	35	1	0	36	2	1	0	3	0	41	0	41	80
2:30 PM	39	0	0	39	1	0	0	1	1	47	0	48	88
2:45 PM	39	1	0	40	0	1	0	1	0	43	0	43	84
Total	140	4	0	144	4	3	0	7	2	171	0	173	324
3:00 PM	35	3	0	38	1	0	0	1	0	46	0	46	85
3:15 PM	32	0	0	32	1	0	0	1	0	42	0	42	75
3:30 PM	25	1	0	26	0	0	0	0	1	74	0	75	101
3:45 PM	25	0	0	25	0	1	0	1	0	57	0	57	83
Total	117	4	0	121	2	1	0	3	1	219	0	220	344
4:00 PM	31	0	0	31	1	1	0	2	0	67	0	67	100
4:15 PM	14	0	0	14	2	0	0	2	0	56	0	56	72
4:30 PM	29	0	0	29	3	1	0	4	1	61	0	62	95
4:45 PM	23	1	0	24	1	1	0	2	0	45	0	45	71
Total	97	1	0	98	7	3	0	10	1	229	0	230	338
Grand Total	354	9	0	363	13	7	0	20	4	619	0	623	1006
Approach %	97.5	2.5	0.0		65.0	35.0	0.0		0.6	99.4	0.0		
Total %	35.2	0.9	0.0	36.1	1.3	0.7	0.0	2.0	0.4	61.5	0.0	61.9	
Exiting Leg Total				632				13				361	1006
Cars	349	8	0	357	13	6	0	19	4	606	0	610	986
% Cars	98.6	88.9	0.0	98.3	100.0	85.7	0.0	95.0	100.0	97.9	0.0	97.9	98.0
Exiting Leg Total				619				12				355	986
Heavy Vehicles	5	1	0	6	0	1	0	1	0	13	0	13	20
% Heavy Vehicles	1.4	11.1	0.0	1.7	0.0	14.3	0.0	5.0	0.0	2.1	0.0	2.1	2.0
Exiting Leg Total				13				1				6	20

Peak Hour Analysis from 02:00 PM to 05:00 PM begins at:

3:15 PM	Kenyon Avenue				Town Farm Road				Kenyon Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:15 PM	32	0	0	32	1	0	0	1	0	42	0	42	75
3:30 PM	25	1	0	26	0	0	0	0	1	74	0	75	101
3:45 PM	25	0	0	25	0	1	0	1	0	57	0	57	83
4:00 PM	31	0	0	31	1	1	0	2	0	67	0	67	100
Total Volume	113	1	0	114	2	2	0	4	1	240	0	241	359
% Approach Total	99.1	0.9	0.0		50.0	50.0	0.0		0.4	99.6	0.0		
PHF	0.883	0.250	0.000	0.891	0.500	0.500	0.000	0.500	0.250	0.811	0.000	0.803	0.889
Cars	112	0	0	112	2	1	0	3	1	237	0	238	353
Cars %	99.1	0.0	0.0	98.2	100.0	50.0	0.0	75.0	100.0	98.8	0.0	98.8	98.3
Heavy Vehicles	1	1	0	2	0	1	0	1	0	3	0	3	6
Heavy Vehicles %	0.9	100.0	0.0	1.8	0.0	50.0	0.0	25.0	0.0	1.3	0.0	1.2	1.7
Cars Enter Leg	112	0	0	112	2	1	0	3	1	237	0	238	353
Heavy Enter Leg	1	1	0	2	0	1	0	1	0	3	0	3	6
Total Entering Leg	113	1	0	114	2	2	0	4	1	240	0	241	359
Cars Exiting Leg				239				1				113	353
Heavy Exiting Leg				3				1				2	6
Total Exiting Leg				242				2				115	359

PDI File #: **207568 II**
 Location: **S: Town Farm Road**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **2:00 PM**
 End Time: **5:00 PM**



Class: **Cars**

	Kenyon Avenue				Town Farm Road				Kenyon Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
2:00 PM	27	2	0	29	1	1	0	2	1	39	0	40	71
2:15 PM	34	1	0	35	2	1	0	3	0	38	0	38	76
2:30 PM	38	0	0	38	1	0	0	1	1	46	0	47	86
2:45 PM	39	1	0	40	0	1	0	1	0	41	0	41	82
Total	138	4	0	142	4	3	0	7	2	164	0	166	315
3:00 PM	35	3	0	38	1	0	0	1	0	46	0	46	85
3:15 PM	32	0	0	32	1	0	0	1	0	42	0	42	75
3:30 PM	25	0	0	25	0	0	0	0	1	73	0	74	99
3:45 PM	24	0	0	24	0	0	0	0	0	56	0	56	80
Total	116	3	0	119	2	0	0	2	1	217	0	218	339
4:00 PM	31	0	0	31	1	1	0	2	0	66	0	66	99
4:15 PM	13	0	0	13	2	0	0	2	0	54	0	54	69
4:30 PM	29	0	0	29	3	1	0	4	1	60	0	61	94
4:45 PM	22	1	0	23	1	1	0	2	0	45	0	45	70
Total	95	1	0	96	7	3	0	10	1	225	0	226	332
Grand Total	349	8	0	357	13	6	0	19	4	606	0	610	986
Approach %	97.8	2.2	0.0		68.4	31.6	0.0		0.7	99.3	0.0		
Total %	35.4	0.8	0.0	36.2	1.3	0.6	0.0	1.9	0.4	61.5	0.0	61.9	
Exiting Leg Total	619				12				355				986

Peak Hour Analysis from 02:00 PM to 05:00 PM begins at:

3:15 PM	Kenyon Avenue					Town Farm Road					Kenyon Avenue					Total
	from East					from South					from West					
	Thru	Left	U-Turn		Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total			
3:15 PM	32	0	0		32	1	0	0	1	0	42	0	42	75		
3:30 PM	25	0	0		25	0	0	0	0	1	73	0	74	99		
3:45 PM	24	0	0		24	0	0	0	0	0	56	0	56	80		
4:00 PM	31	0	0		31	1	1	0	2	0	66	0	66	99		
Total Volume	112	0	0		112	2	1	0	3	1	237	0	238	353		
% Approach Total	100.0	0.0	0.0			66.7	33.3	0.0		0.4	99.6	0.0				
PHF	0.875	0.000	0.000	0.875		0.500	0.250	0.000	0.375	0.250	0.812	0.000	0.804	0.891		
Entering Leg	112	0	0	112		2	1	0	3	1	237	0	238	353		
Exiting Leg				239					1				113	353		
Total				351					4				351	706		

PDI File #: **207568 II**
 Location: **S: Town Farm Road**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **2:00 PM**
 End Time: **5:00 PM**



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

	Kenyon Avenue				Town Farm Road				Kenyon Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
2:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
2:15 PM	1	0	0	1	0	0	0	0	0	3	0	3	4
2:30 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
2:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	2	0	0	2	0	0	0	0	0	7	0	7	9
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	2
3:45 PM	1	0	0	1	0	1	0	1	0	1	0	1	3
Total	1	1	0	2	0	1	0	1	0	2	0	2	5
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:15 PM	1	0	0	1	0	0	0	0	0	2	0	2	3
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	2	0	0	2	0	0	0	0	0	4	0	4	6
Grand Total	5	1	0	6	0	1	0	1	0	13	0	13	20
Approach %	83.3	16.7	0.0		0.0	100.0	0.0		0.0	100.0	0.0		
Total %	25.0	5.0	0.0	30.0	0.0	5.0	0.0	5.0	0.0	65.0	0.0	65.0	
Exiting Leg Total	13				1				6				20
Buses	0	0	0	0	0	0	0	0	0	1	0	1	1
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.7	0.0	7.7	5.0
Exiting Leg Total	1				0				0				1
Single-Unit Trucks	4	1	0	5	0	0	0	0	0	12	0	12	17
% Single-Unit	80.0	100.0	0.0	83.3	0.0	0.0	0.0	0.0	0.0	92.3	0.0	92.3	85.0
Exiting Leg Total	12				1				4				17
Articulated Trucks	1	0	0	1	0	1	0	1	0	0	0	0	2
% Articulated	20.0	0.0	0.0	16.7	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	10.0
Exiting Leg Total	0				0				2				2

Peak Hour Analysis from 02:00 PM to 05:00 PM begins at:

2:00 PM	Kenyon Avenue				Town Farm Road				Kenyon Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
2:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
2:15 PM	1	0	0	1	0	0	0	0	0	3	0	3	4
2:30 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
2:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
Total Volume	2	0	0	2	0	0	0	0	0	7	0	7	9
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.583	0.000	0.583	0.563
Buses	0	0	0	0	0	0	0	0	0	1	0	1	1
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.3	0.0	14.3	11.1
Single-Unit Trucks	2	0	0	2	0	0	0	0	0	6	0	6	8
Single-Unit %	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	85.7	0.0	85.7	88.9
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	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	1	0	1	1
Single-Unit Trucks	2	0	0	2	0	0	0	0	0	6	0	6	8
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	2	0	0	2	0	0	0	0	0	7	0	7	9
Buses	1				0				0				1
Single-Unit Trucks	6				0				2				8
Articulated Trucks	0				0				0				0
Total Exiting Leg	7				0				2				9

PDI File #: **207568 II**
 Location: **S: Town Farm Road**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **2:00 PM**
 End Time: **5:00 PM**



Class:

Buses

	Kenyon Avenue				Town Farm Road				Kenyon Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	1
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 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	1	0	1	1
Approach %	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	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	
Exiting Leg Total	1				0				0				1

Peak Hour Analysis from 02:00 PM to 05:00 PM begins at:

2:00 PM	Kenyon Avenue				Town Farm Road				Kenyon Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
2:45 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	1	0	1	1
% Approach Total	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	0.000	0.000	0.250	0.000	0.250	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	1	0	1	1
Exiting Leg				1				0				0	1
Total				1				0				1	2

PDI File #: **207568 II**
 Location: **S: Town Farm Road**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **2:00 PM**
 End Time: **5:00 PM**



Class:

Single-Unit Trucks

	Kenyon Avenue					Town Farm Road					Kenyon Avenue					Total
	from East					from South					from West					
	Thru	Left	U-Turn	Total		Right	Left	U-Turn	Total		Right	Thru	U-Turn	Total		
2:00 PM	0	0	0	0		0	0	0	0		0	1	0	1		
2:15 PM	1	0	0	1		0	0	0	0		0	3	0	3		
2:30 PM	1	0	0	1		0	0	0	0		0	0	0	0		
2:45 PM	0	0	0	0		0	0	0	0		0	2	0	2		
Total	2	0	0	2		0	0	0	0		0	6	0	6		
3:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		
3:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		
3:30 PM	0	1	0	1		0	0	0	0		0	1	0	1		
3:45 PM	0	0	0	0		0	0	0	0		0	1	0	1		
Total	0	1	0	1		0	0	0	0		0	2	0	2		
4:00 PM	0	0	0	0		0	0	0	0		0	1	0	1		
4:15 PM	1	0	0	1		0	0	0	0		0	2	0	2		
4:30 PM	0	0	0	0		0	0	0	0		0	1	0	1		
4:45 PM	1	0	0	1		0	0	0	0		0	0	0	0		
Total	2	0	0	2		0	0	0	0		0	4	0	4		
Grand Total	4	1	0	5		0	0	0	0		0	12	0	12		
Approach %	80.0	20.0	0.0			0.0	0.0	0.0			0.0	100.0	0.0			
Total %	23.5	5.9	0.0	29.4		0.0	0.0	0.0	0.0		0.0	70.6	0.0	70.6		
Exiting Leg Total	12					1					4					17

Peak Hour Analysis from 02:00 PM to 05:00 PM begins at:

2:00 PM	Kenyon Avenue				Town Farm Road				Kenyon Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
2:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
2:15 PM	1	0	0	1	0	0	0	0	0	3	0	3	4
2:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
2:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
Total Volume	2	0	0	2	0	0	0	0	0	6	0	6	8
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.500
Entering Leg	2	0	0	2	0	0	0	0	0	6	0	6	8
Exiting Leg	6				0				2				8
Total	8				0				8				16

PDI File #: **207568 II**
 Location: **S: Town Farm Road**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **2:00 PM**
 End Time: **5:00 PM**



Class:

Articulated Trucks

	Kenyon Avenue					Town Farm Road					Kenyon Avenue					Total
	from East					from South					from West					
	Thru	Left	U-Turn	Total		Right	Left	U-Turn	Total		Right	Thru	U-Turn	Total		
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	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	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM	1	0	0	1	0	1	0	1	0	0	0	0	0	0	2	
Total	1	0	0	1	0	1	0	1	0	0	0	0	0	0	2	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	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	
Grand Total	1	0	0	1	0	1	0	1	0	0	0	0	0	0	2	
Approach %	100.0	0.0	0.0		0.0	100.0	0.0		0.0	0.0	0.0					
Total %	50.0	0.0	0.0	50.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0			
Exiting Leg Total	0					0					2					2

Peak Hour Analysis from 02:00 PM to 05:00 PM begins at:

3:00 PM	Kenyon Avenue				Town Farm Road				Kenyon Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	1	0	0	1	0	1	0	1	0	0	0	0	2
Total Volume	1	0	0	1	0	1	0	1	0	0	0	0	2
% Approach Total	100.0	0.0	0.0		0.0	100.0	0.0		0.0	0.0	0.0		
PHF	0.250	0.000	0.000	0.250	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.250
Entering Leg	1	0	0	1	0	1	0	1	0	0	0	0	2
Exiting Leg				0				0				2	2
Total				1				1				2	4

PDI File #: 207568 II
 Location: S: Town Farm Road
 Location: E: Kenyon Avenue W: Kenyon Avenue
 City, State: South Kingstown, RI
 Client: VHB/Z.Tiang
 Site Code: 84090.19
 Count Date: Wednesday, July 15, 2020
 Start Time: 2:00 PM
 End Time: 5:00 PM



Class: Bicycles (on Roadway and Crosswalks)

	Kenyon Avenue						Town Farm Road						Kenyon Avenue						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
2:45 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	1	0	0	0	0	0	1
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	2
Grand Total	0	0	0	0	0	0	0	0	1	0	1	0	2	1	0	0	0	0	3
Approach %	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	
Total %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	33.3	0.0	33.3	0.0	66.7	33.3	0.0	0.0	0.0	0.0	33.3
Exiting Leg Total	0						2						1						3

Peak Hour Analysis from 02:00 PM to 05:00 PM begins at:

3:15 PM	Kenyon Avenue						Town Farm Road						Kenyon Avenue						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	2
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	50.0	0.0	50.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	2
Exiting Leg	0						1						1						2
Total	0						3						1						4

PDI File #: **207568 II**
 Location: **S: Town Farm Road**
 Location: **E: Kenyon Avenue W: Kenyon Avenue**
 City, State: **South Kingstown, RI**
 Client: **VHB/Z.Tiang**
 Site Code: **84090.19**
 Count Date: **Wednesday, July 15, 2020**
 Start Time: **2:00 PM**
 End Time: **5:00 PM**



Class: **Pedestrians**

	Kenyon Avenue						Town Farm Road						Kenyon Avenue						Total	
	from East						from South						from West							
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total		
2:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	1	1	3
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
2:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	1	1	5
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	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	0	4	1	5	0	0	0	0	1	1	6
Approach %	0	0	0	0	0	0	0	0	0	0	80	20		0	0	0	0	100		
Total %	0	0	0	0	0	0	0	0	0	0	66.667	16.667	83.333	0	0	0	0	16.667	16.667	
Exiting Leg Total	0						5						1						6	

Peak Hour Analysis from 02:00 PM to 05:00 PM begins at:

2:00 PM	Kenyon Avenue						Town Farm Road						Kenyon Avenue						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
2:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	1	1	3
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
2:45 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	3	1	4	0	0	0	0	1	1	5
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	75.0	25.0		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	0.375	0.250	0.500	0.000	0.000	0.000	0.000	0.250	0.250	0.417
Entering Leg	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	1	1	5
Exiting Leg	0						4						1						5
Total	0						8						2						10

Appendix C - Capacity Analysis

																				
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR								
Lane Configurations																				
Sign Control		Stop			Stop			Stop			Stop									
Traffic Volume (vph)	0	28	28	6	9	4	9	42	3	12	80	0								
Future Volume (vph)	0	28	28	6	9	4	9	42	3	12	80	0								
Peak Hour Factor	0.60	0.60	0.60	0.71	0.71	0.71	0.82	0.82	0.82	0.68	0.68	0.68								
Hourly flow rate (vph)	0	47	47	8	13	6	11	51	4	18	118	0								
Direction, Lane #	EB 1	WB 1	NB 1	SB 1																
Volume Total (vph)	94	27	66	136																
Volume Left (vph)	0	8	11	18																
Volume Right (vph)	47	6	4	0																
Hadj (s)	-0.30	-0.07	0.03	0.06																
Departure Headway (s)	4.1	4.4	4.3	4.3																
Degree Utilization, x	0.11	0.03	0.08	0.16																
Capacity (veh/h)	837	767	793	813																
Control Delay (s)	7.6	7.5	7.7	8.1																
Approach Delay (s)	7.6	7.5	7.7	8.1																
Approach LOS	A	A	A	A																
Intersection Summary																				
Delay			7.8																	
Level of Service			A																	
Intersection Capacity Utilization			18.9%	ICU Level of Service					A											
Analysis Period (min)			15																	

South County Hospital
2: Kenyon Avenue & Salt Pond Road

Existing Condition
Timing Plan: Peak AM

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	44	80	206	103	133	46
Future Volume (Veh/h)	44	80	206	103	133	46
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.83	0.83	0.87	0.87	0.74	0.74
Hourly flow rate (vph)	53	96	237	118	180	62
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	803	211	242			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	803	211	242			
tC, single (s)	6.5	6.3	4.1			
tC, 2 stage (s)						
tF (s)	3.6	3.4	2.2			
p0 queue free %	81	88	82			
cM capacity (veh/h)	285	819	1330			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	149	355	242			
Volume Left	53	237	0			
Volume Right	96	0	62			
cSH	492	1330	1700			
Volume to Capacity	0.30	0.18	0.14			
Queue Length 95th (ft)	32	16	0			
Control Delay (s)	15.5	6.1	0.0			
Lane LOS	C	A				
Approach Delay (s)	15.5	6.1	0.0			
Approach LOS	C					
Intersection Summary						
Average Delay			6.0			
Intersection Capacity Utilization		44.0%		ICU Level of Service	A	
Analysis Period (min)		15				

South County Hospital
3: Eastern Hospital Entrance & Kenyon Avenue

Existing Condition
Timing Plan: Peak AM

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	88	28	94	162	13	37
Future Volume (Veh/h)	88	28	94	162	13	37
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.80	0.80	0.92	0.92	0.68	0.68
Hourly flow rate (vph)	110	35	102	176	19	54
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			145		508	128
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			145		508	128
tC, single (s)			4.1		6.5	6.3
tC, 2 stage (s)						
tF (s)			2.2		3.6	3.4
p0 queue free %			93		96	94
cM capacity (veh/h)			1431		476	904
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	145	278	73			
Volume Left	0	102	19			
Volume Right	35	0	54			
cSH	1700	1431	733			
Volume to Capacity	0.09	0.07	0.10			
Queue Length 95th (ft)	0	6	8			
Control Delay (s)	0.0	3.2	10.5			
Lane LOS		A	B			
Approach Delay (s)	0.0	3.2	10.5			
Approach LOS			B			
Intersection Summary						
Average Delay			3.3			
Intersection Capacity Utilization			30.4%	ICU Level of Service	A	
Analysis Period (min)			15			

South County Hospital
5: Enter Only & Kenyon Avenue

Existing Condition
Timing Plan: Peak AM

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	89	9	19	146	11	26
Future Volume (Veh/h)	89	9	19	146	11	26
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.73	0.73	0.89	0.89	0.71	0.71
Hourly flow rate (vph)	122	12	21	164	15	37
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			134		334	128
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			134		334	128
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		98	96
cM capacity (veh/h)			1457		650	919
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	134	185	52			
Volume Left	0	21	15			
Volume Right	12	0	37			
cSH	1700	1457	821			
Volume to Capacity	0.08	0.01	0.06			
Queue Length 95th (ft)	0	1	5			
Control Delay (s)	0.0	1.0	9.7			
Lane LOS		A	A			
Approach Delay (s)	0.0	1.0	9.7			
Approach LOS			A			
Intersection Summary						
Average Delay			1.8			
Intersection Capacity Utilization		25.4%		ICU Level of Service	A	
Analysis Period (min)		15				

South County Hospital
7: Exit Only & Kenyon Avenue

Existing Condition
Timing Plan: Peak AM

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	114	0	9	165	0	1
Future Volume (Veh/h)	114	0	9	165	0	1
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.82	0.82	0.86	0.86	0.25	0.25
Hourly flow rate (vph)	139	0	10	192	0	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			139		351	139
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			139		351	139
tC, single (s)			4.1		7.4	7.2
tC, 2 stage (s)						
tF (s)			2.2		4.4	4.2
p0 queue free %			99		100	99
cM capacity (veh/h)			1451		486	703
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	139	202	4			
Volume Left	0	10	0			
Volume Right	0	0	4			
cSH	1700	1451	703			
Volume to Capacity	0.08	0.01	0.01			
Queue Length 95th (ft)	0	1	0			
Control Delay (s)	0.0	0.4	10.1			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.4	10.1			
Approach LOS		B				
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization		25.8%		ICU Level of Service	A	
Analysis Period (min)		15				

South County Hospital
9: Western Hospital Entrance & Kenyon Avenue

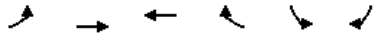
Existing Condition
Timing Plan: Peak AM

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	76	37	122	44	3	10
Future Volume (Veh/h)	76	37	122	44	3	10
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.66	0.66	0.90	0.90	0.50	0.50
Hourly flow rate (vph)	115	56	136	49	6	20
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			171		464	143
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			171		464	143
tC, single (s)			4.1		6.6	6.4
tC, 2 stage (s)						
tF (s)			2.2		3.7	3.5
p0 queue free %			90		99	98
cM capacity (veh/h)			1406		479	866
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	171	185	26			
Volume Left	0	136	6			
Volume Right	56	0	20			
cSH	1700	1406	730			
Volume to Capacity	0.10	0.10	0.04			
Queue Length 95th (ft)	0	8	3			
Control Delay (s)	0.0	6.0	10.1			
Lane LOS		A	B			
Approach Delay (s)	0.0	6.0	10.1			
Approach LOS		B				
Intersection Summary						
Average Delay			3.6			
Intersection Capacity Utilization		25.7%		ICU Level of Service	A	
Analysis Period (min)		15				

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↕			↕	↕	
Traffic Volume (veh/h)	132	1	1	257	3	0
Future Volume (Veh/h)	132	1	1	257	3	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.93	0.93	0.38	0.38
Hourly flow rate (vph)	148	1	1	276	8	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			149		426	148
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			149		426	148
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	100
cM capacity (veh/h)			1426		588	904
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	149	277	8			
Volume Left	0	1	8			
Volume Right	1	0	0			
cSH	1700	1426	588			
Volume to Capacity	0.09	0.00	0.01			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	0.0	0.0	11.2			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.0	11.2			
Approach LOS			B			
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization		24.3%		ICU Level of Service	A	
Analysis Period (min)		15				

South County Hospital
15: Kenyon Avenue & Christopher Street

Existing Condition
Timing Plan: Peak AM



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↰		↰	↰
Traffic Volume (veh/h)	4	83	152	3	14	12
Future Volume (Veh/h)	4	83	152	3	14	12
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.76	0.76	0.88	0.88	0.86	0.86
Hourly flow rate (vph)	5	109	173	3	16	14
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	176				294	174
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	176				294	174
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				98	98
cM capacity (veh/h)	1394				691	864
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	114	176	30			
Volume Left	5	0	16			
Volume Right	0	3	14			
cSH	1394	1700	762			
Volume to Capacity	0.00	0.10	0.04			
Queue Length 95th (ft)	0	0	3			
Control Delay (s)	0.4	0.0	9.9			
Lane LOS	A		A			
Approach Delay (s)	0.4	0.0	9.9			
Approach LOS			A			
Intersection Summary						
Average Delay			1.1			
Intersection Capacity Utilization			18.2%	ICU Level of Service	A	
Analysis Period (min)			15			

South County Hospital
21: Salt Pond Road & Route 1 Off-Ramp

Existing Condition
Timing Plan: Peak AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	12	0	135	15	174	0	0	95	119
Future Volume (Veh/h)	0	0	0	12	0	135	15	174	0	0	95	119
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.86	0.86	0.86	0.75	0.75	0.75	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	14	0	157	20	232	0	0	106	132
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None						None					
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	601	444	172	444	510	232	238			232		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	601	444	172	444	510	232	238			232		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	97	100	81	99			100		
cM capacity (veh/h)	328	501	872	520	461	810	1335			1324		
Direction, Lane #	WB 1	WB 2	NB 1	SB 1								
Volume Total	14	157	252	238								
Volume Left	14	0	20	0								
Volume Right	0	157	0	132								
cSH	520	810	1335	1700								
Volume to Capacity	0.03	0.19	0.01	0.14								
Queue Length 95th (ft)	2	18	1	0								
Control Delay (s)	12.1	10.5	0.7	0.0								
Lane LOS	B	B	A									
Approach Delay (s)	10.6		0.7	0.0								
Approach LOS	B											
Intersection Summary												
Average Delay				3.0								
Intersection Capacity Utilization				31.6%	ICU Level of Service	A						
Analysis Period (min)				15								

South County Hospital
1: Kenyon Avenue & Silver Lake Avenue

Existing Condition
Timing Plan: Peak PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	4	21	46	7	44	8	25	88	9	18	69	1
Future Volume (vph)	4	21	46	7	44	8	25	88	9	18	69	1
Peak Hour Factor	0.60	0.60	0.60	0.71	0.71	0.71	0.82	0.82	0.82	0.68	0.68	0.68
Hourly flow rate (vph)	7	35	77	10	62	11	30	107	11	26	101	1
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	119	83	148	128								
Volume Left (vph)	7	10	30	26								
Volume Right (vph)	77	11	11	1								
Hadj (s)	-0.38	-0.06	0.03	0.07								
Departure Headway (s)	4.3	4.6	4.6	4.6								
Degree Utilization, x	0.14	0.11	0.19	0.16								
Capacity (veh/h)	777	717	750	734								
Control Delay (s)	8.0	8.2	8.6	8.5								
Approach Delay (s)	8.0	8.2	8.6	8.5								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			8.4									
Level of Service			A									
Intersection Capacity Utilization			20.7%		ICU Level of Service				A			
Analysis Period (min)			15									

South County Hospital
2: Kenyon Avenue & Salt Pond Road

Existing Condition
Timing Plan: Peak PM

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	73	153	108	153	414	41
Future Volume (Veh/h)	73	153	108	153	414	41
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.83	0.83	0.87	0.87	0.74	0.74
Hourly flow rate (vph)	88	184	124	176	559	55
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1010	586	614			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1010	586	614			
tC, single (s)	6.5	6.3	4.1			
tC, 2 stage (s)						
tF (s)	3.6	3.4	2.2			
p0 queue free %	61	63	87			
cM capacity (veh/h)	228	502	970			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	272	300	614			
Volume Left	88	124	0			
Volume Right	184	0	55			
cSH	361	970	1700			
Volume to Capacity	0.75	0.13	0.36			
Queue Length 95th (ft)	149	11	0			
Control Delay (s)	39.7	4.6	0.0			
Lane LOS	E	A				
Approach Delay (s)	39.7	4.6	0.0			
Approach LOS	E					
Intersection Summary						
Average Delay			10.3			
Intersection Capacity Utilization			61.8%	ICU Level of Service	B	
Analysis Period (min)			15			

South County Hospital
3: Eastern Hospital Entrance & Kenyon Avenue

Existing Condition
Timing Plan: Peak PM

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	144	20	53	92	25	79
Future Volume (Veh/h)	144	20	53	92	25	79
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.80	0.80	0.92	0.92	0.68	0.68
Hourly flow rate (vph)	180	25	58	100	37	116
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			205		408	192
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			205		408	192
tC, single (s)			4.1		6.5	6.3
tC, 2 stage (s)						
tF (s)			2.2		3.6	3.4
p0 queue free %			96		93	86
cM capacity (veh/h)			1360		561	831
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	205	158	153			
Volume Left	0	58	37			
Volume Right	25	0	116			
cSH	1700	1360	745			
Volume to Capacity	0.12	0.04	0.21			
Queue Length 95th (ft)	0	3	19			
Control Delay (s)	0.0	3.1	11.1			
Lane LOS		A	B			
Approach Delay (s)	0.0	3.1	11.1			
Approach LOS		B				
Intersection Summary						
Average Delay			4.2			
Intersection Capacity Utilization			32.8%	ICU Level of Service	A	
Analysis Period (min)			15			

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	154	7	10	111	11	10
Future Volume (Veh/h)	154	7	10	111	11	10
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.73	0.73	0.89	0.89	0.71	0.71
Hourly flow rate (vph)	211	10	11	125	15	14
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			221		363	216
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			221		363	216
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		98	98
cM capacity (veh/h)			1354		629	821
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	221	136	29			
Volume Left	0	11	15			
Volume Right	10	0	14			
cSH	1700	1354	709			
Volume to Capacity	0.13	0.01	0.04			
Queue Length 95th (ft)	0	1	3			
Control Delay (s)	0.0	0.7	10.3			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.7	10.3			
Approach LOS		B				
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization		24.1%		ICU Level of Service	A	
Analysis Period (min)		15				

South County Hospital
7: Exit Only & Kenyon Avenue

Existing Condition
Timing Plan: Peak PM

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	163	1	0	122	0	0
Future Volume (Veh/h)	163	1	0	122	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.82	0.82	0.86	0.86	0.25	0.25
Hourly flow rate (vph)	199	1	0	142	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			200		342	200
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			200		342	200
tC, single (s)			4.1		7.4	7.2
tC, 2 stage (s)						
tF (s)			2.2		4.4	4.2
p0 queue free %			100		100	100
cM capacity (veh/h)			1378		496	645
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	200	142	0			
Volume Left	0	0	0			
Volume Right	1	0	0			
cSH	1700	1378	1700			
Volume to Capacity	0.12	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			12.0%	ICU Level of Service	A	
Analysis Period (min)			15			

South County Hospital
9: Western Hospital Entrance & Kenyon Avenue

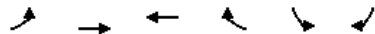
Existing Condition
Timing Plan: Peak PM

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	86	13	26	102	26	75
Future Volume (Veh/h)	86	13	26	102	26	75
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.66	0.66	0.90	0.90	0.50	0.50
Hourly flow rate (vph)	130	20	29	113	52	150
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			150		311	140
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			150		311	140
tC, single (s)			4.1		6.6	6.4
tC, 2 stage (s)						
tF (s)			2.2		3.7	3.5
p0 queue free %			98		92	83
cM capacity (veh/h)			1431		638	870
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	150	142	202			
Volume Left	0	29	52			
Volume Right	20	0	150			
cSH	1700	1431	795			
Volume to Capacity	0.09	0.02	0.25			
Queue Length 95th (ft)	0	2	25			
Control Delay (s)	0.0	1.7	11.1			
Lane LOS		A	B			
Approach Delay (s)	0.0	1.7	11.1			
Approach LOS		B				
Intersection Summary						
Average Delay		5.0				
Intersection Capacity Utilization		26.2%		ICU Level of Service	A	
Analysis Period (min)		15				

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	229	1	6	145	1	2
Future Volume (Veh/h)	229	1	6	145	1	2
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.93	0.93	0.38	0.38
Hourly flow rate (vph)	257	1	6	156	3	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			258		426	258
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			258		426	258
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	99
cM capacity (veh/h)			1301		587	786
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	258	162	8			
Volume Left	0	6	3			
Volume Right	1	0	5			
cSH	1700	1301	697			
Volume to Capacity	0.15	0.00	0.01			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	0.0	0.3	10.2			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.3	10.2			
Approach LOS		B				
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			22.5%	ICU Level of Service	A	
Analysis Period (min)			15			

South County Hospital
15: Kenyon Avenue & Christopher Street

Existing Condition
Timing Plan: Peak PM



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↰		↰	↰
Traffic Volume (veh/h)	14	152	117	6	7	11
Future Volume (Veh/h)	14	152	117	6	7	11
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.76	0.76	0.88	0.88	0.86	0.86
Hourly flow rate (vph)	18	200	133	7	8	13
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	140				372	136
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	140				372	136
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				99	99
cM capacity (veh/h)	1437				617	907
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	218	140	21			
Volume Left	18	0	8			
Volume Right	0	7	13			
cSH	1437	1700	769			
Volume to Capacity	0.01	0.08	0.03			
Queue Length 95th (ft)	1	0	2			
Control Delay (s)	0.7	0.0	9.8			
Lane LOS	A		A			
Approach Delay (s)	0.7	0.0	9.8			
Approach LOS			A			
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization		28.6%		ICU Level of Service	A	
Analysis Period (min)		15				

South County Hospital
21: Salt Pond Road & Route 1 Off-Ramp

Existing Condition
Timing Plan: Peak PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	17	1	88	25	172	0	0	173	394
Future Volume (Veh/h)	0	0	0	17	1	88	25	172	0	0	173	394
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.86	0.86	0.86	0.75	0.75	0.75	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	20	1	102	33	229	0	0	192	438
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	808	706	411	706	925	229	630			229		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	808	706	411	706	925	229	630			229		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	94	100	87	97			100		
cM capacity (veh/h)	254	348	641	343	261	813	957			1327		
Direction, Lane #	WB 1	WB 2	NB 1	SB 1								
Volume Total	21	102	262	630								
Volume Left	20	0	33	0								
Volume Right	0	102	0	438								
cSH	338	813	957	1700								
Volume to Capacity	0.06	0.13	0.03	0.37								
Queue Length 95th (ft)	5	11	3	0								
Control Delay (s)	16.4	10.1	1.4	0.0								
Lane LOS	C	B	A									
Approach Delay (s)	11.1		1.4	0.0								
Approach LOS	B											
Intersection Summary												
Average Delay			1.7									
Intersection Capacity Utilization			43.3%			ICU Level of Service			A			
Analysis Period (min)			15									

																				
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR								
Lane Configurations																				
Sign Control		Stop			Stop			Stop			Stop									
Traffic Volume (vph)	0	28	28	6	9	6	9	42	3	12	81	0								
Future Volume (vph)	0	28	28	6	9	6	9	42	3	12	81	0								
Peak Hour Factor	0.60	0.60	0.60	0.71	0.71	0.71	0.82	0.82	0.82	0.68	0.68	0.68								
Hourly flow rate (vph)	0	47	47	8	13	8	11	51	4	18	119	0								
Direction, Lane #	EB 1	WB 1	NB 1	SB 1																
Volume Total (vph)	94	29	66	137																
Volume Left (vph)	0	8	11	18																
Volume Right (vph)	47	8	4	0																
Hadj (s)	-0.30	-0.11	0.03	0.06																
Departure Headway (s)	4.1	4.4	4.3	4.3																
Degree Utilization, x	0.11	0.04	0.08	0.16																
Capacity (veh/h)	836	772	792	812																
Control Delay (s)	7.6	7.5	7.7	8.1																
Approach Delay (s)	7.6	7.5	7.7	8.1																
Approach LOS	A	A	A	A																
Intersection Summary																				
Delay			7.8																	
Level of Service			A																	
Intersection Capacity Utilization			19.2%	ICU Level of Service					A											
Analysis Period (min)			15																	

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	44	81	207	104	134	47
Future Volume (Veh/h)	44	81	207	104	134	47
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.83	0.83	0.87	0.87	0.74	0.74
Hourly flow rate (vph)	53	98	238	120	181	64
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	809	213	245			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	809	213	245			
tC, single (s)	6.5	6.3	4.1			
tC, 2 stage (s)						
tF (s)	3.6	3.4	2.2			
p0 queue free %	81	88	82			
cM capacity (veh/h)	283	817	1327			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	151	358	245			
Volume Left	53	238	0			
Volume Right	98	0	64			
cSH	491	1327	1700			
Volume to Capacity	0.31	0.18	0.14			
Queue Length 95th (ft)	32	16	0			
Control Delay (s)	15.6	6.1	0.0			
Lane LOS	C	A				
Approach Delay (s)	15.6	6.1	0.0			
Approach LOS	C					
Intersection Summary						
Average Delay			6.0			
Intersection Capacity Utilization			44.3%	ICU Level of Service	A	
Analysis Period (min)			15			

South County Hospital
3: Eastern Hospital Entrance & Kenyon Avenue

2025 No-Build Condition
Timing Plan: Peak AM

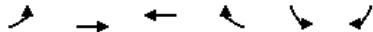
						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	89	28	94	163	13	38
Future Volume (Veh/h)	89	28	94	163	13	38
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.80	0.80	0.92	0.92	0.68	0.68
Hourly flow rate (vph)	111	35	102	177	19	56
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			146	510		128
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			146	510		128
tC, single (s)			4.1	6.5		6.3
tC, 2 stage (s)						
tF (s)			2.2	3.6		3.4
p0 queue free %			93	96		94
cM capacity (veh/h)			1430	475		903
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	146	279	75			
Volume Left	0	102	19			
Volume Right	35	0	56			
cSH	1700	1430	735			
Volume to Capacity	0.09	0.07	0.10			
Queue Length 95th (ft)	0	6	8			
Control Delay (s)	0.0	3.2	10.5			
Lane LOS		A	B			
Approach Delay (s)	0.0	3.2	10.5			
Approach LOS			B			
Intersection Summary						
Average Delay			3.4			
Intersection Capacity Utilization			30.4%	ICU Level of Service		A
Analysis Period (min)			15			

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	90	9	19	147	11	27
Future Volume (Veh/h)	90	9	19	147	11	27
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.73	0.73	0.89	0.89	0.71	0.71
Hourly flow rate (vph)	123	12	21	165	15	38
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			135		336	129
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			135		336	129
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		98	96
cM capacity (veh/h)			1456		648	918
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	135	186	53			
Volume Left	0	21	15			
Volume Right	12	0	38			
cSH	1700	1456	821			
Volume to Capacity	0.08	0.01	0.06			
Queue Length 95th (ft)	0	1	5			
Control Delay (s)	0.0	1.0	9.7			
Lane LOS		A	A			
Approach Delay (s)	0.0	1.0	9.7			
Approach LOS		A				
Intersection Summary						
Average Delay			1.8			
Intersection Capacity Utilization		25.5%		ICU Level of Service	A	
Analysis Period (min)		15				

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	115	0	9	166	0	1
Future Volume (Veh/h)	115	0	9	166	0	1
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.82	0.82	0.86	0.86	0.25	0.25
Hourly flow rate (vph)	140	0	10	193	0	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			140		353	140
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			140		353	140
tC, single (s)			4.1		7.4	7.2
tC, 2 stage (s)						
tF (s)			2.2		4.4	4.2
p0 queue free %			99		100	99
cM capacity (veh/h)			1449		484	702
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	140	203	4			
Volume Left	0	10	0			
Volume Right	0	0	4			
cSH	1700	1449	702			
Volume to Capacity	0.08	0.01	0.01			
Queue Length 95th (ft)	0	1	0			
Control Delay (s)	0.0	0.4	10.2			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.4	10.2			
Approach LOS		B				
Intersection Summary						
Average Delay		0.4				
Intersection Capacity Utilization		25.9%	ICU Level of Service	A		
Analysis Period (min)		15				

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	76	38	123	44	3	10
Future Volume (Veh/h)	76	38	123	44	3	10
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.66	0.66	0.90	0.90	0.50	0.50
Hourly flow rate (vph)	115	58	137	49	6	20
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			173		467	144
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			173		467	144
tC, single (s)			4.1		6.6	6.4
tC, 2 stage (s)						
tF (s)			2.2		3.7	3.5
p0 queue free %			90		99	98
cM capacity (veh/h)			1404		476	865
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	173	186	26			
Volume Left	0	137	6			
Volume Right	58	0	20			
cSH	1700	1404	728			
Volume to Capacity	0.10	0.10	0.04			
Queue Length 95th (ft)	0	8	3			
Control Delay (s)	0.0	6.0	10.1			
Lane LOS		A	B			
Approach Delay (s)	0.0	6.0	10.1			
Approach LOS			B			
Intersection Summary						
Average Delay			3.6			
Intersection Capacity Utilization			25.8%	ICU Level of Service	A	
Analysis Period (min)			15			

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	133	1	1	259	3	0
Future Volume (Veh/h)	133	1	1	259	3	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.93	0.93	0.38	0.38
Hourly flow rate (vph)	149	1	1	278	8	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			150		430	150
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			150		430	150
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	100
cM capacity (veh/h)			1425		586	902
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	150	279	8			
Volume Left	0	1	8			
Volume Right	1	0	0			
cSH	1700	1425	586			
Volume to Capacity	0.09	0.00	0.01			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	0.0	0.0	11.2			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.0	11.2			
Approach LOS			B			
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization		24.4%		ICU Level of Service	A	
Analysis Period (min)		15				



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↰		↰	↰
Traffic Volume (veh/h)	4	83	153	3	14	12
Future Volume (Veh/h)	4	83	153	3	14	12
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.76	0.76	0.88	0.88	0.86	0.86
Hourly flow rate (vph)	5	109	174	3	16	14
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	177				294	176
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	177				294	176
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				98	98
cM capacity (veh/h)	1393				690	863
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	114	177	30			
Volume Left	5	0	16			
Volume Right	0	3	14			
cSH	1393	1700	761			
Volume to Capacity	0.00	0.10	0.04			
Queue Length 95th (ft)	0	0	3			
Control Delay (s)	0.4	0.0	9.9			
Lane LOS	A		A			
Approach Delay (s)	0.4	0.0	9.9			
Approach LOS			A			
Intersection Summary						
Average Delay			1.1			
Intersection Capacity Utilization			18.2%	ICU Level of Service	A	
Analysis Period (min)			15			

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	12	0	136	16	175	0	0	95	120
Future Volume (Veh/h)	0	0	0	12	0	136	16	175	0	0	95	120
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.86	0.86	0.86	0.75	0.75	0.75	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	14	0	158	21	233	0	0	106	133
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None						None					
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	606	448	172	448	514	233	239			233		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	606	448	172	448	514	233	239			233		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	97	100	80	98			100		
cM capacity (veh/h)	325	498	871	517	458	809	1334			1323		
Direction, Lane #	WB 1	WB 2	NB 1	SB 1								
Volume Total	14	158	254	239								
Volume Left	14	0	21	0								
Volume Right	0	158	0	133								
cSH	517	809	1334	1700								
Volume to Capacity	0.03	0.20	0.02	0.14								
Queue Length 95th (ft)	2	18	1	0								
Control Delay (s)	12.2	10.5	0.8	0.0								
Lane LOS	B	B	A									
Approach Delay (s)	10.7		0.8	0.0								
Approach LOS	B											
Intersection Summary												
Average Delay				3.1								
Intersection Capacity Utilization				32.5%	ICU Level of Service			A				
Analysis Period (min)				15								

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	4	47	21	7	44	8	25	89	9	18	70	1
Future Volume (vph)	4	47	21	7	44	8	25	89	9	18	70	1
Peak Hour Factor	0.60	0.60	0.60	0.71	0.71	0.71	0.82	0.82	0.82	0.68	0.68	0.68
Hourly flow rate (vph)	7	78	35	10	62	11	30	109	11	26	103	1
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	120	83	150	130								
Volume Left (vph)	7	10	30	26								
Volume Right (vph)	35	11	11	1								
Hadj (s)	-0.16	-0.06	0.03	0.07								
Departure Headway (s)	4.5	4.7	4.6	4.6								
Degree Utilization, x	0.15	0.11	0.19	0.17								
Capacity (veh/h)	740	714	746	730								
Control Delay (s)	8.3	8.2	8.6	8.6								
Approach Delay (s)	8.3	8.2	8.6	8.6								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			8.5									
Level of Service			A									
Intersection Capacity Utilization			20.8%		ICU Level of Service				A			
Analysis Period (min)			15									

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	73	153	109	154	417	41
Future Volume (Veh/h)	73	153	109	154	417	41
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.83	0.83	0.87	0.87	0.74	0.74
Hourly flow rate (vph)	88	184	125	177	564	55
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1018	592	619			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1018	592	619			
tC, single (s)	6.5	6.3	4.1			
tC, 2 stage (s)						
tF (s)	3.6	3.4	2.2			
p0 queue free %	61	63	87			
cM capacity (veh/h)	225	499	966			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	272	302	619			
Volume Left	88	125	0			
Volume Right	184	0	55			
cSH	358	966	1700			
Volume to Capacity	0.76	0.13	0.36			
Queue Length 95th (ft)	152	11	0			
Control Delay (s)	40.8	4.6	0.0			
Lane LOS	E	A				
Approach Delay (s)	40.8	4.6	0.0			
Approach LOS	E					
Intersection Summary						
Average Delay			10.5			
Intersection Capacity Utilization			62.0%	ICU Level of Service	B	
Analysis Period (min)			15			

South County Hospital
3: Eastern Hospital Entrance & Kenyon Avenue

2025 No-Build Condition
Timing Plan: Peak PM

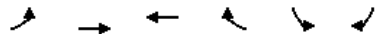
						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	145	20	53	93	25	80
Future Volume (Veh/h)	145	20	53	93	25	80
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.80	0.80	0.92	0.92	0.68	0.68
Hourly flow rate (vph)	181	25	58	101	37	118
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			206		410	194
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			206		410	194
tC, single (s)			4.1		6.5	6.3
tC, 2 stage (s)						
tF (s)			2.2		3.6	3.4
p0 queue free %			96		93	86
cM capacity (veh/h)			1359		559	830
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	206	159	155			
Volume Left	0	58	37			
Volume Right	25	0	118			
cSH	1700	1359	744			
Volume to Capacity	0.12	0.04	0.21			
Queue Length 95th (ft)	0	3	20			
Control Delay (s)	0.0	3.1	11.1			
Lane LOS		A	B			
Approach Delay (s)	0.0	3.1	11.1			
Approach LOS		B				
Intersection Summary						
Average Delay		4.2				
Intersection Capacity Utilization		33.0%	ICU Level of Service	A		
Analysis Period (min)		15				

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	155	8	10	112	11	10
Future Volume (Veh/h)	155	8	10	112	11	10
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.73	0.73	0.89	0.89	0.71	0.71
Hourly flow rate (vph)	212	11	11	126	15	14
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			223		366	218
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			223		366	218
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		98	98
cM capacity (veh/h)			1352		627	820
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	223	137	29			
Volume Left	0	11	15			
Volume Right	11	0	14			
cSH	1700	1352	707			
Volume to Capacity	0.13	0.01	0.04			
Queue Length 95th (ft)	0	1	3			
Control Delay (s)	0.0	0.7	10.3			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.7	10.3			
Approach LOS		B				
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization		24.2%		ICU Level of Service	A	
Analysis Period (min)		15				

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	164	0	0	123	0	0
Future Volume (Veh/h)	164	0	0	123	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.82	0.82	0.86	0.86	0.25	0.25
Hourly flow rate (vph)	200	0	0	143	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			200		343	200
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			200		343	200
tC, single (s)			4.1		7.4	7.2
tC, 2 stage (s)						
tF (s)			2.2		4.4	4.2
p0 queue free %			100		100	100
cM capacity (veh/h)			1378		495	644
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	200	143	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1378	1700			
Volume to Capacity	0.12	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			12.0%	ICU Level of Service	A	
Analysis Period (min)			15			

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	86	13	27	103	27	75
Future Volume (Veh/h)	86	13	27	103	27	75
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.66	0.66	0.90	0.90	0.50	0.50
Hourly flow rate (vph)	130	20	30	114	54	150
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			150		314	140
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			150		314	140
tC, single (s)			4.1		6.6	6.4
tC, 2 stage (s)						
tF (s)			2.2		3.7	3.5
p0 queue free %			98		91	83
cM capacity (veh/h)			1431		635	870
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	150	144	204			
Volume Left	0	30	54			
Volume Right	20	0	150			
cSH	1700	1431	792			
Volume to Capacity	0.09	0.02	0.26			
Queue Length 95th (ft)	0	2	26			
Control Delay (s)	0.0	1.7	11.1			
Lane LOS		A	B			
Approach Delay (s)	0.0	1.7	11.1			
Approach LOS		B				
Intersection Summary						
Average Delay			5.0			
Intersection Capacity Utilization			26.4%	ICU Level of Service	A	
Analysis Period (min)			15			

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱			↱	↱	
Traffic Volume (veh/h)	231	1	6	146	1	2
Future Volume (Veh/h)	231	1	6	146	1	2
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.93	0.93	0.38	0.38
Hourly flow rate (vph)	260	1	6	157	3	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			261		430	260
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			261		430	260
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	99
cM capacity (veh/h)			1298		584	783
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	261	163	8			
Volume Left	0	6	3			
Volume Right	1	0	5			
cSH	1700	1298	694			
Volume to Capacity	0.15	0.00	0.01			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	0.0	0.3	10.2			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.3	10.2			
Approach LOS		B				
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			22.5%	ICU Level of Service	A	
Analysis Period (min)			15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↰		↰	↰
Traffic Volume (veh/h)	14	153	117	6	7	11
Future Volume (Veh/h)	14	153	117	6	7	11
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.76	0.76	0.88	0.88	0.86	0.86
Hourly flow rate (vph)	18	201	133	7	8	13
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	140				374	136
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	140				374	136
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				99	99
cM capacity (veh/h)	1437				616	907
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	219	140	21			
Volume Left	18	0	8			
Volume Right	0	7	13			
cSH	1437	1700	768			
Volume to Capacity	0.01	0.08	0.03			
Queue Length 95th (ft)	1	0	2			
Control Delay (s)	0.7	0.0	9.8			
Lane LOS	A		A			
Approach Delay (s)	0.7	0.0	9.8			
Approach LOS			A			
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization		28.7%		ICU Level of Service	A	
Analysis Period (min)		15				

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	17	1	89	25	173	0	0	174	397
Future Volume (Veh/h)	0	0	0	17	1	89	25	173	0	0	174	397
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.86	0.86	0.86	0.75	0.75	0.75	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	20	1	103	33	231	0	0	193	441
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None						None					
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	814	710	414	710	931	231	634			231		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	814	710	414	710	931	231	634			231		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	94	100	87	97			100		
cM capacity (veh/h)	251	346	639	340	259	811	954			1325		
Direction, Lane #	WB 1	WB 2	NB 1	SB 1								
Volume Total	21	103	264	634								
Volume Left	20	0	33	0								
Volume Right	0	103	0	441								
cSH	335	811	954	1700								
Volume to Capacity	0.06	0.13	0.03	0.37								
Queue Length 95th (ft)	5	11	3	0								
Control Delay (s)	16.5	10.1	1.4	0.0								
Lane LOS	C	B	A									
Approach Delay (s)	11.2		1.4	0.0								
Approach LOS	B											
Intersection Summary												
Average Delay				1.7								
Intersection Capacity Utilization				43.6%	ICU Level of Service			A				
Analysis Period (min)				15								

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	28	29	6	9	4	9	44	3	12	84	0
Future Volume (vph)	0	28	29	6	9	4	9	44	3	12	84	0
Peak Hour Factor	0.60	0.60	0.60	0.71	0.71	0.71	0.82	0.82	0.82	0.68	0.68	0.68
Hourly flow rate (vph)	0	47	48	8	13	6	11	54	4	18	124	0
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	95	27	69	142								
Volume Left (vph)	0	8	11	18								
Volume Right (vph)	48	6	4	0								
Hadj (s)	-0.30	-0.07	0.03	0.06								
Departure Headway (s)	4.1	4.4	4.4	4.3								
Degree Utilization, x	0.11	0.03	0.08	0.17								
Capacity (veh/h)	832	762	791	812								
Control Delay (s)	7.6	7.6	7.7	8.2								
Approach Delay (s)	7.6	7.6	7.7	8.2								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			7.9									
Level of Service			A									
Intersection Capacity Utilization			19.2%		ICU Level of Service				A			
Analysis Period (min)			15									

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	45	85	219	104	134	48
Future Volume (Veh/h)	45	85	219	104	134	48
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.83	0.83	0.87	0.87	0.74	0.74
Hourly flow rate (vph)	54	102	252	120	181	65
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	838	214	246			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	838	214	246			
tC, single (s)	6.5	6.3	4.1			
tC, 2 stage (s)						
tF (s)	3.6	3.4	2.2			
p0 queue free %	80	88	81			
cM capacity (veh/h)	268	817	1326			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	156	372	246			
Volume Left	54	252	0			
Volume Right	102	0	65			
cSH	478	1326	1700			
Volume to Capacity	0.33	0.19	0.14			
Queue Length 95th (ft)	35	18	0			
Control Delay (s)	16.1	6.2	0.0			
Lane LOS	C	A				
Approach Delay (s)	16.1	6.2	0.0			
Approach LOS	C					
Intersection Summary						
Average Delay			6.2			
Intersection Capacity Utilization			45.3%	ICU Level of Service	A	
Analysis Period (min)			15			

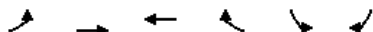
						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	91	29	99	171	14	40
Future Volume (Veh/h)	91	29	99	171	14	40
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.80	0.80	0.92	0.92	0.68	0.68
Hourly flow rate (vph)	114	36	108	186	21	59
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			150		534	132
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			150		534	132
tC, single (s)			4.1		6.5	6.3
tC, 2 stage (s)						
tF (s)			2.2		3.6	3.4
p0 queue free %			92		95	93
cM capacity (veh/h)			1425		457	899
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	150	294	80			
Volume Left	0	108	21			
Volume Right	36	0	59			
cSH	1700	1425	717			
Volume to Capacity	0.09	0.08	0.11			
Queue Length 95th (ft)	0	6	9			
Control Delay (s)	0.0	3.3	10.6			
Lane LOS		A	B			
Approach Delay (s)	0.0	3.3	10.6			
Approach LOS		B				
Intersection Summary						
Average Delay			3.5			
Intersection Capacity Utilization			31.1%	ICU Level of Service	A	
Analysis Period (min)			15			

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	91	9	20	155	11	28
Future Volume (Veh/h)	91	9	20	155	11	28
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.73	0.73	0.89	0.89	0.71	0.71
Hourly flow rate (vph)	125	12	22	174	15	39
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			137		349	131
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			137		349	131
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		98	96
cM capacity (veh/h)			1453		636	916
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	137	196	54			
Volume Left	0	22	15			
Volume Right	12	0	39			
cSH	1700	1453	816			
Volume to Capacity	0.08	0.02	0.07			
Queue Length 95th (ft)	0	1	5			
Control Delay (s)	0.0	1.0	9.7			
Lane LOS		A	A			
Approach Delay (s)	0.0	1.0	9.7			
Approach LOS		A				
Intersection Summary						
Average Delay			1.8			
Intersection Capacity Utilization		25.9%		ICU Level of Service	A	
Analysis Period (min)		15				

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱			↱	↱	
Traffic Volume (veh/h)	118	0	9	175	0	1
Future Volume (Veh/h)	118	0	9	175	0	1
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.82	0.82	0.86	0.86	0.25	0.25
Hourly flow rate (vph)	144	0	10	203	0	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			144		367	144
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			144		367	144
tC, single (s)			4.1		7.4	7.2
tC, 2 stage (s)						
tF (s)			2.2		4.4	4.2
p0 queue free %			99		100	99
cM capacity (veh/h)			1445		474	698
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	144	213	4			
Volume Left	0	10	0			
Volume Right	0	0	4			
cSH	1700	1445	698			
Volume to Capacity	0.08	0.01	0.01			
Queue Length 95th (ft)	0	1	0			
Control Delay (s)	0.0	0.4	10.2			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.4	10.2			
Approach LOS			B			
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization		26.4%		ICU Level of Service	A	
Analysis Period (min)		15				

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	77	40	130	46	4	11
Future Volume (Veh/h)	77	40	130	46	4	11
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.66	0.66	0.90	0.90	0.50	0.50
Hourly flow rate (vph)	117	61	144	51	8	22
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			178		486	148
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			178		486	148
tC, single (s)			4.1		6.6	6.4
tC, 2 stage (s)						
tF (s)			2.2		3.7	3.5
p0 queue free %			90		98	97
cM capacity (veh/h)			1398		461	861
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	178	195	30			
Volume Left	0	144	8			
Volume Right	61	0	22			
cSH	1700	1398	699			
Volume to Capacity	0.10	0.10	0.04			
Queue Length 95th (ft)	0	9	3			
Control Delay (s)	0.0	6.0	10.4			
Lane LOS		A	B			
Approach Delay (s)	0.0	6.0	10.4			
Approach LOS		B				
Intersection Summary						
Average Delay			3.7			
Intersection Capacity Utilization		26.3%		ICU Level of Service	A	
Analysis Period (min)		15				

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	138	1	1	272	3	0
Future Volume (Veh/h)	138	1	1	272	3	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.93	0.93	0.38	0.38
Hourly flow rate (vph)	155	1	1	292	8	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			156		450	156
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			156		450	156
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	100
cM capacity (veh/h)			1418		571	896
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	156	293	8			
Volume Left	0	1	8			
Volume Right	1	0	0			
cSH	1700	1418	571			
Volume to Capacity	0.09	0.00	0.01			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	0.0	0.0	11.4			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.0	11.4			
Approach LOS		B				
Intersection Summary						
Average Delay		0.2				
Intersection Capacity Utilization		25.1%	ICU Level of Service	A		
Analysis Period (min)		15				



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Volume (veh/h)	4	84	162	3	14	12
Future Volume (Veh/h)	4	84	162	3	14	12
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.76	0.76	0.88	0.88	0.86	0.86
Hourly flow rate (vph)	5	111	184	3	16	14
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	187				306	186
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	187				306	186
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				98	98
cM capacity (veh/h)	1381				679	852
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	116	187	30			
Volume Left	5	0	16			
Volume Right	0	3	14			
cSH	1381	1700	750			
Volume to Capacity	0.00	0.11	0.04			
Queue Length 95th (ft)	0	0	3			
Control Delay (s)	0.4	0.0	10.0			
Lane LOS	A		B			
Approach Delay (s)	0.4	0.0	10.0			
Approach LOS			B			
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization		18.7%		ICU Level of Service	A	
Analysis Period (min)		15				

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	12	0	141	16	176	0	0	97	122
Future Volume (Veh/h)	0	0	0	12	0	141	16	176	0	0	97	122
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.86	0.86	0.86	0.75	0.75	0.75	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	14	0	164	21	235	0	0	108	136
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None						None					
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	617	453	176	453	521	235	244			235		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	617	453	176	453	521	235	244			235		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	97	100	80	98			100		
cM capacity (veh/h)	317	495	867	512	454	807	1328			1321		
Direction, Lane #	WB 1	WB 2	NB 1	SB 1								
Volume Total	14	164	256	244								
Volume Left	14	0	21	0								
Volume Right	0	164	0	136								
cSH	512	807	1328	1700								
Volume to Capacity	0.03	0.20	0.02	0.14								
Queue Length 95th (ft)	2	19	1	0								
Control Delay (s)	12.2	10.6	0.8	0.0								
Lane LOS	B	B	A									
Approach Delay (s)	10.7		0.8	0.0								
Approach LOS	B											
Intersection Summary												
Average Delay				3.1								
Intersection Capacity Utilization				32.5%	ICU Level of Service			A				
Analysis Period (min)				15								

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	4	47	21	7	44	8	26	93	9	18	72	1
Future Volume (vph)	4	47	21	7	44	8	26	93	9	18	72	1
Peak Hour Factor	0.60	0.60	0.60	0.71	0.71	0.71	0.82	0.82	0.82	0.68	0.68	0.68
Hourly flow rate (vph)	7	78	35	10	62	11	32	113	11	26	106	1
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	120	83	156	133								
Volume Left (vph)	7	10	32	26								
Volume Right (vph)	35	11	11	1								
Hadj (s)	-0.16	-0.06	0.03	0.07								
Departure Headway (s)	4.5	4.7	4.6	4.6								
Degree Utilization, x	0.15	0.11	0.20	0.17								
Capacity (veh/h)	735	709	745	729								
Control Delay (s)	8.3	8.3	8.7	8.6								
Approach Delay (s)	8.3	8.3	8.7	8.6								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			8.5									
Level of Service			A									
Intersection Capacity Utilization			21.2%		ICU Level of Service				A			
Analysis Period (min)			15									

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	76	160	113	154	417	42
Future Volume (Veh/h)	76	160	113	154	417	42
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.83	0.83	0.87	0.87	0.74	0.74
Hourly flow rate (vph)	92	193	130	177	564	57
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1030	592	621			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1030	592	621			
tC, single (s)	6.5	6.3	4.1			
tC, 2 stage (s)						
tF (s)	3.6	3.4	2.2			
p0 queue free %	58	61	87			
cM capacity (veh/h)	220	498	965			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	285	307	621			
Volume Left	92	130	0			
Volume Right	193	0	57			
cSH	354	965	1700			
Volume to Capacity	0.81	0.13	0.37			
Queue Length 95th (ft)	172	12	0			
Control Delay (s)	46.2	4.8	0.0			
Lane LOS	E	A				
Approach Delay (s)	46.2	4.8	0.0			
Approach LOS	E					
Intersection Summary						
Average Delay			12.1			
Intersection Capacity Utilization			62.9%	ICU Level of Service	B	
Analysis Period (min)			15			

South County Hospital
3: Eastern Hospital Entrance & Kenyon Avenue

2025 Proposed Condition
Timing Plan: Peak PM

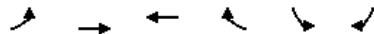
	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↕			↕	↕	
Traffic Volume (veh/h)	149	21	56	95	27	84
Future Volume (Veh/h)	149	21	56	95	27	84
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.80	0.80	0.92	0.92	0.68	0.68
Hourly flow rate (vph)	186	26	61	103	40	124
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			212		424	199
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			212		424	199
tC, single (s)			4.1		6.5	6.3
tC, 2 stage (s)						
tF (s)			2.2		3.6	3.4
p0 queue free %			95		93	85
cM capacity (veh/h)			1352		548	825
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	212	164	164			
Volume Left	0	61	40			
Volume Right	26	0	124			
cSH	1700	1352	734			
Volume to Capacity	0.12	0.05	0.22			
Queue Length 95th (ft)	0	4	21			
Control Delay (s)	0.0	3.1	11.3			
Lane LOS		A	B			
Approach Delay (s)	0.0	3.1	11.3			
Approach LOS		B				
Intersection Summary						
Average Delay		4.4				
Intersection Capacity Utilization		33.9%	ICU Level of Service	A		
Analysis Period (min)		15				

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↕			↕	↕	↕
Traffic Volume (veh/h)	160	8	11	116	12	11
Future Volume (Veh/h)	160	8	11	116	12	11
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.73	0.73	0.89	0.89	0.71	0.71
Hourly flow rate (vph)	219	11	12	130	17	15
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			230		378	224
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			230		378	224
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		97	98
cM capacity (veh/h)			1344		616	812
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	230	142	32			
Volume Left	0	12	17			
Volume Right	11	0	15			
cSH	1700	1344	695			
Volume to Capacity	0.14	0.01	0.05			
Queue Length 95th (ft)	0	1	4			
Control Delay (s)	0.0	0.7	10.4			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.7	10.4			
Approach LOS		B				
Intersection Summary						
Average Delay		1.1				
Intersection Capacity Utilization		25.2%	ICU Level of Service	A		
Analysis Period (min)		15				

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱			↱	↱	
Traffic Volume (veh/h)	169	0	0	127	0	0
Future Volume (Veh/h)	169	0	0	127	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.82	0.82	0.86	0.86	0.25	0.25
Hourly flow rate (vph)	206	0	0	148	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			206		354	206
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			206		354	206
tC, single (s)			4.1		7.4	7.2
tC, 2 stage (s)						
tF (s)			2.2		4.4	4.2
p0 queue free %			100		100	100
cM capacity (veh/h)			1371		487	639
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	206	148	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1371	1700			
Volume to Capacity	0.12	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			12.2%	ICU Level of Service	A	
Analysis Period (min)			15			

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	87	14	28	103	28	79
Future Volume (Veh/h)	87	14	28	103	28	79
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.66	0.66	0.90	0.90	0.50	0.50
Hourly flow rate (vph)	132	21	31	114	56	158
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			153		318	142
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			153		318	142
tC, single (s)			4.1		6.6	6.4
tC, 2 stage (s)						
tF (s)			2.2		3.7	3.5
p0 queue free %			98		91	82
cM capacity (veh/h)			1428		631	867
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	153	145	214			
Volume Left	0	31	56			
Volume Right	21	0	158			
cSH	1700	1428	790			
Volume to Capacity	0.09	0.02	0.27			
Queue Length 95th (ft)	0	2	27			
Control Delay (s)	0.0	1.8	11.2			
Lane LOS		A	B			
Approach Delay (s)	0.0	1.8	11.2			
Approach LOS		B				
Intersection Summary						
Average Delay		5.2				
Intersection Capacity Utilization		26.7%		ICU Level of Service	A	
Analysis Period (min)		15				

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱			↱	↱	
Traffic Volume (veh/h)	231	1	6	151	1	2
Future Volume (Veh/h)	231	1	6	151	1	2
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.93	0.93	0.38	0.38
Hourly flow rate (vph)	260	1	6	162	3	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			261		434	260
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			261		434	260
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	99
cM capacity (veh/h)			1298		580	783
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	261	168	8			
Volume Left	0	6	3			
Volume Right	1	0	5			
cSH	1700	1298	692			
Volume to Capacity	0.15	0.00	0.01			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	0.0	0.3	10.3			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.3	10.3			
Approach LOS		B				
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			22.8%	ICU Level of Service	A	
Analysis Period (min)			15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↰		↰	↰
Traffic Volume (veh/h)	14	158	122	6	7	11
Future Volume (Veh/h)	14	158	122	6	7	11
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.76	0.76	0.88	0.88	0.86	0.86
Hourly flow rate (vph)	18	208	139	7	8	13
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	146				386	142
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	146				386	142
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				99	99
cM capacity (veh/h)	1430				605	900
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	226	146	21			
Volume Left	18	0	8			
Volume Right	0	7	13			
cSH	1430	1700	759			
Volume to Capacity	0.01	0.09	0.03			
Queue Length 95th (ft)	1	0	2			
Control Delay (s)	0.7	0.0	9.9			
Lane LOS	A		A			
Approach Delay (s)	0.7	0.0	9.9			
Approach LOS			A			
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization		29.2%		ICU Level of Service	A	
Analysis Period (min)		15				

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	17	1	90	25	176	0	0	175	401
Future Volume (Veh/h)	0	0	0	17	1	90	25	176	0	0	175	401
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.86	0.86	0.86	0.75	0.75	0.75	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	20	1	105	33	235	0	0	194	446
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None						None					
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	824	718	417	718	941	235	640			235		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	824	718	417	718	941	235	640			235		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	94	100	87	97			100		
cM capacity (veh/h)	247	342	636	336	255	807	949			1321		
Direction, Lane #	WB 1	WB 2	NB 1	SB 1								
Volume Total	21	105	268	640								
Volume Left	20	0	33	0								
Volume Right	0	105	0	446								
cSH	331	807	949	1700								
Volume to Capacity	0.06	0.13	0.03	0.38								
Queue Length 95th (ft)	5	11	3	0								
Control Delay (s)	16.6	10.1	1.4	0.0								
Lane LOS	C	B	A									
Approach Delay (s)	11.2		1.4	0.0								
Approach LOS	B											
Intersection Summary												
Average Delay				1.7								
Intersection Capacity Utilization				43.9%	ICU Level of Service			A				
Analysis Period (min)				15								

Appendix B – South County Health Parking Management Plan

SOUTH COUNTY HEALTH PARKING MANAGEMENT PLAN

South County Health's campus-wide management plan includes the following:

- The South County Hospital Parking Plan policy (copy attached) which is updated as requested and addresses
 - South County Health's current parking map (copy attached) and expectations for employees parking on or around campus;
 - Enforcement policy;
 - Employees parking as patients or visitors
- Existing and proposed shuttle services
 - As an interim measure pending development of further on-campus parking and on the Town Farm Park property, South County Health has established a shuttle service Monday through Friday to shuttle approximately 85 employees parking off-site at Upper Pond Road and 1 High Street.
 - Future shuttle service will be evaluated as an option considering the substantial cost and employer dissatisfaction impacts. Development of additional parking as discussed in the IMP should obviate the need for shuttles in the future
- Bicycle Parking
 - South County Health makes available to employees and visitors multiple bicycle racks located at several staff entrances, including near the cafeteria as well as the north entrance.
- Employee Communication
 - South County Health's parking plan includes verbal and written communication with its employees regarding parking and related issues. We respond to parking issues, including neighborhood concerns, by revising parking policy when necessary and by disseminating bulletins about current state parking. See attached June 3, 2022 bulletin as an example.
- Available public transportation options
 - The Rhode Island Public Transit Authority provides some public transportation to Wakefield with stops near the South County Health Campus
 - Information regarding RIPTA's current routes and schedules can be found at <https://www.ripta.com/schedules/>

SOUTH COUNTY HEALTH

HUMAN RESOURCES POLICY & PROCEDURE MANUAL	Policy/Procedure # 108 Revised: 06/03/2022 Supersedes: 8/1/2019
Subject: PARKING PLAN	

PURPOSE

The South County Hospital Parking Plan policy establishes staff expectations so to ensure that patients and visitors have adequate parking in close proximity to Hospital Services, and that parking does not become a barrier to receiving care at SCH. Further, the initial on-campus patient experience should be positive, consistent with the high quality care and service provided throughout the delivery of care at SCH.

PROCEDURE

All staff are assigned a designated parking area, based on their department as identified in the Campus Parking Map. Each lot is designated by a letter. Staff will provide their vehicle information at the time of hire and such information will be maintained in the Human Resources Information System consistent with staff demographic data. The Parking Plan will be reviewed with new staff during New Staff Orientation. Staff are responsible for keeping their vehicle information up to date with Human Resources.

It is the responsibility of each staff member to know their designated parking area, and to comply with the Parking Plan, every day. Only authorized appropriate staff should park in spots dedicated for physicians, physicians on call, or for staff honorees, such as the Employee of the Year, Staff Satisfaction Champion or Patient Safety Champion.

Demonstrating the Guiding value of Integrity, staff who may be running late for their shift are still expected to comply with this policy and not opt for a closer, unauthorized spot in an effort to arrive at work on time.

A temporary parking pass enables staff who are at the hospital as patients or visitors to use patient parking during their appointment or visit. The temporary parking pass must be printed and placed on the dashboard indicating the visit date and time.

- [Temporary Visitor / Patient Parking Pass](#)

Should a **helicopter landing** be required, a general announcement will be made over the public paging system to allow sufficient time to move vehicles from lot **E**. Preparation for landing must take place within 10-15 minutes of notification in order to provide adequate time for the landing site to be cleared of sand and stones. Registrations of remaining vehicles will be announced one time for those vehicles that remain after the general announcement. If time permits, these individuals will be identified by registration number and contacted. As a last resort, vehicles not moved from the Helistop area will be towed to the rear of the staff parking lot at the expense of the vehicle's owner/operator.

- [Campus Parking Map](#)

Attendance at Meetings on Scheduled Days off - Staff who come to the Hospital to attend Council or unit meetings off shift should park in their usual, designated lot.

If a staff member arrives to work and finds that there is no space in their dedicated parking lot, the staff member should park in an alternative Employee parking lot and send an email to "Parking Issues" reporting their name, department, and time of arrival when unable to find a spot in their designated lot. Such data will be tracked to assess the adequacy of parking capacity and to adjust the Parking Plan as needed.

Compliance with the Parking Policy is mandatory and will be enforced in order to best serve our growing number of patients and other customers. Parking lots will be monitored, and as observed, leaders will be notified of staff parking outside of their designated area. Consistent with SCH's Coaching and Corrective Action within a Just Culture policy, leaders will meet with staff to hear and consider their perspective before corrective action is issued. However, staff who choose not to follow this policy, are committing a deliberate act, with the knowledge that their choice will have a negative impact on patients, willfully putting their own convenience ahead of patient needs. As such, consistent with the Fair & Just Culture Performance Management Decision Guide, staff will be subject to corrective action as indicated below.

Corrective action steps indicated below assume the staff member has no previous record of corrective action; staff are reminded that corrective action is progressive in nature. A staff member already in the corrective action process will be subject to the next level of action upon their first violation, e.g., a staff member with a written warning for another infraction may receive a final written warning & one day suspension at their first violation of the Parking Policy. See Corrective Action and Termination of Employment Policy.

First Violation:

The owner will be required to move their vehicle. A written warning will be documented and issued, with a copy to be placed in the personnel file. Further failure to comply will result in further corrective action up to and including termination of employment.

Second Violation:

The owner will be required to move their vehicle and will lose the privilege of on-campus parking. The staff member will receive a final written warning & one day suspension, to be placed in the staff member's personnel file. Further failure to comply will result in further corrective action, up to and including termination of employment.

Third Violation

The owner will be required to move their vehicle and the staff member will be terminated from employment.

Margaret E. Thomas
VP, Chief Human Resources

SOUTH COUNTY HOSPITAL CAMPUS PARKING MAP

PHASE 1 | SUMMER PARKING

JUNE 6 - SEPTEMBER 30



Rev. 5/22

SOUTH COUNTY
HEALTH

SOUTHCOUNTYHEALTH.ORG
401-782-8000

PARKING LOTS

- A** – Medical Staff, ELT, & Switchboard
- B** – Clinical Staff
- C** – Clinical Staff
- E** – Non-Clinical & Administrative Staff
- F** – Ortho Rhode Island Staff
- I** – Clinical Staff, Volunteers,
3rd Shift & 12hr Night Shift

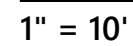
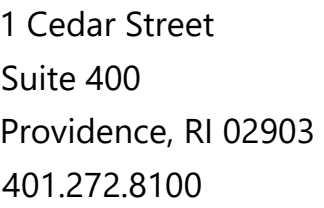
P – Patient & Visitor Parking Only

U – Contractors & Service Vendors

85 Kenyon Ave. – Non-Clinical Staff

Off-Site Lots – All Students and staff
who have volunteered to park off-site

Appendix C – Balise (West) Entrance Detail



Following Numbers

C-1.3

3 of 8

Project Number
3165.00

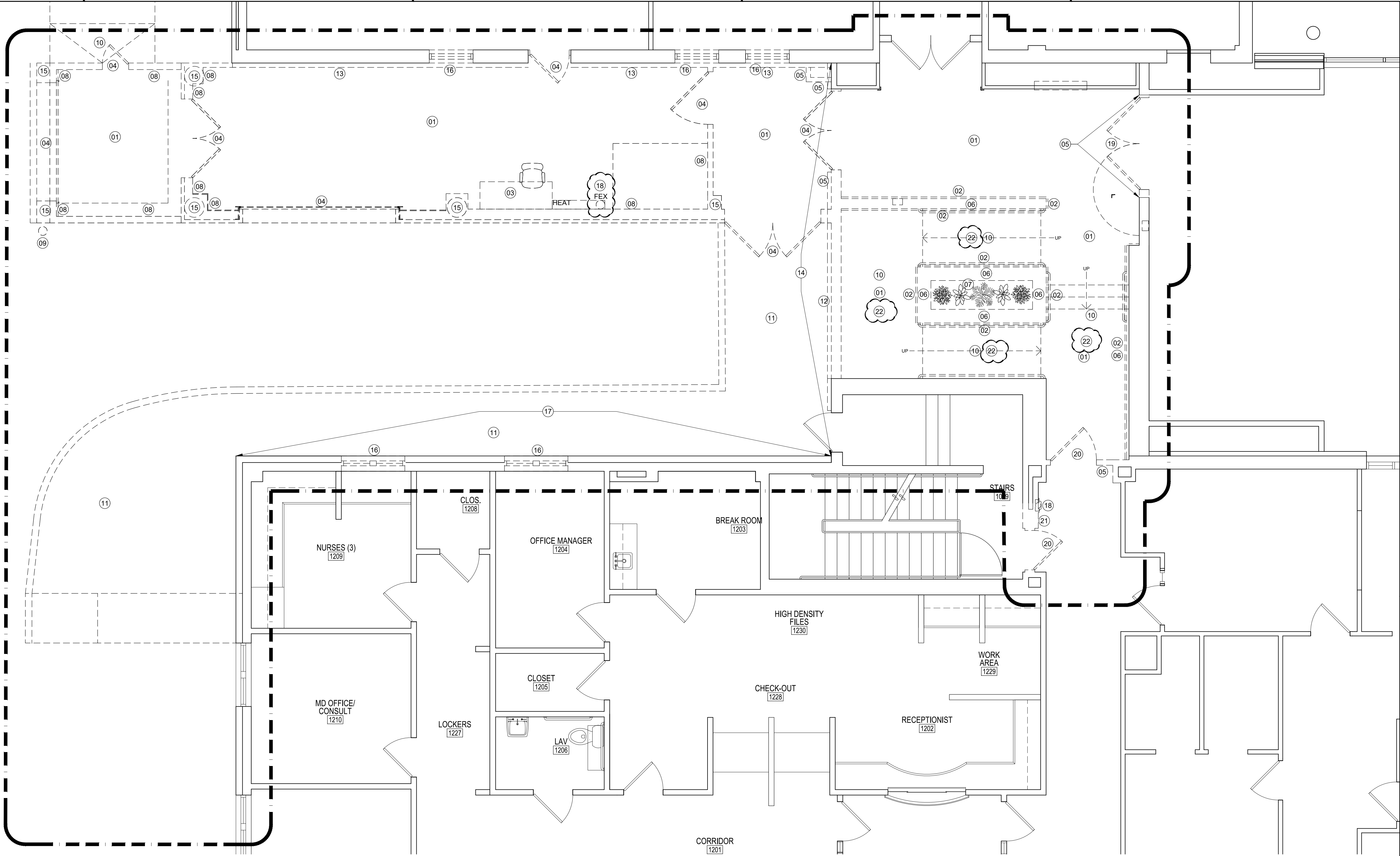
E

D

C

B

A



1 GROUND FLOOR DEMOLITION PLAN

0 2' 4' 8' SCALE: 1/4" = 1'-0"

LEGEND:

- CONTRACT LIMIT LINE
- EXISTING TO REMAIN
- EXISTING TO BE DEMOLISHED

HAZARDOUS MATERIALS:

- HAZARDOUS MATERIALS MAY EXIST IN THE BUILDING. NEITHER THE OWNER NOR THE ARCHITECT WARRANTS OR GUARANTEES THE AREA OF WORK TO BE FREE OF HAZARDOUS, OR NUISANCE HAZARD MATERIAL. GENERAL CONTRACTOR IS TO REVIEW THE STATUS OF HAZARDOUS MATERIALS ABATEMENT IN ALL AREAS BEFORE THE START OF CONSTRUCTION. SHOULD HAZARDOUS MATERIALS BE ENCOUNTERED, THE CONTRACTOR SHALL STOP WORK, SEAL THE AREA, AND REPORT CONDITION TO THE OWNER AND THE ARCHITECT AND DO NO WORK UNTIL THE CONDITION IS CORRECTED.
- HAZARDOUS MATERIALS INCLUDE BUT ARE NOT LIMITED TO: MOLD, ASBESTOS PIPE COVERING (INSULATION), VINYL ASBESTOS TILE, SOME LINOLEUM, LEAD BASED PAINT, AND LATEX DUST.
- NUISANCE HAZARD MATERIAL INCLUDES FIBERGLASS.

GENERAL NOTES:

- THE CONTRACTOR SHALL NOT ENCUMBER AREAS OUTSIDE OF CONTRACT LIMIT LINES WITH DEBRIS OR MATERIALS.
- THE CONTRACTOR SHALL NOT PERMIT THE USE OF THE CORRIDORS FOR ANY PURPOSE INCLUDING BUT NOT LIMITED TO STORAGE OF MATERIALS, USE AS AN EATING AREA, ETC.
- THE CONTRACTOR SHALL MAINTAIN THE AREA IN A SAFE MANNER TO INSURE THE SAFETY OF STAFF AND CONSTRUCTION PERSONNEL AND NOT ALLOW INTERRUPTION OF TRAFFIC FLOW.
- THE CONTRACTOR SHALL NOT ALLOW DEBRIS TO ACCUMULATE. ALL DEBRIS SHALL BE REMOVED FROM THE AREA AT THE END OF EACH DAY. ALL COMBUSTIBLE MATERIALS / DEBRIS SHALL BE IMMEDIATELY REMOVED FROM THE AREA.
- THE CONTRACTOR SHALL REMOVE AND LEGALLY DISPOSE OF ALL DEBRIS.
- REFER TO PLUMBING DRAWINGS FOR ADDITIONAL REQUIRED DEMOLITION.
- THE CONTRACTOR SHALL PROVIDE ADEQUATE PROTECTION OF EXISTING MATERIALS / SURFACES TO REMAIN. REPAIR / REPLACE ANY DAMAGED MATERIALS / SURFACES DUE TO CONSTRUCTION OPERATIONS.
- THE CONTRACTOR SHALL COORDINATE WITH THE BUILDING OWNER / MANAGER & TENANT, AREAS TO BE USED FOR STAGING, MATERIAL DELIVERY, DEBRIS REMOVAL, ETC. PRIOR TO START OF WORK.
- THE CONTRACTOR SHALL VERIFY ALL CONDITIONS AND DIMENSIONS IN FIELD AND BRING ANY DISCREPANCIES TO THE ATTENTION OF THE ARCHITECT AND OWNER, PRIOR TO START OF DEMOLITION.

GENERAL NOTES (CONT.):

- REFER TO STRUCTURAL AND M/E/P/F/F/A DRAWINGS FOR ADDITIONAL WORK REQUIRED.

TYPICAL DEMOLITION THROUGHOUT:

- WHERE EXISTING CEILING AND WALL SURFACES ARE SCHEDULED FOR NEW FINISHES, CONTRACTOR SHALL CAREFULLY REMOVE EXISTING WALL-MOUNTED EQUIPMENT FOR FINISH APPLICATION AND SAVE, STORE AND PROTECT SAID EQUIPMENT FOR REINSTALLATION AFTER COMPLETION OF WORK BY OTHERS. COORDINATE WITH OWNER.

DEMOLITION NOTES:

- REMOVE EXISTING FLOOR FINISH AND/OR WALL BASE. PATCH AND PREPARE SURFACES TO RECEIVE NEW FINISHES. PROVIDE A LEVEL, FLAT, SMOOTH SURFACE PRIOR TO APPLICATION OF NEW FINISH.
- REMOVE WALL COVERING AND/OR WALL PROTECTION AND PREPARE SURFACES TO RECEIVE NEW FINISH.
- REMOVE WORK COUNTER OR DESK AND PREPARE SURFACES TO RECEIVE NEW FINISHES.
- REMOVE AND PROPERLY DISPOSE OF EXISTING DOOR, FRAME, AND HARDWARE.
- REMOVE WALL/PARTITION COMPLETELY AS INDICATED. PATCH WALL AND FLOOR TO PROVIDE SMOOTH LEVEL SURFACE FOR NEW FINISHES.

DEMOLITION NOTES (CONTINUED):

- REMOVE AND PROPERLY DISPOSE OF LOW WALL(S) AND ASSOCIATED WALL CAP(S). PATCH AND PREPARE SURFACES TO RECEIVE NEW FINISHES. PROVIDE A LEVEL, FLAT, SMOOTH SURFACE PRIOR TO APPLICATION OF NEW FINISH.
- REMOVE AND PROPERLY DISPOSE OF PLANTS AND PLANTER BOX/MILLWORK AND FRAMING BELOW.
- REMOVE AND PROPERLY DISPOSE OF WALL IN ITS ENTIRETY. PREPARE SURFACES TO REMAIN TO RECEIVE NEW FINISHES.
- REMOVE AND PROPERLY DISPOSE OF EXISTING BOLLARD.
- REMOVE AND PROPERLY DISPOSE OF RAMP AND/OR STAIR AND/OR HANDRAILS.
- REMOVE AND PROPERLY DISPOSE OF RAISED WALKWAY IN ITS ENTIRETY TO LIMITS SHOWN. PATCH AND PREPARE SURFACES TO REMAIN TO RECEIVE NEW FINISHES.
- REMOVE AND PROPERLY DISPOSE OF PORTION OF EXTERIOR WALL AND FOUNDATION AS REQUIRED FOR NEW DOOR AND/OR WINDOW. REFER TO NEW WORK PLAN.
- REMOVE AND PROPERLY DISPOSE OF GYPSUM BOARD ONE SIDE AND FRAMING TO EXPOSE EXISTING BUILDING FACE BEYOND. PATCH FACE TO MATCH ADJACENT AS REQUIRED.
- REMOVE AND PROPERLY DISPOSE OF EXISTING BRICK AND EIFS FACADE BACK TO SHEATHING BEHIND. PREPARE BUILDING FACE TO RECEIVE NEW FINISHES. REFER TO NEW WORK AND WALL SECTIONS.
- REMOVE AND PROPERLY DISPOSE OF EXISTING COLUMNS AND STRUCTURAL FRAMING IN DOCK AS REQUIRED. REFER TO NEW WORK AND STRUCTURAL DRAWINGS.

DEMOLITION NOTES (CONTINUED):

- REMOVE AND PROPERLY DISPOSE OF EXISTING WINDOW FRAME AND GLAZING. PREPARE OPENING TO RECEIVE NEW FINISHES.
- SCRUB/CLEAN BRICK/FACADE UP TO 4'-0" A.F.F. OF MOB FACE WITH MILDEWICIDE AND REMOVE ANY/ALL STAINS AND MILDEW.
- REMOVE FIRE EXTINGUISHER AND CABINET AND SAFELY STORE FOR REUSE IN NEW LOCATION.
- REMOVE AND SAFELY SALVAGE DOOR, FRAME, AND HARDWARE FOR REUSE IN NEW LOCATION. REFER TO NEW WORK PLAN.
- REMOVE AND PROPERLY DISPOSE OF PORTION OF WALL AS SHOWN FOR NEW DOOR AND WALL, REFER TO NEW WORK PLAN. PROVIDE LINTEL, AS REQUIRED, FOR EXISTING CMU WALL TO REMAIN.
- REMOVE AND PROPERLY DISPOSE OF EXISTING CONCRETE SLAB AND FOUNDATION WALL AS REQUIRED FOR NEW WORK. REFER TO NEW WORK PLAN AND DETAILS.

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T: 401-435-3532 | F: 401-435-3712
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SOUTH COUNTY HEALTH
MAIN BUILDING
GROUND FLOOR
100 KENYON AVE
WAKEFIELD, RI 02879

PROJECT:
SCH
WEST ENTRY
RENOVATION

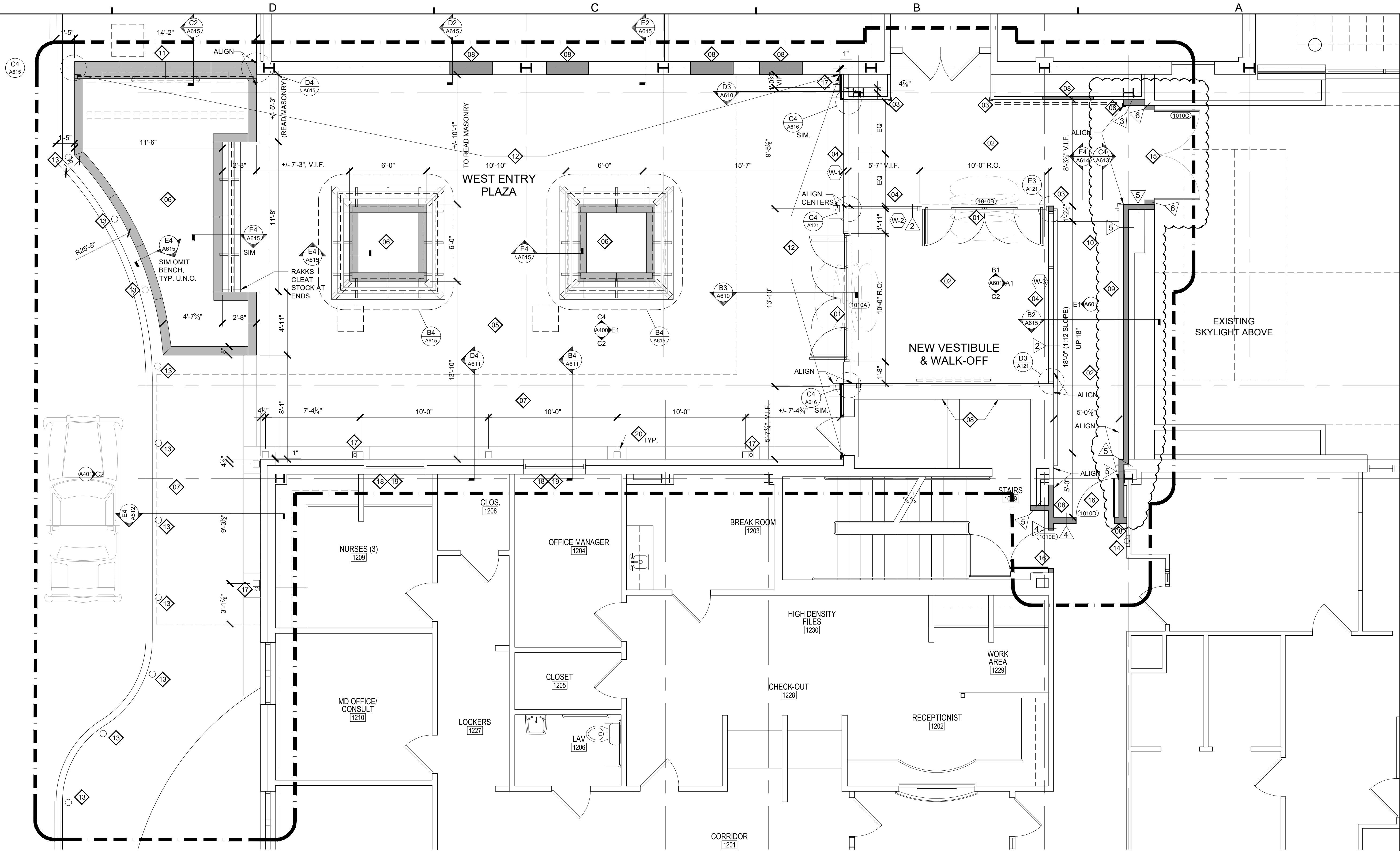
TITLE:
GROUND FLOOR
DEMOLITION
PLAN

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ADDENDA / REVISIONS			
NO.	DATE	NO.	DATE
A02	2021-07-16		

PROJ. NO. : 20042.4.2
DRAWN BY : MJA
CHKD. BY : AGE
DATE : APRIL 30, 2021
SCALE : AS NOTED
DRAWING NO.

AD101



1 GROUND FLOOR NEW WORK PLAN
SCALE: 1/4" = 1'-0"

LEGEND:

- NEW WALL - REFER TO PARTITION TYPE TAG
- EXISTING WALL TO REMAIN

COORDINATION NOTES:

- THE CONTRACTOR SHALL COORDINATE THE DELIVERY OF HIS MATERIALS WITH THE OWNER AND WITH MATERIAL DELIVERIES OF OTHER TRADES.
- THE CONTRACTOR IS CAUTIONED THAT ANY CONSTRUCTION ACTIVITY THAT ADVERSELY EFFECTS OCCUPANTS OF THE BUILDING, WHICH SHALL INCLUDE, BUT NOT BE LIMITED TO, SHUTDOWNS, TIE-INS, SCREW GUN OPERATION AND OTHER NOISE GENERATING WORK, PAINTING, FINISHED FLOORING INSTALLATION AND OTHER ODOR GENERATING WORK, MUST BE DONE DURING NON-BUSINESS HOURS AND/OR ON WEEKENDS.
- THE CONTRACTOR SHALL COORDINATE THE SCOPE OF WORK NOTES WITH ACTUAL CONDITIONS AND ENSURE THAT ALL SURFACES WITHIN THE SPACE ADDRESSED BY THE SCOPE OF WORK NOTES ARE RENOVATED.

GENERAL NOTES:

- FILL, PATCH, SAND, AND FINISH EXISTING SURFACES TO REMAIN. REFER TO FINISH PLAN AND SCHEDULE.
- WHERE DEMOLITION OF EXISTING SURFACE WALL TREATMENTS, SUCH AS WALLCOVERING OR PANELING, HAS DAMAGED THE UNDERLYING WALL FINISH TO REMAIN, SKIM COAT WALLS AS REQUIRED TO PROVIDE A SMOOTH SURFACE SUITABLE FOR PAINTING OR APPLICATION OF OTHER NEW FINISH. REFER TO FINISH PLAN.
- WHERE NEW WALL/MOUNTED FURNISHINGS ARE SHOWN, SUCH AS CABINETS, COUNTERS, SHELVING, PANELING, CHAIR RAILS, GRAB BARS, RAILINGS, GUARDS, BUMPERS, STOPS, ETC. PROVIDE AND INSTALL FIRE RATED BLOCKING IN THE WALL BEYOND. WHERE THE WALL BEYOND IS EXISTING, PATCH AND REPAIR EXISTING WALL BOARD AND FINISH AFTER INSTALLATION OF BLOCKING.

RENOVATION NOTES:

- 01 FURNISH AND INSTALL NEW DOOR, FRAME AND HARDWARE.
- 02 FURNISH AND INSTALL NEW FLOOR FINISH AND/OR BASE. REFER TO FINISH PLAN.
- 03 FURNISH AND INSTALL NEW CHAIR RAIL AND/OR WALL PROTECTION AND/OR CRASH GUARDS AND/OR CORNER GUARDS AND ASSOCIATED F.T. BLOCKING. REFER TO FINISH PLAN.
- 04 FURNISH AND INSTALL NEW STOREFRONT SYSTEM AND GLAZING. REFER TO WINDOW AND DOOR TYPES.
- 05 FURNISH AND INSTALL NEW SLOPED PAVERS. REFER TO LANDSCAPING DRAWINGS.
- 06 FURNISH AND INSTALL NEW PLANTERS AND BUILT IN SEATING. REFER TO EXTERIOR ELEVATIONS AND DETAILS.
- 07 FURNISH AND INSTALL NEW CANOPY ABOVE. REFER TO STRUCTURAL, ROOF PLAN, EXTERIOR ELEVATIONS, AND DETAILS.
- 08 FURNISH AND INSTALL WALL OR WALL INFILL. REFER TO WALL TAG FOR PARTITION TYPE.
- 09 FURNISH AND INSTALL NEW LOW WALL AND WALL CAP. REFER TO INTERIOR ELEVATIONS.
- 10 FURNISH AND INSTALL NEW RAMP HANDRAIL, PROVIDE SOLID BLOCKING IN WALL AS REQUIRED.
- 11 FURNISH AND INSTALL NEW WALL AND RAINSCREEN SYSTEM. REFER TO EXTERIOR ELEVATIONS AND WALL SECTIONS.

RENOVATION NOTES (CONT.):

- 12 FURNISH AND INSTALL NEW FACADE PANEL SYSTEM. REFER TO EXTERIOR ELEVATIONS AND WALL SECTIONS.
- 13 FURNISH AND INSTALL NEW BOLLARD/LIGHTING. REFER TO ENGINEERING AND LANDSCAPING DRAWINGS.
- 14 FURNISH AND INSTALL EXISTING SALVAGED FIRE EXTINGUISHER AND CABINET IN NEW LOCATION SHOWN.
- 15 REINSTALL SALVAGED 90-MINUTE DOOR, FRAME, AND HARDWARE IN NEW 2-HR PARTITION, WITH SWING FLIPPED AS SHOWN, TO SUPPORT TEMPORARY EGRESS PATTERN. TEMPORARILY FLIP EXIT SIGNAGE. RELOCATE F.A. PULLSTATION AS DIRECTED. RATING AND PAIR DOORS NOT REQUIRED IN FINAL LIFE SAFETY PLAN. REMOVE AND DISPOSE OF DOOR & FRAME AT COMPLETION OF CONSTRUCTION AND RETURN EXIT SIGNAGE TO ORIGINAL LOCATION.
- 16 FURNISH AND INSTALL NEW DOOR, FRAME AND EXISTING SALVAGED HARDWARE IN NEW LOCATION SHOWN. REFER TO DOOR AND HARDWARE SCHEDULES.
- 17 FURNISH AND INSTALL CANOPY DOWNSPOUT, TIE INTO DRAINAGE BELOW. REFER TO PLUMBING AND LANDSCAPING DRAWINGS. PAINT TO MATCH ADJACENT COLUMN.
- 18 FURNISH AND INSTALL NEW ALUMINUM WINDOW AND GLAZING TO MATCH EXISTING BUILDING WINDOW TYPE AND STYLE IN NEW ADJUSTED OPENING. REFER TO SECTIONS.
- 19 PROVIDE AND INSTALL NEW METAL STUDS AND FINISH SYSTEM AT TOP OF NEW WINDOWS. REFER TO SECTIONS.
- 20 PROVIDE BITUMINOUS CONCRETE PAVEMENT AT EACH COLUMN LOCATION, TO 6" EITHER SIDE OF COLUMN/DOWNSPOUT. REF C-3.3.

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MAIN BUILDING
GROUND FLOOR
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WAKEFIELD, RI 02879

PROJECT:
SCH
WEST ENTRY
RENOVATION

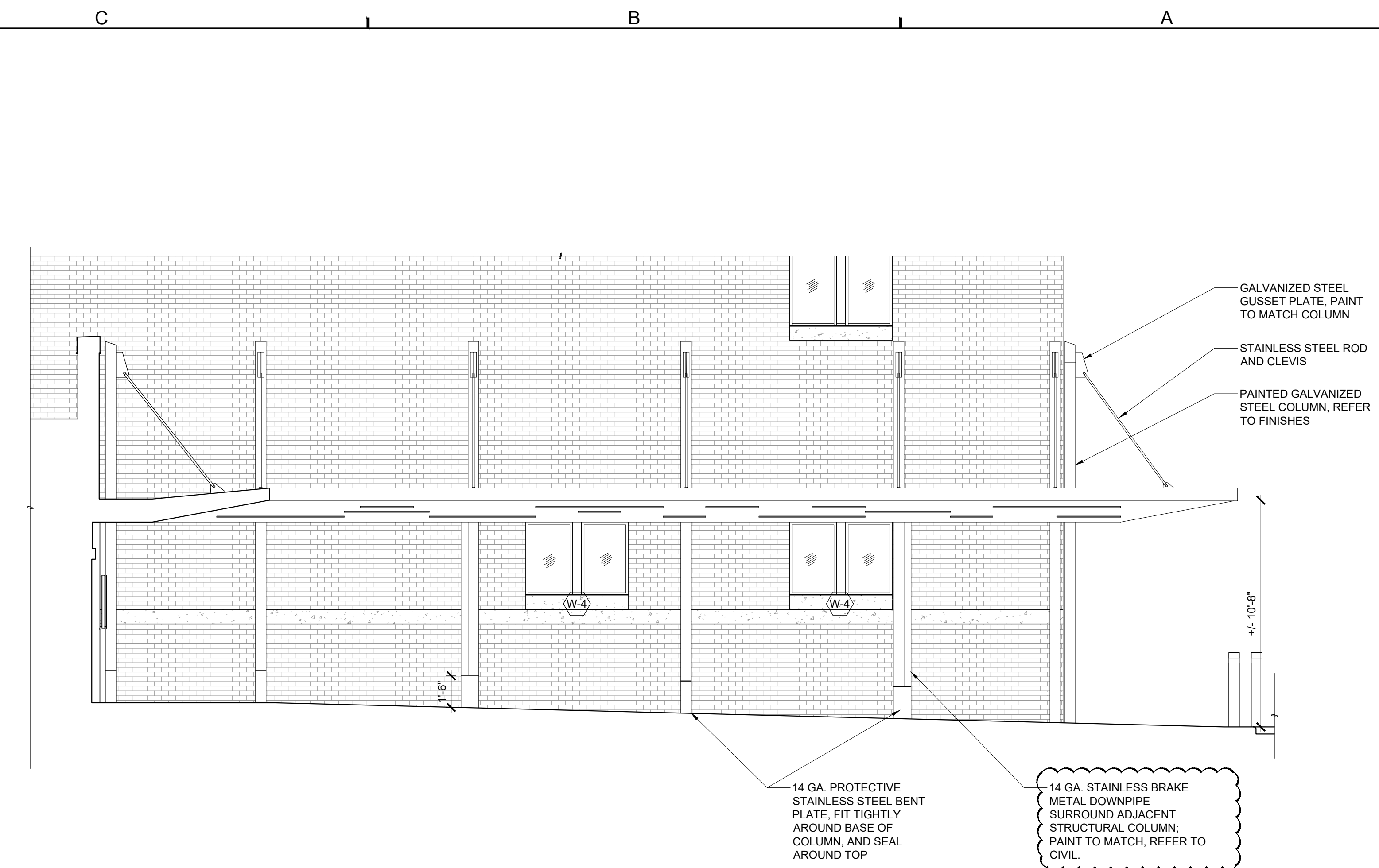
TITLE:
GROUND FLOOR
NEW WORK
PLAN

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ADDENDA / REVISIONS		
NO.	DATE	NO.
A02	2021-07-16	
B01	2021-11-29	
B02	2021-12-17	

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DRAWN BY : MJA
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DATE : APRIL 30, 2021
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A101



3" PRECAST WALL TOP AND END CAPS, JOINTS AS SHOWN

MOUNT OWNER'S SIGNAGE AS DIRECTED

EXISTING EIFS SIDING, REPAIR ANY DAMAGE TO MATCH EXISTING AFTER DEMOLITION

4'-0"

1'-4"

1'-4"

4'-0"

+/- 6'-1" ALIGN

+/- 9'-9" V.I.F.

3'-0"

9'-0"

5'-0"

NEW PLANTER AND BENCH, REFER TO DETAILS

PLANTER HEIGHT ABOVE SLOPING PAVED SURFACE TAKEN AT CENTER OF PLANTER, TYP.

IFE RAINSCREEN SYSTEM AND LIGHT FIXTURES, REFER TO WALL SECTIONS.

PRECAST BASE, CUT TO MATCH SLOPE OF PLAZA. ALIGN SEAMS WITH PANEL SYSTEM ABOVE.

C2 A615

E4 A615

B2 A616

B2 A616

D4 A401

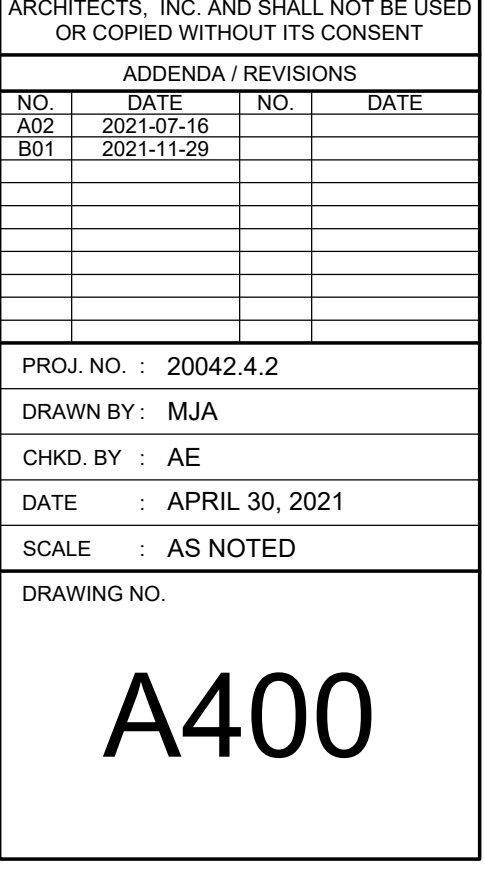
C A616

OPP. HD.

C4 SIGNAGE WALL

0 2' 4' 8'

SCALE: 1/4" = 1'-0"



CLIENT: MATAVERDE HARDWOOD DECKING & SIDING
531 Broad Street
New London, CT 06320
Perry Allibrio

Test Report No: RJ2432-3 Date: April 18, 2013

SAMPLE ID: Test samples were identified as Ipe.
SAMPLING DETAIL: Test samples were submitted to the laboratory directly by the client. No special sampling conditions or sample preparation were observed by QAI.
DATE OF RECEIPT: Samples were received at QAI on March 28, 2013.
TESTING PERIOD: April 17, 2013.
AUTHORIZATION: Testing authorized by Perry Allibrio.
TEST REQUESTED: Perform standard flame spread and smoke density developed classification tests on the sample supplied by the Client in accordance with ASTM Designation E84-10, "Standard Method of Test for Surface Burning Characteristics of Building Materials". The foregoing test procedure is comparable to UL 723, ANSI/NFPA No. 255, and UBC No. 8-1.
TEST RESULTS: Flame Spread Smoke Developed
25 400
Detailed test results are presented in the subsequent pages of this report.
CONCLUSION: The submitted material meets the requirements for a "Class A" Flame Spread. See classification requirements on page 2.

Signed for and on behalf of
QAI Laboratories, Inc.

Greg Barasky
Senior Technician

Page 1 of 3
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CLIENT: MATAVERDE HARDWOOD DECKING & SIDING
Report No.: RJ2432-3
April 18, 2013
Page 2 of 3

PREPARATION AND CONDITIONING: The sample material was submitted in pieces, 5 1/2" wide by 96" long. Four of the pieces were placed side by side and battened together to form specimens, 22" by 96" long, conforming to test chamber dimensions. Three of these pieces were used for the test. The sample was supported during testing with 1/4" round metal rods placed at two foot intervals across the width of the test chamber.

E 84 TEST DATA SHEET:
CLIENT: MATAVERDE HARDWOOD DECKING & SIDING DATE: 04/17/13

SAMPLE: .jpg

FLAME SPREAD:

IGNITION: 1 minute, 7 seconds

FLAME FRONT: 10 feet maximum

TIME TO MAXIMUM SPREAD: 9 minutes, 22 seconds

TEST DURATION: 10 minutes

CALCULATION: $51.03 \times 0.515 = 26.28$

SUMMARY: FLAME SPREAD: 25 SMOKE DEVELOPED: 400

In order to obtain the Flame Spread Classification, the above results should be compared to the following table:

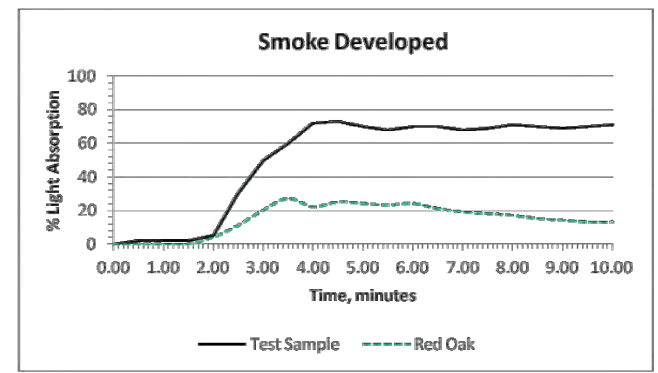
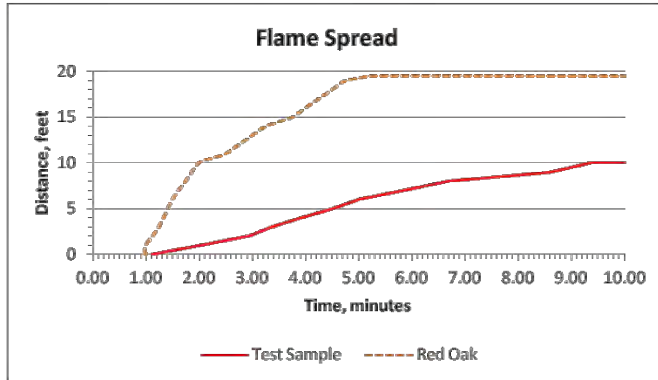
NFPA CLASS	IBC CLASS	FLAME SPREAD	SMOKE DEVELOPED
A	A	0 through 25	Less than or equal to 450
B	B	26 through 75	Less than or equal to 450
C	C	76 through 200	Less than or equal to 450

BUILDING CODES CITED:
1. National Fire Protection Association, ANSI/NFPA No. 101, "Life Safety Code", 2006 Edition.
2. International Building Code, 2006 Edition, Chapter 8, Interior Finishes, Section 803.

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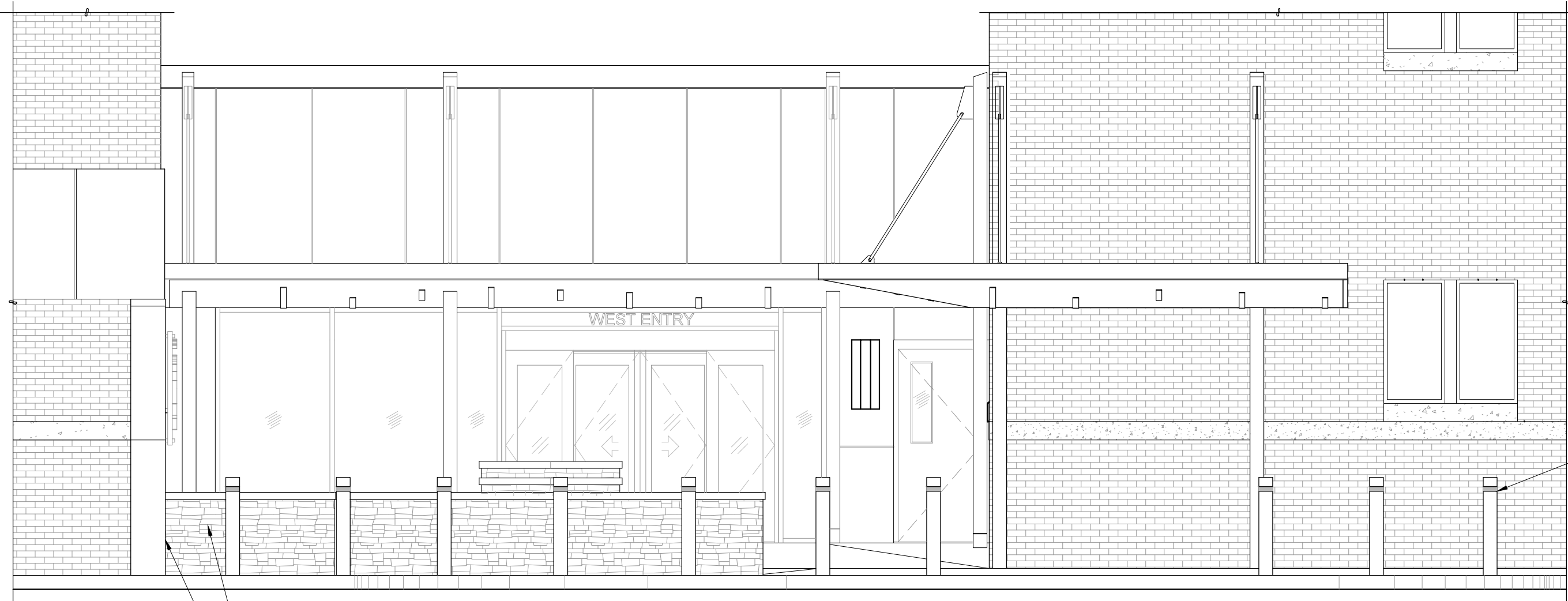
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CLIENT: MATAVERDE HARDWOOD DECKING & SIDING
Report No.: RJ2432-3
April 18, 2013
Page 3 of 3

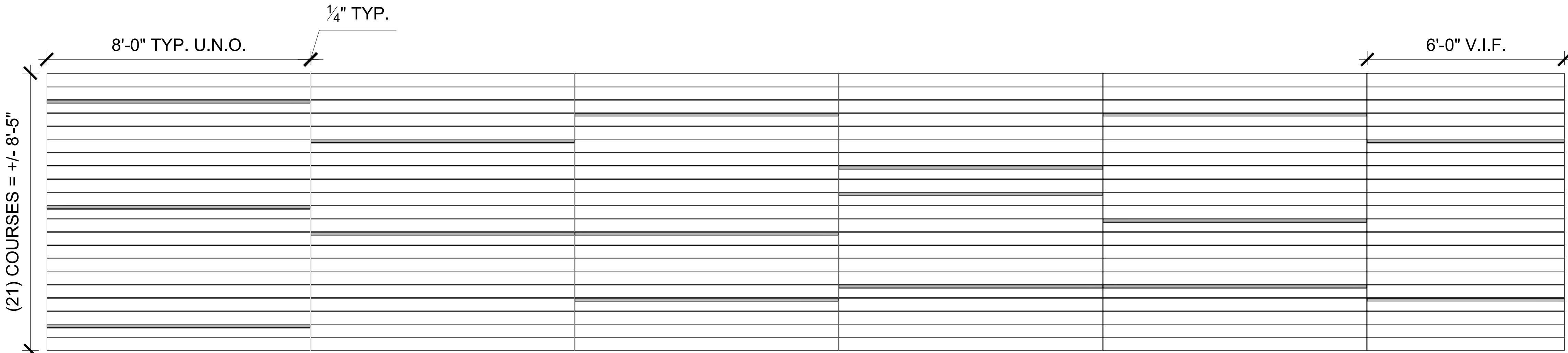


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C2 CANOPY AT DROP-OFF

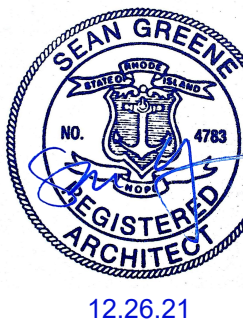


D4 PANEL TYPES/PANEL WALL LAYOUT

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PROJECT:
SCH
WEST ENTRY
RENOVATION

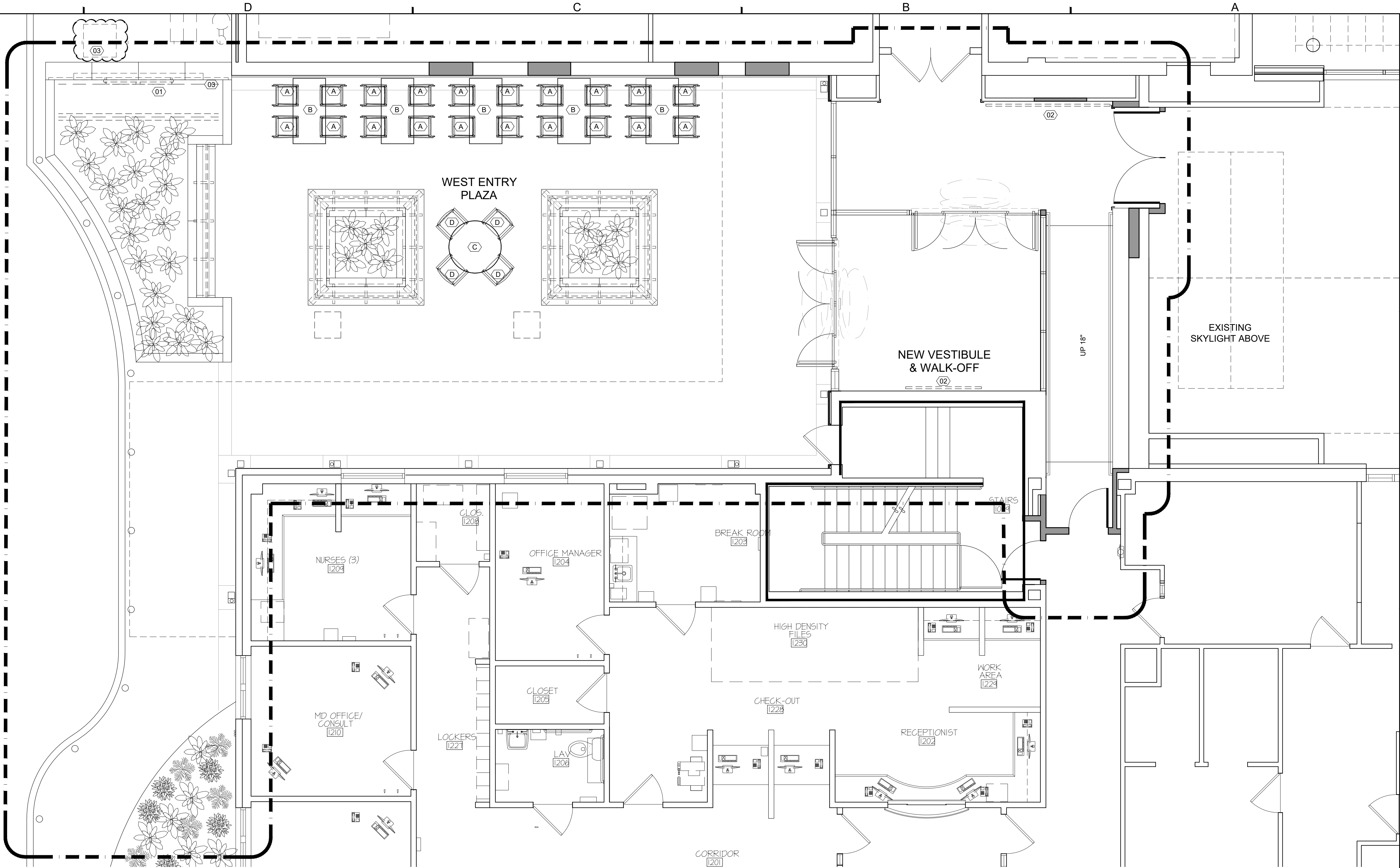
TITLE:
GROUND FLOOR
EXTERIOR
ELEVATIONS -
WEST ENTRANCE

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ADDENDA / REVISIONS			
NO.	DATE	NO.	DATE
A02	2021-07-16		
B01	2021-11-29		
B02	2021-12-17		

PROJ. NO. : 20042.4.2
DRAWN BY : MJA
CHKD. BY : AE
DATE : APRIL 30, 2021
SCALE : AS NOTED
DRAWING NO.

A401



1 GROUND FLOOR EQUIPMENT AND FURNITURE PLAN

0 2' 4' 8' SCALE: 1/4" = 1'-0"

SCH WEST ENTRANCE EQUIPMENT SCHEDULE

Tag	Item	QTY	Existing	Manufacturer	Model	Size (WxDxH)	Provide	Install	Mount	Connection	Remarks
01	SCH Signage/Wayfinding	1	1	TBD	TBD		Owner	Contractor	Wall/Standoffs		Coordinate signage with Owner, Owner's signage vendor, and Architect.
02	Monitor - Wall mounted	2	2	TBD	TBD	Varies	Owner	Owner	Wall	Power, Data	Provide solid blocking beyond
03	Waterfall/Pump	1	1	Refer to Civil	Refer to Civil		Contractor	Contractor	Below Grade	Power, Plumbing	Reference C-1.3, c-3.2

SCH WEST ENTRANCE FURNITURE SCHEDULE

Tag	Item	QTY	Existing	Manufacturer	Model	Finish	Provide	Install	Remarks
A	Café Chair - hightop	20	20	TBD	TBD		Owner	Owner	
B	Rectangle Café Table - hightop	5	5	TBD	TBD		Owner	Owner	
C	Round Café Table	1	1	TBD	TBD		Owner	Owner	
D	Café Chair	4	4	TBD	TBD		Owner	Owner	

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PROJECT:
SCH
WEST ENTRY
RENOVATION

TITLE:
GROUND FLOOR
EQUIPMENT &
FURNITURE PLAN
& SCHEDULES

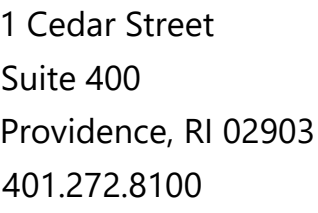
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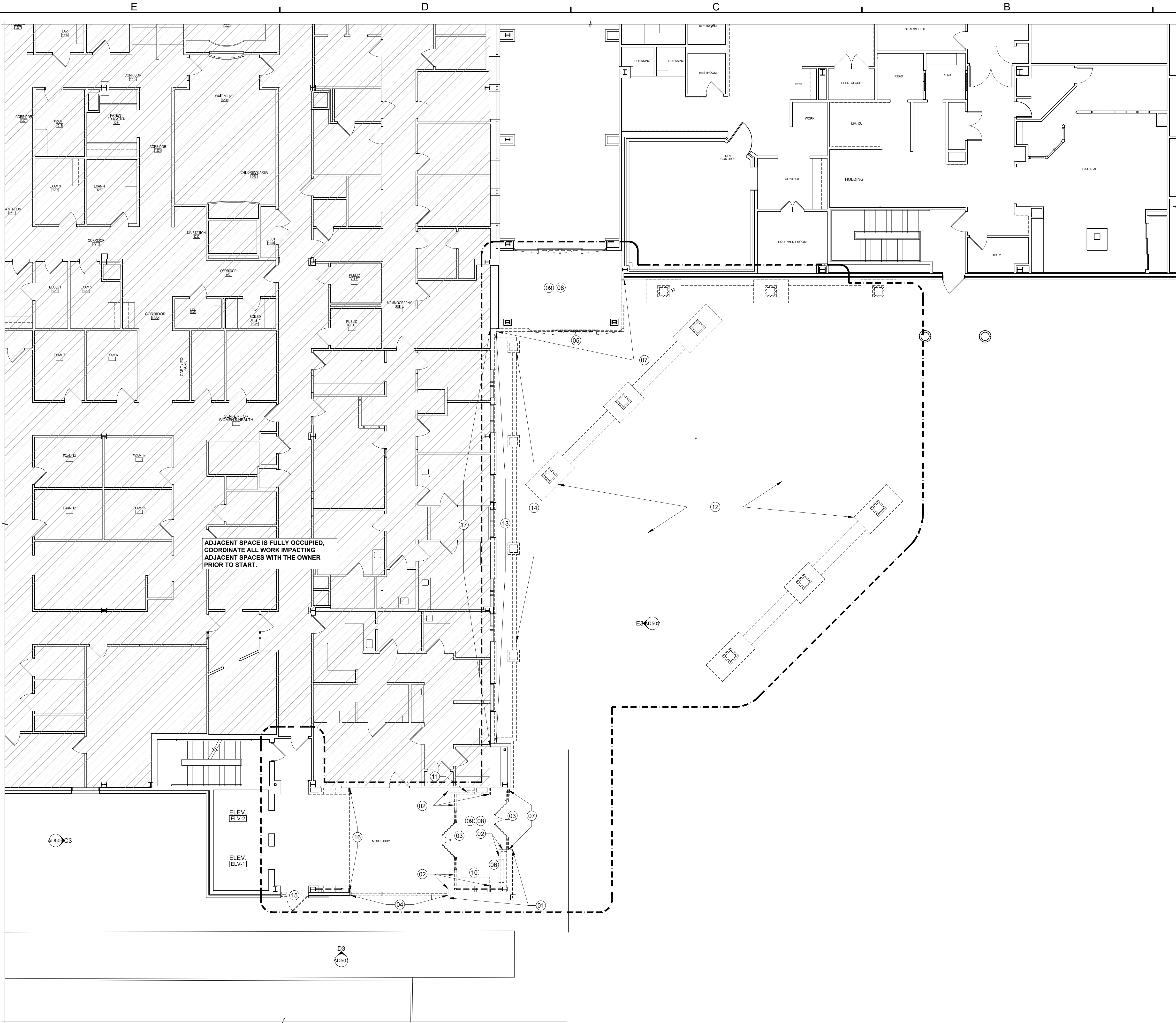
ADDENDA / REVISIONS			
NO.	DATE	NO.	DATE
A02	2021-07-16		
B01	2021-11-29		

PROJ. NO. : 20042.4.2
DRAWN BY : MJA
CHKD. BY : AGE
DATE : APRIL 30, 2021
SCALE : AS NOTED
DRAWING NO.

A801

Appendix D – Connector Walkway Detail





LEGEND:

- CONTRACT LIMIT LINE
- EXISTING TO REMAIN
- - - - EXISTING TO BE DEMOLISHED
- /// AREA NOT IN CONTRACT

DEMOLITION NOTES:

- 01 REMOVE AND PROPERLY DISPOSE OF EXTERIOR WALL IN ITS ENTIRETY TO EXTENTS SHOWN. REFER TO ELEVATIONS FOR ADDITIONAL INFORMATION.
- 02 REMOVE WALL/PARTITION COMPLETELY AS INDICATED. PATCH WALL AND FLOOR TO PROVIDE SMOOTH LEVEL SURFACES FOR NEW FINISHES.
- 03 REMOVE AND PROPERLY DISPOSE OF EXISTING DOOR, FRAME AND HARDWARE.
- 04 REMOVE AND PROPERLY DISPOSE OF EXISTING ALUMINUM WINDOW FRAMES AND GLAZING. MAKE SAFE OPENING AND PROVIDE TEMPORARY WATER TIGHT FINISH.
- 05 REMOVE AND SAFELY SALVAGE DOOR, FRAME, AND HARDWARE FOR REUSE IN SIMILAR LOCATION. MAKE SAFE LOW VOLTAGE AS REQUIRED. REFER TO ELECTRICAL FOR ADDITIONAL WORK REQUIRED.
- 06 REMOVE AND SAFELY SALVAGE EXISTING MAILBOX SYSTEM. RETURN TO HOSPITAL OR DISPOSE OF AS DIRECTED.
- 07 REMOVE AND PROPERLY DISPOSE OF EXISTING STOREFRONT SYSTEM. PATCH AND PREPARE EXISTING SURFACES TO REMAIN TO RECEIVE NEW FINISHES.
- 08 REMOVE EXISTING FLOOR FINISH AND/OR WALL BASE. PATCH AND PREPARE SURFACES TO RECEIVE NEW FINISHES. PROVIDE A LEVEL, FLAT, SMOOTH SURFACE PRIOR TO APPLICATION OF NEW FINISH.
- 09 REMOVE WALL COVERING AND PREPARE SURFACES TO RECEIVE NEW FINISH.
- 10 REMOVE AND PROPERLY DISPOSE OF EXISTING MILLWORK BENCH IN ITS ENTIRETY.
- 11 EXISTING FIRE ALARM ANUNCIATOR PANEL SHALL REMAIN IN EXISTING LOCATION FOR DURATION OF CONSTRUCTION. ANNUNCIATOR RELOCATION/INSTALLATION BY OTHERS.
- 12 REMOVE AND PROPERLY DISPOSE OF EXISTING CANOPY STRUCTURE AND ARCHITECTURAL SURROUNDS IN ITS ENTIRETY. REFER TO STRUCTURAL FOR ADDITIONAL DEMOLITION REQUIRED.
- 13 REMOVE PORTION OF EXISTING BRICK FACADE, FRAMING, AND SHEATHING AS REQUIRED TO ACCESS STRUCTURAL BEAMS AND COLUMNS BEYOND FOR FIRE PROOFING APPLICATION.
- 14 REMOVE AND PROPERLY DISPOSE OF EXISTING PLANTER AND EXISTING INFILL. REFER TO STRUCTURAL/CIVIL/LANDSCAPE DRAWINGS FOR ADDITIONAL DEMOLITION REQUIRED. COORDINATE EXTENT OF WORK WITH CONDITIONS IN THE FIELD.
- 15 REMOVE AND PROPERLY DISPOSE OF TEMPORARY ENTRANCE DOOR AND FRAME. PROVIDE SMOOTH LEVEL SURFACES TO RECEIVE NEW FINISHES.
- 16 REMOVE AND PROPERLY DISPOSE OF TEMPORARY WALL AT END OF CONSTRUCTION PRIOR TO RETURNING THE SPACE TO THE OWNER. PROVIDE SMOOTH LEVEL SURFACES TO RECEIVE NEW FINISHES. REFER TO PHASING DRAWINGS.
- 17 CAREFULLY REMOVE PORTION OF EXISTING GYPSUM BOARD, FRAMING, CEILING, AND ASSOCIATED FINISHES AND ATTACHED MILLWORK AS REQUIRED TO ACCESS STRUCTURAL BEAMS AND COLUMNS BEYOND FOR FIRE PROOFING APPLICATION. AT COMPLETION OF THE WORK, PATCH IN ALL SURFACES PREVIOUSLY REMOVED TO MATCH EXISTING. REPAINT AFFECTED WALLS FROM CORNER TO CORNER.



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SOUTH COUNTY
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MAIN BUILDING

PROJECT:
**SCH FROST
CONNECTOR &
MOB LOBBY
EXTERIOR
RESKIN**

TITLE:
**GROUND FLOOR
DEMOLITION
PLAN**

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NO.	DATE	NO.	DATE

PROJ. NO. : 20042.4.3
DRAWN BY : BE
CHKD. BY : SG
DATE : 04/22/2022
SCALE : AS NOTED

DRAWING NO.

AD100

E4 MOB & FROST CONNECTOR GROUND FLOOR DEMOLITION PLAN
SCALE: 1/8" = 1'-0"



	CONTRACT LIMIT LINE
	EXISTING TO REMAIN
	EXISTING TO BE DEMOLISHED
	AREA NOT IN CONTRACT

- ① REMOVE AND PROPERLY DISPOSE OF EXTERIOR BRICK VENEER FROM MOB FIRST FLOOR. MAKE SAFE ANY EXTERIOR WALL TO REMAIN AND PROVIDE TEMPORARY WATER TIGHT FINISH. INTERIOR WALL SHEATHING AND FRAMING SHALL BE EXISTING TO REMAIN.
- ② REMOVE AND PROPERLY DISPOSE OF PORTION OF EXTERIOR WALL TO THE EXTENT NEEDED TO INSTALL NEW DOOR. PREPARE SURFACES TO RECEIVE NEW FINISHES.
- ③ REMOVE AND PROPERLY DISPOSE OF EXISTING ALUMINUM WINDOW FRAMES AND GLAZING. MAKE SAFE OPENING AND PROVIDE TEMPORARY WATER TIGHT FINISH.
- ④ REMOVE AND PROPERLY DISPOSE OF EXISTING STOREFRONT SYSTEM. PATCH AND PREPARE EXISTING SURFACES TO REMAIN TO RECEIVE NEW FINISHES.
- ⑤ REMOVE EXISTING FLOOR FINISH AND/OR WALL BASE. PATCH AND PREPARE SURFACES TO RECEIVE NEW FINISHES. PROVIDE A LEVEL, FLAT, SMOOTH SURFACE PRIOR TO APPLICATION OF NEW FINISH.
- ⑥ REMOVE AND PROPERLY DISPOSE OF EXISTING CANOPY AND DOME STRUCTURE AND ARCHITECTURAL SURROUNDS IN ITS ENTIRETY. REFER TO ENGINEERING DRAWINGS FOR ADDITIONAL DEMOLITION REQUIRED. PHASE AND SCHEDULE WORK TO ENSURE THAT ACCESS TO BUILDING IS SAFELY MAINTAINED AT ALL TIMES.
- ⑦ REMOVE WALL/PARTITION COMPLETELY AS INDICATED. PATCH WALL AND FLOOR TO PROVIDE SMOOTH LEVEL SURFACE FOR NEW FINISHES.
- ⑧ REMOVE AND DISPOSE OF EXISTING DOOR, FRAME AND HARDWARE.
- ⑨ REMOVE AND PROPERLY DISPOSE OF EXISTING VESTIBULE ROOF/CEILING AND EXISTING STRUCTURAL SUPPORTS. REFER TO STRUCTURAL DRAWINGS.
- ⑩ REMOVE AND PROPERLY DISPOSE OF EXISTING PARAPET COPING AND PROVIDE SMOOTH LEVEL SURFACES TO RECEIVE NEW FINISHES. PATCH WALL SECTIONS, DETAILS, AND STRUCTURAL DRAWINGS. PROVIDE TEMPORARY WATER TIGHT FINISH TO BE REMOVED AFTER NEW WALL IS FLASHED IN.
- ⑪ REMOVE AND PROPERLY DISPOSE OF EXISTING GUARDRAIL. PROVIDE SMOOTH LEVEL SURFACES TO RECEIVE NEW FINISHES. PATCH ADJACENT WALLS AS REQUIRED TO RECEIVE NEW GUARDRAIL. TEMPORARILY MAKE SAFE LANDING UNTIL NEW GUARDRAIL IS INSTALLED.
- ⑫ REMOVE AND PROPERLY DISPOSE OF EXISTING INTERIOR WINDOW FRAME AND GLAZING.
- ⑬ CAREFULLY REMOVE GYPSUM BOARD AND WALL BASE ONE SIDE OF PARTITION AS REQUIRED FOR INSTALLATION OF PLUMBING IN FRAMING BEHIND. REFER TO NEW WORK AND PLUMBING DRAWINGS.

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DEMOLITION
PLAN

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NO. :	20042.4.3
BY :	BE
BY :	SG
:	04/22/2022
E :	AS NOTED
ING NO.	

AD101

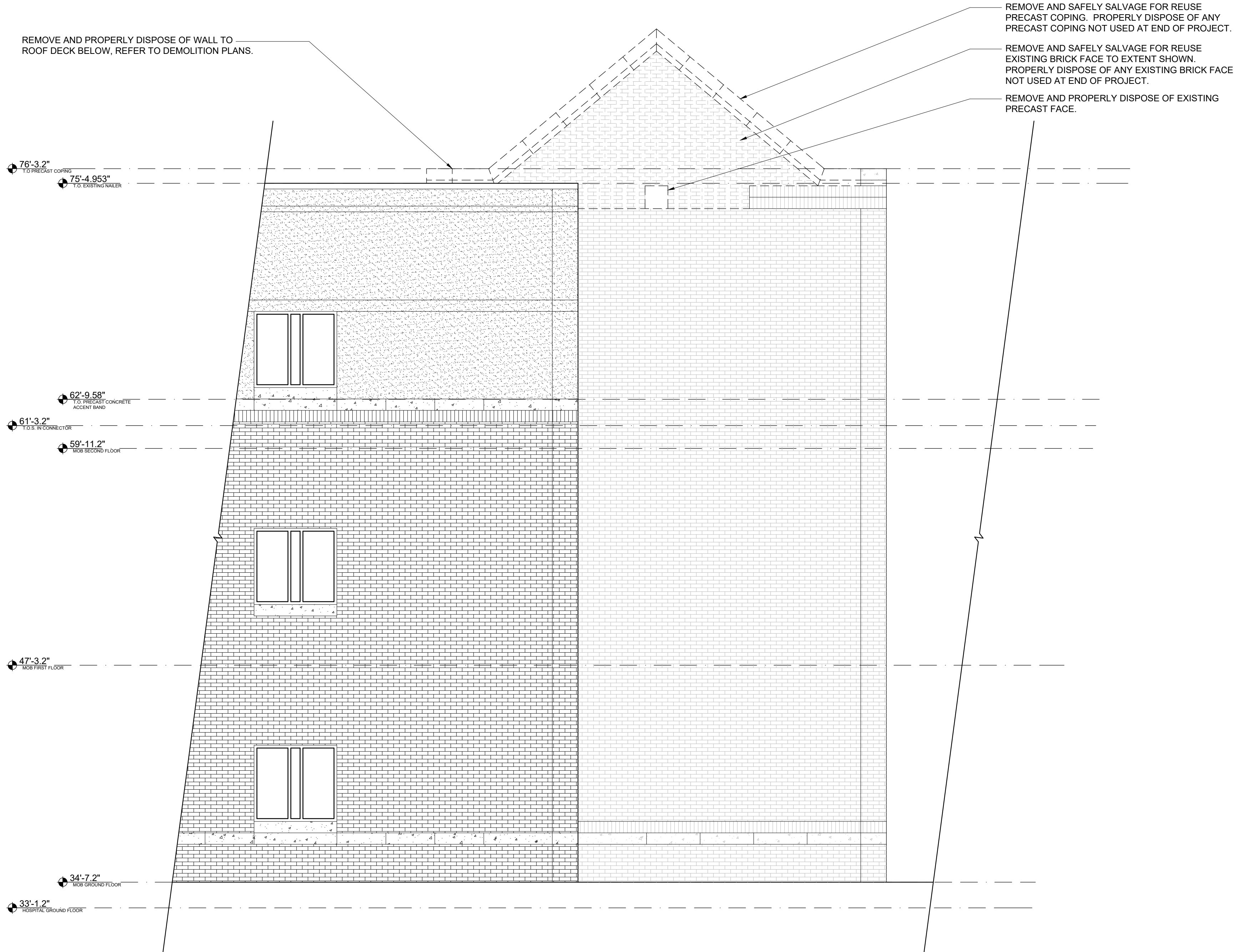
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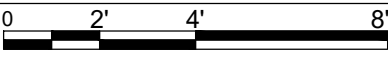
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C3 MOB WEST ELEVATION DEMOLITION

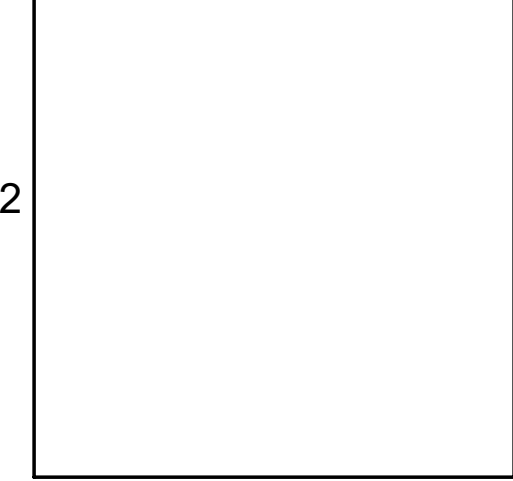
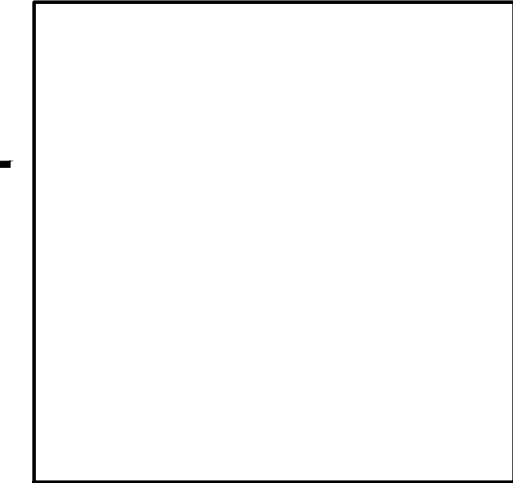


SCALE: 1/4" = 1'-0"



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MAIN BUILDING

PROJECT:
**SCH FROST
CONNECTOR &
MOB LOBBY
EXTERIOR
RESKIN**

TITLE:
**EXTERIOR
DEMOLITION
ELEVATIONS (i)**

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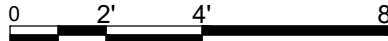
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D3 MOB SOUTH ELEVATION DEMOLITION



SCALE: 1/4" = 1'-0"

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MAIN BUILDING

PROJECT:
**SCH FROST
CONNECTOR &
MOB LOBBY
EXTERIOR
RESKIN**

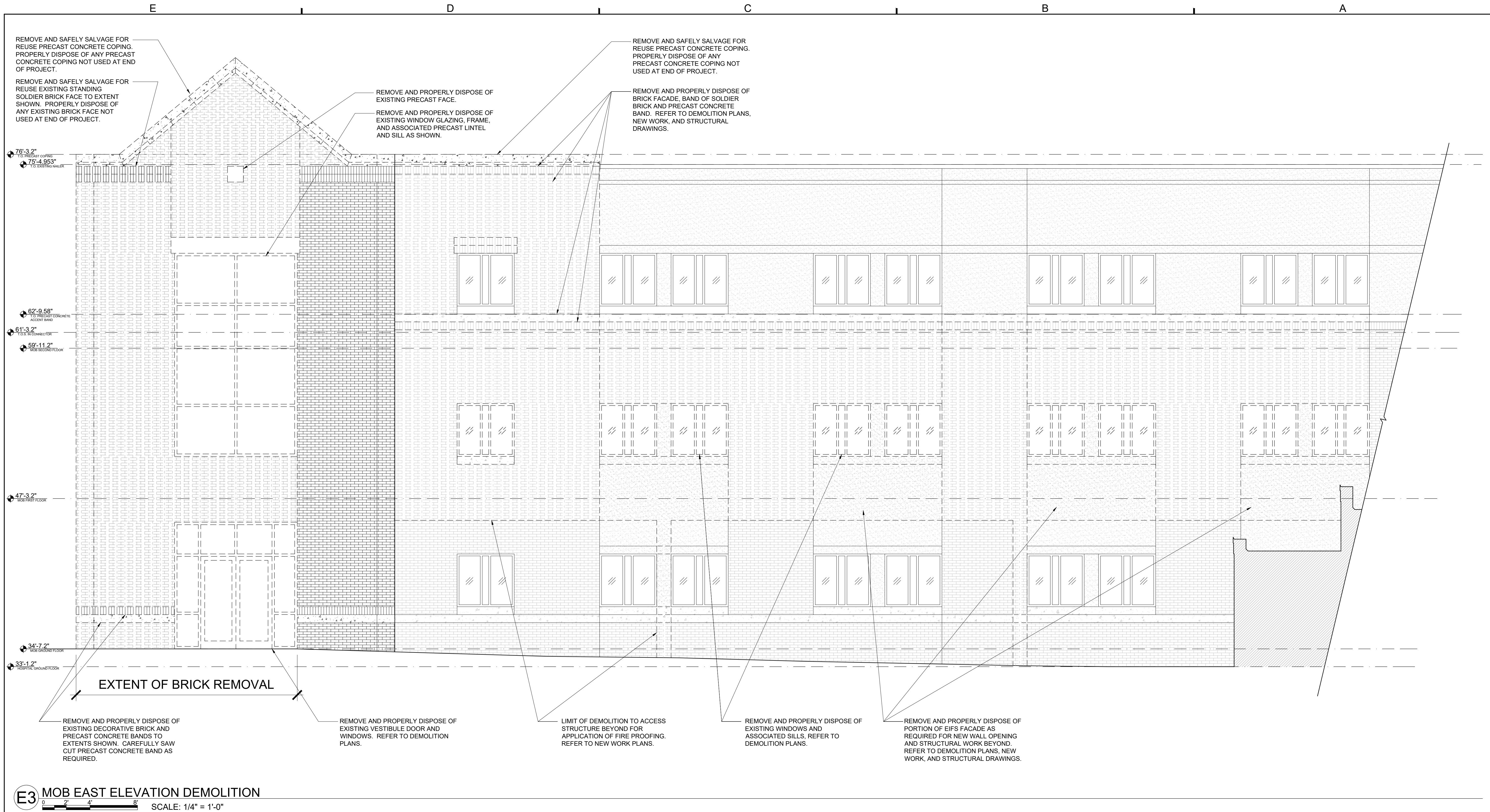
TITLE:
**EXTERIOR
DEMOLITION
ELEVATIONS (ii)**

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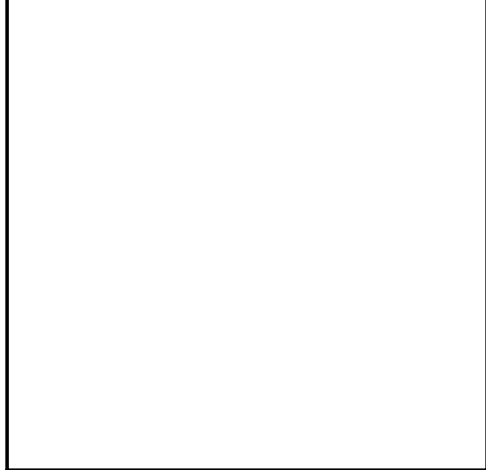
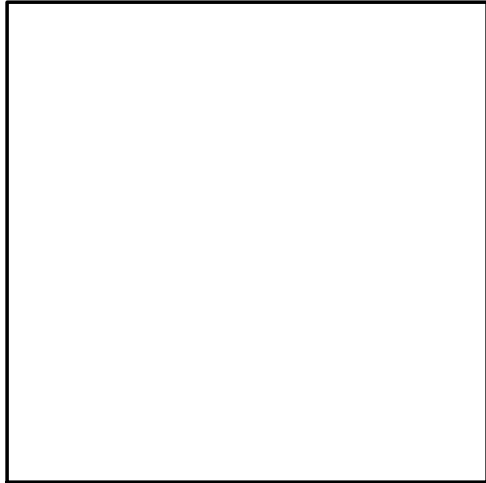
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MOB LOBBY
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RESKIN**

TITLE:
**EXTERIOR
DEMOLITION
ELEVATIONS (iii)**

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AD502



LEGEND:

- NEW WALL - REFER TO PARTITION TYPE TAG
- EXISTING WALL TO REMAIN

RENOVATION NOTES:

- FURNISH AND INSTALL NEW DOOR, FRAME AND HARDWARE. REFER TO DOOR SCHEDULE.
- FURNISH AND INSTALL NEW CEILING TILE AND/OR GRID AND/OR GYPSUM CEILING OR SOFFITS. REFER TO REFLECTED CEILING PLAN.
- FURNISH AND INSTALL NEW FLOOR FINISH AND/OR BASE. REFER TO FINISH PLAN.
- FURNISH AND INSTALL NEW CHAIR RAIL AND/OR WALL PROTECTION AND/OR CRASH GUARDS AND/OR CORNER GUARDS AND ASSOCIATED F.T. BLOCKING. REFER TO FINISH PLAN.
- INSTALL SALVAGED DOOR, FRAME, AND HARDWARE IN NEW LOCATION SHOWN. REFER TO DOOR SCHEDULE.
- PROVIDE NEW 4" RAIN LEADER TO STORM DRAINS BELOW. RUN RAIN LEADER INSIDE COLUMN COVERS DOWN THROUGH PROTECTIVE BASE. REFER TO PLUMBING AND CIVIL DRAWINGS.
- FURNISH AND INSTALL NEW COLUMN COVERS. REFER TO DETAILS.
- FURNISH AND INSTALL NEW PRECAST CONCRETE COLUMN BASE SURROUNDS. REFER TO WALL SECTIONS, DETAILS, AND CIVIL/LANDSCAPING DRAWINGS.
- FURNISH AND INSTALL NEW LOW WALL AND WALL CAP. REFER TO WALL SECTIONS AND DETAILS. PROVIDE NEW SEATING SYSTEM ON TOP OF WALL CAP AS SHOWN. REFER TO EQUIPMENT AND FURNITURE PLAN.
- FURNISH AND INSTALL NEW BOLLARD/LIGHTING. REFER TO ENGINEERING AND LANDSCAPING DRAWINGS.
- FURNISH AND INSTALL EXISTING SALVAGED BRICK AND PRECAST CONCRETE SILL BACK TO ORIGINAL WINDOW CONDITION. REFER TO ORIGINAL BUILDING DOCUMENTS FOR DETAILING.
- FURNISH AND INSTALL NEW ALUMINUM WINDOW AND GLAZING TO MATCH EXISTING BUILDING WINDOW TYPE AND STYLE IN EXISTING OPENING. REFER TO EXTERIOR ELEVATIONS.
- FURNISH AND INSTALL NEW VOLUNTEER WORKSTATION. REFER TO INTERIOR ELEVATIONS AND DETAILS.
- FURNISH AND INSTALL WALL INFILL. MATCH EXISTING ADJACENT WALL CONSTRUCTION AND RATING. PROVIDE NEW FINISHES, REFER TO FINISH PLAN.
- FURNISH AND INSTALL EXISTING SALVAGED MAILBOXES.
- PRIOR TO DEMOLITION OF EXISTING FIRE ANNUNCIATOR PANEL, FURNISH AND INSTALL NEW FIRE ANNUNCIATOR PANEL. REFER TO FIRE ALARM DRAWINGS.
- FURNISH AND INSTALL BENCHES. SECURE TO PAVING WITH STAINLESS STEEL EXPANSION ANCHORS. REFER TO CIVIL DRAWINGS.

E4 MOB & FROST CONNECTOR GROUND FLOOR DIMENSION PLAN

SCALE: 1/8" = 1'-0"

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PROJECT:
SCH FROST
CONNECTOR &
MOB LOBBY
EXTERIOR
RESKIN

TITLE:
GROUND FLOOR
NEW WORK
PLAN

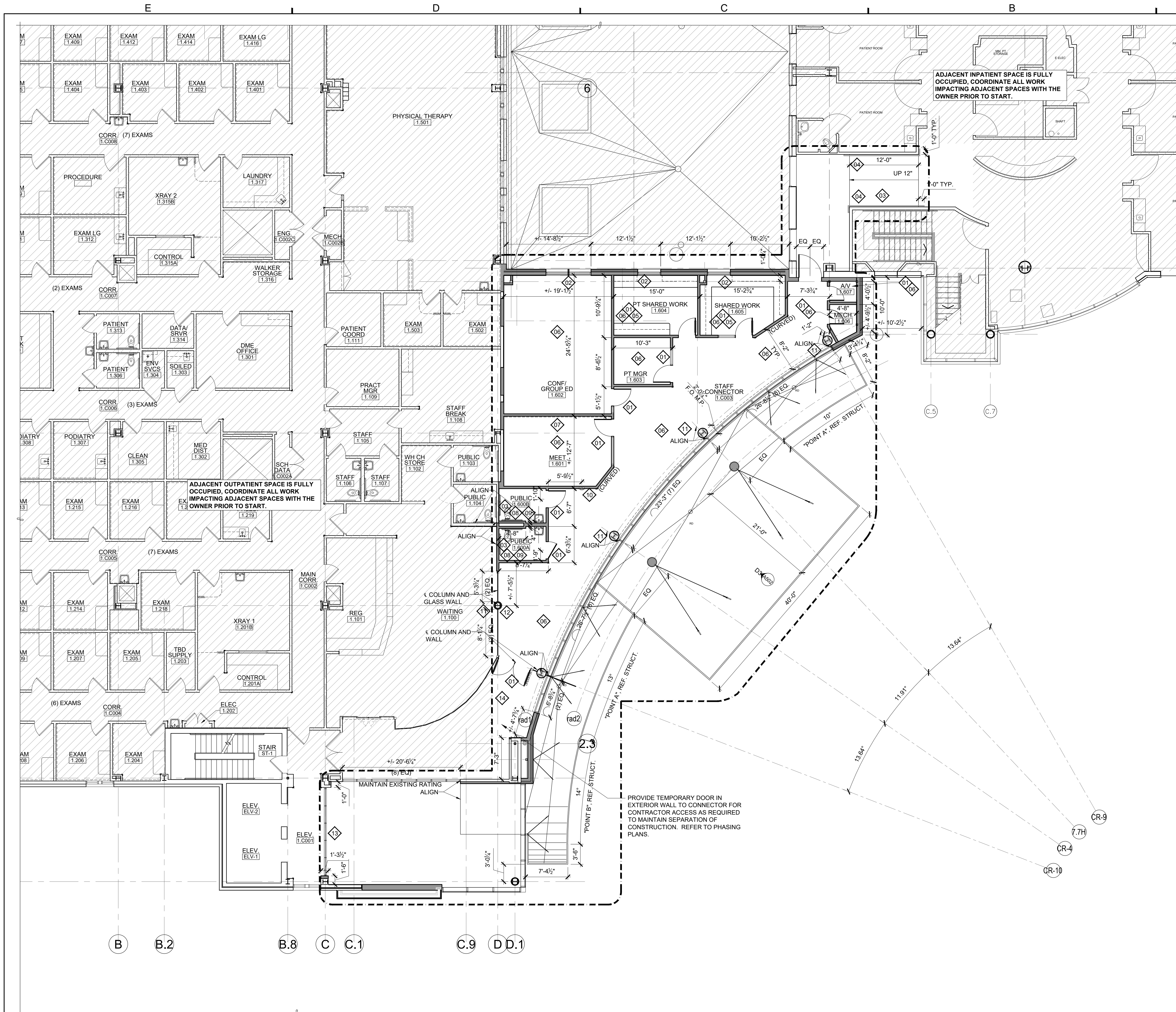
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A100



LEGEND:

- NEW WALL - REFER TO PARTITION TYPE TAG
- EXISTING WALL TO REMAIN

RENOVATION NOTES:

- FURNISH AND INSTALL NEW DOOR, FRAME AND HARDWARE. REFER TO DOOR SCHEDULE.
- FURNISH AND INSTALL NEW ALUMINUM WINDOW FRAME AND GLAZING. REFER TO WINDOW TYPES.
- FURNISH AND INSTALL NEW RAMP, REFER TO SECTIONS, DETAILS, AND FINISH PLAN AND SCHEDULE.
- FURNISH AND INSTALL NEW HANDRAIL. PROVIDE SOLID BLOCKING AS REQUIRED. REFER TO INTERIOR ELEVATIONS AND DETAILS.
- FURNISH AND INSTALL NEW BASE AND/OR WALL CABINETS / COUNTERS, AND/OR NEW SHELVING, AND/OR BOOKCASES AND/OR TACKABLE FABRIC PANELS AND ASSOCIATED F.T. BLOCKING AS SHOWN.
- FURNISH AND INSTALL NEW FLOOR FINISH AND/OR BASE. REFER TO FINISH PLAN.
- FURNISH AND INSTALL NEW CHAIR RAIL AND/OR WALL PROTECTION AND/OR CRASH GUARDS AND/OR CORNER GUARDS AND ASSOCIATED F.T. BLOCKING. REFER TO FINISH PLAN.
- FURNISH AND INSTALL NEW PLUMBING FIXTURES, REFER TO M/E/P DWG'S.
- FURNISH AND INSTALL WALL TILE ON WET WALLS AND GRAB BAR WALLS. REFER TO FINISH PLAN AND SCHEDULE AND INTERIOR ELEVATIONS.
- FURNISH AND INSTALL NEW FIRE EXTINGUISHER CABINET AND FIRE EXTINGUISHER. REFER TO EQUIPMENT PLAN AND SCHEDULE.
- FURNISH AND INSTALL NEW COLUMN SURROUNDS ON FREE STANDING COLUMNS.
- COORDINATE TIE-IN OF WALL WITH ADJACENT RENOVATION CONSTRUCTION.
- FURNISH AND INSTALL NEW GUARDRAIL, REFER TO INTERIOR ELEVATIONS AND DETAILS.
- EXTEND EXISTING FLOOR AND CEILING FINISH TO NEW DOUBLE DOOR. REPLACE CUT TILES WITH NEW FULL TILE. PATCH AND MATCH PAINT ON AFFECTED WALLS. PAINT ENTIRE WALL TO NEAREST CORNER.

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TITLE:
FIRST FLOOR
NEW WORK
DIMENSION AND
KEY NOTE
PLAN

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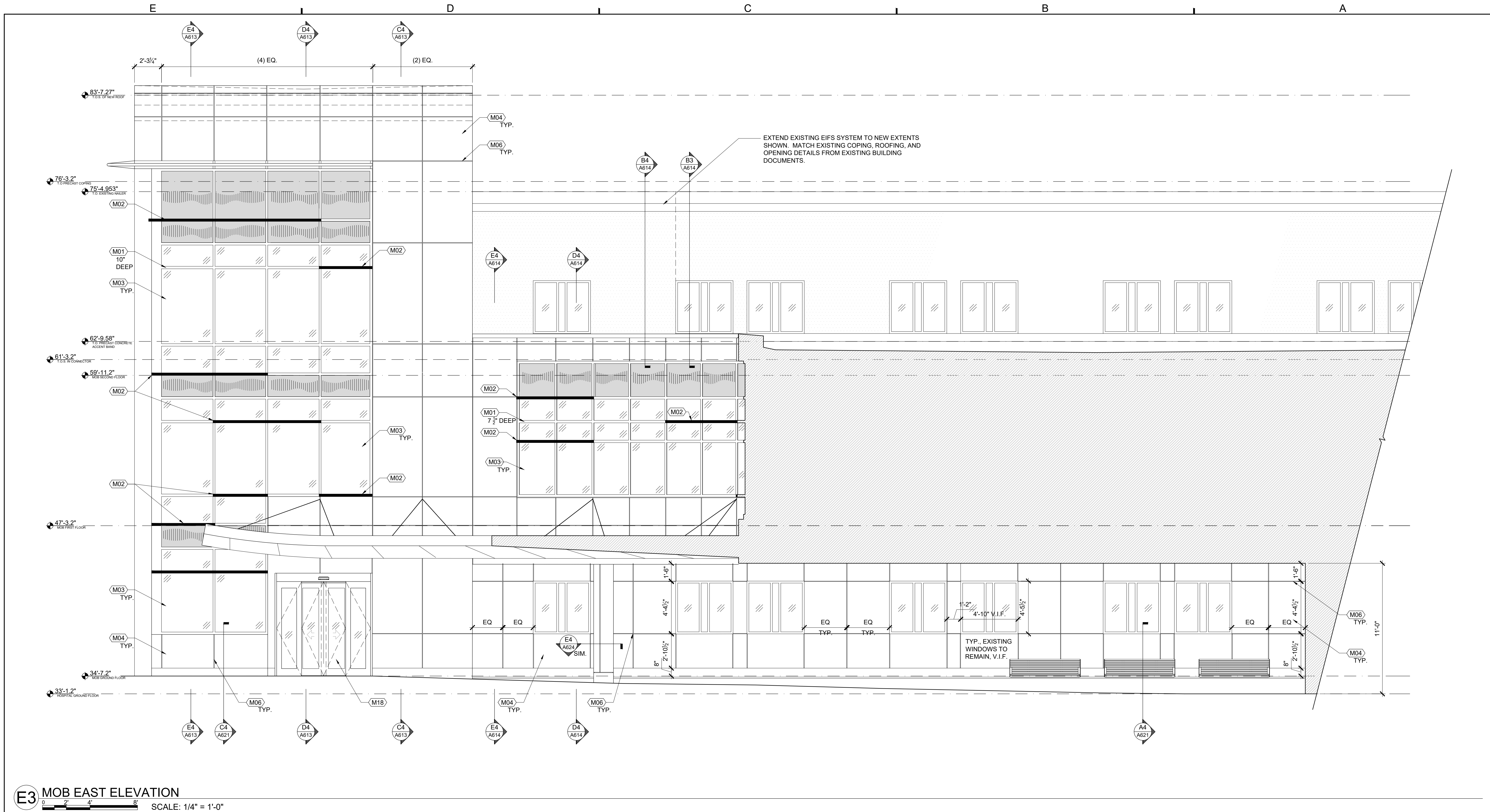
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E4 MOB & FROST CONNECTOR FIRST FLOOR DIMENSION PLAN

0 4' 8' 16' SCALE: 1/8" = 1'-0"



MATERIAL BASIS OF DESIGN:

- M01** BASIS OF DESIGN CURTAIN WALL: EFCO 5600 OUTSIDE GLAZED (2.5" X TBD). VARIABLE DEPTH MULLION CAPS. REFER TO ELEVATIONS.
- M02** BASIS OF DESIGN MULLION LIGHTING: GVA LIGHTING HL-1200-2700K-ELV48-120-5W-IP66; CLEAR ANODIZED, FLAT DIFFUSER, WITH ASSOCIATED WIRING AND POWER DISTRIBUTION. CABLING TO RUN BEHIND CURTAINWALL MULLION CAPS. EACH HORIZONTAL MULLION IS A SINGLE CONTINUOUS RUN FROM THE END. MOUNT LIGHTS TO CAPS.
- M03** BASIS OF DESIGN OF GLASS: GUARDIAN INDUSTRIES CORP. SUNGUARD-SUPERNEUTRAL 54; VARYING REFLECTANCE. REFER TO CURTAIN WALL/WINDOW TYPES/ELEVATIONS.
- M04** BASIS OF DESIGN ACM CLADDING: ALUCOBOND PLUS 4mm ROUTE & RETURN DRY RAINSCREEN PANEL. PANEL COLOR/FINISH: THE CLASSIC COLLECTION; SUNRISE SILVER METALIC II TO MATCH EXISTING FROST BUILDING.
- M05** BASIS OF DESIGN PERFORATED CLADDING: ARKTURA 3/16 GRAPHIC PERF PANELS, STANDOFFS, 6" TRIMS, EXTERIOR FROSTED BACKER AND ARKTURA PROVIDED LIGHT FIXTURES. REFER TO SALES QUOTE FOR ADDITIONAL PRODUCT INFORMATION AND DESIGN.
- M06** BASIS OF DESIGN CLADDING ATTACHMENT: KNIGHT WALL CI SYSTEM.
- M07** BASIS OF DESIGN MATAVERDE IPE 1X6 RAINSCREEN SOFFIT SYSTEM. PREFINISHED 4 SIDES. REFER TO REFLECTED CEILING PLAN FOR SYSTEM DIRECTION.

- M08** BASIS OF DESIGN EXTERIOR INSULATION: DUPONT THERMAX 2 1/2" (R-15 MIN.) GLASS-FIBER-INFUSED RIGID POLYISO BOARD.
- M09** BASIS OF DESIGN AIR VAPOR BARRIER: CARLISLE FIRE-RESIST 705FR-A SELF-ADHERED MEMBRANE.
- M10** BASIS OF DESIGN EXTERIOR SHEATHING: GEORGIA-PACIFIC DENSGLASS FIREGUARD 5/8".
- M11** BASIS OF DESIGN MEMBRANE ROOFING SYSTEM: FIRESTONE ULTRAPLY 60 MIL. TPO GRAY. SEE ROOFING DETAILS FOR COMPONENTS.
- M12** BASIS OF DESIGN ROOF INSULATION: FIRESTONE ISO 95+ GL 4.5" THICK POLYISO BOARD R-26.8 (R-25 MIN).
- M13** BASIS OF DESIGN FOUNDATION CLADDING: T-CLEAR WALL GUARD SYSTEM.
- M14** BASIS OF DESIGN OF EIFS CEILING: STO STOTHELM CI ESSENCE, SUBMIT COLOR SELECTION CHART TO ARCHITECT FOR SELECTION. SYSTEM SHALL MEET THERMAL VALUE R-11.4CI.
- M15** BASIS OF DESIGN RODS/CLEVIS: RONSTAN ARS3-SS-16, PAINTED GALVANIZED STEEL CLEVIS AND GUSSET TO MATCH COLUMN, 1" STAINLESS STEEL RODS.
- M16** BASIS OF DESIGN SUN SHADING: EFCO XTHERM E-SHADE 36" PROJECTION FROM FACE OF CURTAINWALL MULLION WITH 2-1/2" BLADES. COLOR AND FINISH AS SELECTED BY ARCHITECT. MITERED OUTSIDE CORNER UNITS REQUIRED. SYSTEM SHALL COMPLY WITH WIND LOAD REQUIREMENTS PER STRUCTURAL DRAWINGS.

- M17** BASIS OF DESIGN ALUMINUM WINDOWS: EFCO SERIES 526 THERMALLY BROKEN 2 1/2" X 5" ALUMINUM FRAMED STOREFRONT SYSTEM. CLEAR INSULATING GLAZING, COLOR TINT AS SELECTED BY ARCHITECT. CLEAR ANODIZED FINISH AS SELECTED BY ARCHITECT FROM MANUFACTURERS FULL LINE OF STANDARD COLORS. SYSTEM SHALL MEET ENERGY PERFORMANCE CRITERIA AS SPECIFIED AND COMPLY WITH WIND LOAD REQUIREMENTS PER STRUCTURAL DRAWINGS.
- M18** BASIS OF DESIGN VESTIBULE DOORS: NABCO GT 1175 SERIES - MODEL 1175 FBO. OPTIONS SHALL INCLUDE: AUTOMATIC OPENER AND SAFETY SENSORS. EMERGENCY BREAKOUT SIDELIGHT AND SLIDING DOOR. SYSTEM SHALL COMPLY WITH WIND SPEED REQUIREMENTS.
- M19** (NOT USED)
- M20** BASIS OF DESIGN EXTERIOR COLUMN COVERS: FRY, SERIES R; ALUMINUM PAINTED (POLYESTER ENAMEL, COLOR: SILVER SATIN), FLUSH TO CEILING WITH FIXED INSET BASE REVEAL.
- M21** BASIS OF DESIGN AUTOMATIC WINDOW SHADE/CURTAIN: DRAPER, CLUTCH OPERATED FLEX SHADE, FABRIC: T SCREEN, 3% OPEN, COLOR: WHITE PEARL 02.07.



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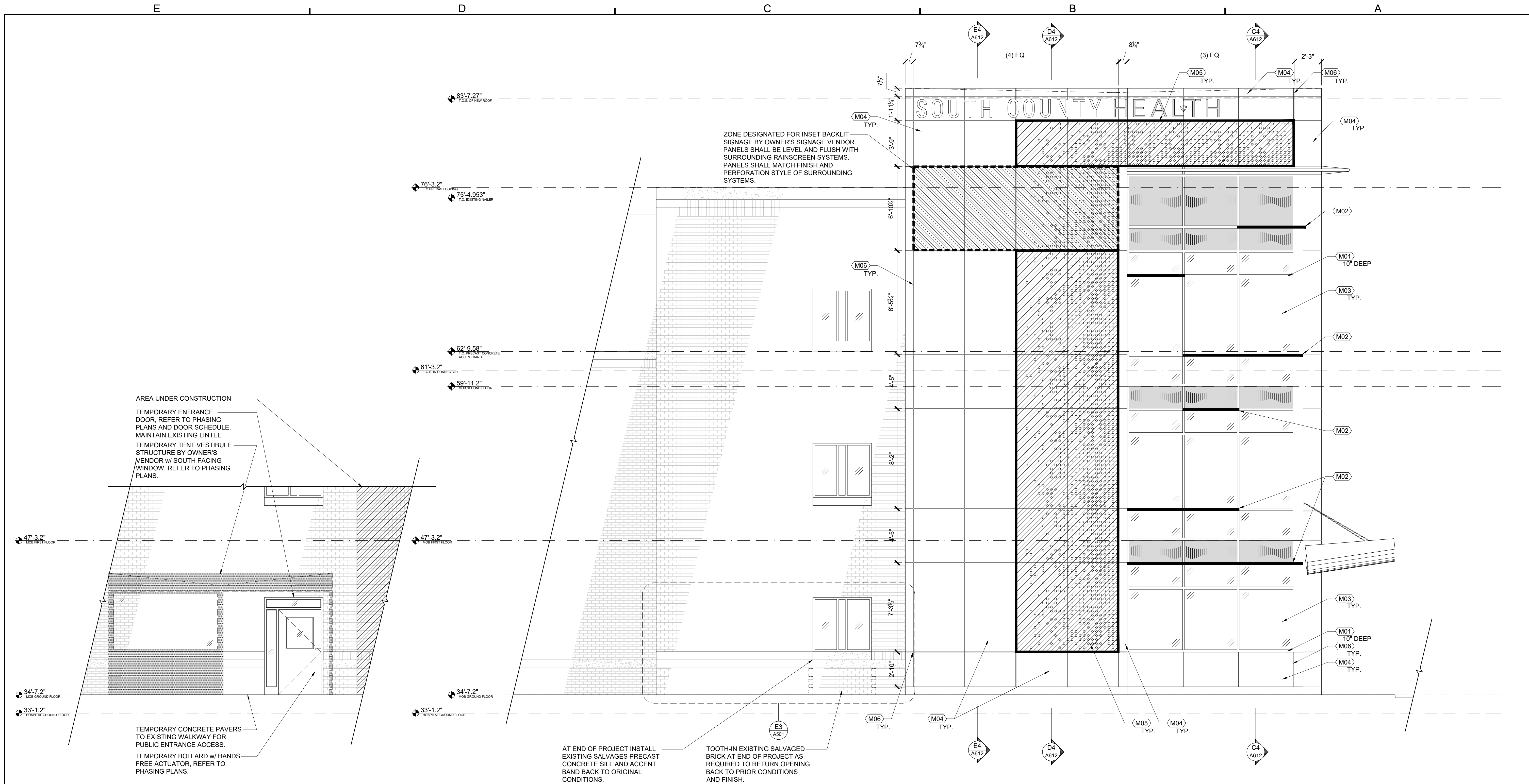
TITLE:
**EXTERIOR
ELEVATIONS (i)**

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A500



E3 TEMPORARY ENTRANCE

0 2 4 8 SCALE: 1/4" = 1'-0"

MATERIAL BASIS OF DESIGN:

(M01) BASIS OF DESIGN CURTAIN WALL: EFCO 5600 OUTSIDE GLAZED (2.5" X TBD). VARIABLE DEPTH MULLION CAPS, REFER TO ELEVATIONS.

(M02) BASIS OF DESIGN MULLION LIGHTING: GVA LIGHTING HL-1200-2700K-ELV48-120-SW-IP66: CLEAR ANODIZED, FLAT DIFFUSER, WITH ASSOCIATED WIRING AND POWER DISTRIBUTION. CABLING TO RUN BEHIND CURTAINWALL MULLION CAPS. EACH HORIZONTAL MULLION IS A SINGLE CONTINUOUS RUN FROM THE END. MOUNT LIGHTS TO CAPS.

(M03) BASIS OF DESIGN GLASS: GUARDIAN INDUSTRIES CORP: SUNGUARD-SUPERNEUTRAL 54, VARYING REFLECTANCE. REFER TO CURTAIN WALL/WINDOW TYPES/ELEVATIONS.

(M04) BASIS OF DESIGN ACM CLADDING: ALUCOBOND PLUS 4mm ROUTE & RETURN DRY RAINSCREEN PANEL. PANEL COLOR/FINISH: THE CLASSIC COLLECTION; SUNRISE SILVER METALIC II TO MATCH EXISTING FROST BUILDING.

(M05) BASIS OF DESIGN PERFORATED CLADDING: ARKTURA 3/16 GRAPHIC PERF PANELS, STANDOFFS, 6" TRIMS, EXTERIOR FROSTED BACKER AND ARKTURA PROVIDED LIGHT FIXTURES. REFER TO SALES QUOTE FOR ADDITIONAL PRODUCT INFORMATION AND DESIGN.

(M06) BASIS OF DESIGN CLADDING ATTACHMENT: KNIGHT WALL CI SYSTEM.

(M07) BASIS OF DESIGN MATAVERDE IPE 1X6 RAINSCREEN SOFFIT SYSTEM, PREFINISHED 4 SIDES. REFER TO REFLECTED CEILING PLAN FOR SYSTEM DIRECTION.

D3 MOB SOUTH ELEVATION

0 2 4 8 SCALE: 1/4" = 1'-0"

(M08) BASIS OF DESIGN EXTERIOR INSULATION: DUPONT THERMAX 2 1/2" (R-15 MIN.) GLASS-FIBER-INFUSED RIGID POLYISO BOARD.

(M09) BASIS OF DESIGN AIR VAPOR BARRIER: CARLISLE FIRE-RESIST 705FR-A SELF-ADHERED MEMBRANE.

(M10) BASIS OF DESIGN EXTERIOR SHEATHING: GEORGIA-PACIFIC DENSGLASS FIREGUARD 5/8".

(M11) BASIS OF DESIGN MEMBRANE ROOFING SYSTEM: FIRESTONE ULTRAPLY 60 MIL. TPO GRAY. SEE ROOFING DETAILS FOR COMPONENTS.

(M12) BASIS OF DESIGN ROOF INSULATION: FIRESTONE ISO 95+ GL 4.5" THICK POLYISO BOARD R-26.8 (R-25 MIN.).

(M13) BASIS OF DESIGN FOUNDATION CLADDING: T-CLEAR WALL GUARD SYSTEM.

(M14) BASIS OF DESIGN OF EIFS CEILING: STO STOTHERM CI ESSENCE, SUBMIT COLOR SELECTION CHART TO ARCHITECT FOR SELECTION. SYSTEM SHALL MEET THERMAL VALUE R-11.4CI.

(M15) BASIS OF DESIGN RODS/CLEVIS: RONSTAN ARS3-SS-16, PAINTED GALVANIZED STEEL CLEVIS AND GUSSET TO MATCH COLUMN, 1" STAINLESS STEEL RODS.

(M16) BASIS OF DESIGN SUN SHADING: EFCO XTERM E-SHADE 36" PROJECTION FROM FACE OF CURTAINWALL MULLION WITH 2-1/2" BLADES. COLOR AND FINISH AS SELECTED BY ARCHITECT. MITERED OUTSIDE CORNER UNITS REQUIRED. SYSTEM SHALL COMPLY WITH WIND LOAD REQUIREMENTS PER STRUCTURAL DRAWINGS.

(M17) BASIS OF DESIGN ALUMINUM WINDOWS: EFCO SERIES 526 THERMALLY BROKEN 2-1/2" X 5" ALUMINUM FRAMED STOREFRONT SYSTEM. CLEAR INSULATING GLAZING, COLOR TINT AS SELECTED BY ARCHITECT. CLEAR ANODIZED FINISH AS SELECTED BY ARCHITECT FROM MANUFACTURERS FULL LINE OF STANDARD COLORS. SYSTEM SHALL MEET ENERGY PERFORMANCE CRITERIA AS SPECIFIED AND COMPLY WITH WIND LOAD REQUIREMENTS PER STRUCTURAL DRAWINGS.

(M18) BASIS OF DESIGN VESTIBULE DOORS: NABCO GT 1175 SERIES - MODEL 1175 FBO. OPTIONS SHALL INCLUDE: AUTOMATIC OPENER AND SAFETY SENSORS. EMERGENCY BREAKOUT SIDELIGHT AND SLIDING DOOR. SYSTEM SHALL COMPLY WITH WIND SPEED REQUIREMENTS.

(M19) (NOT USED)

(M20) BASIS OF DESIGN EXTERIOR COLUMN COVERS: FRY, SERIES R: ALUMINUM PAINTED (POLYESTER ENAMEL, COLOR: SILVER SATIN), FLUSH TO CEILING WITH FIXED INSET BASE REVEAL.

(M21) BASIS OF DESIGN AUTOMATIC WINDOW SHADE/CURTAIN: DRAPER, CLUTCH OPERATED FLEX SHADE, FABRIC: T SCREEN, 3% OPEN, COLOR: WHITE PEARL 02.07.

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RESKIN

TITLE:
EXTERIOR
ELEVATIONS (ii)

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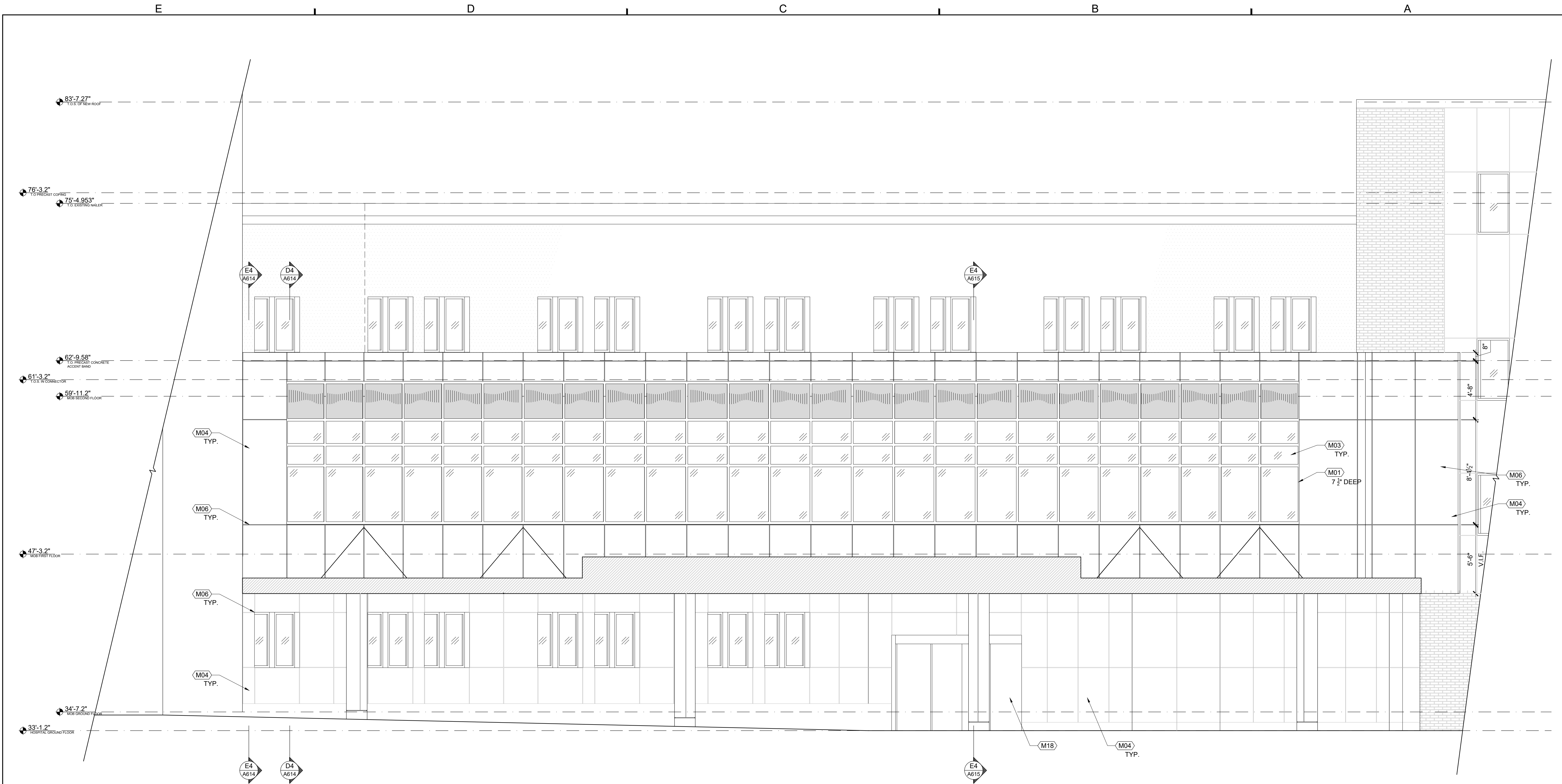
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DATE : 04/22/2022

SCALE : AS NOTED

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E3 CONNECTOR ELEVATION

MATERIAL BASIS OF DESIGN:

- (M01)** BASIS OF DESIGN CURTAIN WALL: EFCO 5600 OUTSIDE GLAZED (2.5" X TBD). VARIABLE DEPTH MULLION CAPS, REFER TO ELEVATIONS.
- (M02)** BASIS OF DESIGN MULLION LIGHTING: GVA LIGHTING HL-1200-2700K-ELV48-120-5W-IP66: CLEAR ANODIZED, FLAT DIFFUSER, WITH ASSOCIATED WIRING AND POWER DISTRIBUTION. CABLING TO RUN BEHIND CURTAINWALL MULLION CAPS. EACH HORIZONTAL MULLION IS A SINGLE CONTINUOUS RUN FROM THE END. MOUNT LIGHTS TO CAPS.
- (M03)** BASIS OF DESIGN OF GLASS: GUARDIAN INDUSTRIES CORP: SUNGUARD-SUPERNEUTRAL 54, VARYING REFLECTANCE. REFER TO CURTAIN WALL/WINDOW TYPES/ELEVATIONS.
- (M04)** BASIS OF DESIGN ACM CLADDING: ALUCOBOND PLUS 4mm ROUTE & RETURN DRY RAINSCREEN PANEL. PANEL COLOR/FINISH: THE CLASSIC COLLECTION; SUNRISE SILVER METALIC II TO MATCH EXISTING FROST BUILDING.
- (M05)** BASIS OF DESIGN PERFORATED CLADDING: ARKTURA 3/16 GRAPHIC PERF PANELS, STANDOFFS, 6" TRIMS, EXTERIOR FROSTED BACKER AND ARKTURA PROVIDED LIGHT FIXTURES. REFER TO SALES QUOTE FOR ADDITIONAL PRODUCT INFORMATION AND DESIGN.
- (M06)** BASIS OF DESIGN CLADDING ATTACHMENT: KNIGHT WALL CI SYSTEM.
- (M07)** BASIS OF DESIGN MATAVERDE IPE 1X6 RAINSCREEN SOFFIT SYSTEM, PREFINISHED 4 SIDES. REFER TO REFLECTED CEILING PLAN FOR SYSTEM DIRECTION.

- (M08)** BASIS OF DESIGN EXTERIOR INSULATION: DUPONT THERMAX 2 1/2" (R-15 MIN.) GLASS-FIBER-INFUSED RIGID POLYISO BOARD.
- (M09)** BASIS OF DESIGN AIR VAPOR BARRIER: CARLISLE FIRE-RESIST 705FR-A SELF-ADHERED MEMBRANE.
- (M10)** BASIS OF DESIGN EXTERIOR SHEATHING: GEORGIA-PACIFIC DENSGLASS FIREGUARD 5/8".
- (M11)** BASIS OF DESIGN MEMBRANE ROOFING SYSTEM: FIRESTONE ULTRAPLY 60 MIL. TPO GRAY. SEE ROOFING DETAILS FOR COMPONENTS.
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- (M15)** BASIS OF DESIGN RODS/CLEVIS: RONSTAN ARS3-SS-16, PAINTED GALVANIZED STEEL CLEVIS AND GUSSET TO MATCH COLUMN, 1" STAINLESS STEEL RODS.
- (M16)** BASIS OF DESIGN SUN SHADING: EFCO XTHERM E-SHADE 36" PROJECTION FROM FACE OF CURTAINWALL MULLION WITH 2-1/2" BLADES. COLOR AND FINISH AS SELECTED BY ARCHITECT. MITERED OUTSIDE CORNER UNITS REQUIRED. SYSTEM SHALL COMPLY WITH WIND LOAD REQUIREMENTS PER STRUCTURAL DRAWINGS.

- (M17)** BASIS OF DESIGN ALUMINUM WINDOWS: EFCO SERIES 526 THERMALLY BROKEN 2 1/2" X 5' ALUMINUM FRAMED STOREFRONT SYSTEM. CLEAR INSULATING GLAZING, COLOR TINT AS SELECTED BY ARCHITECT. CLEAR ANODIZED FINISH AS SELECTED BY ARCHITECT FROM MANUFACTURERS FULL LINE OF STANDARD COLORS. SYSTEM SHALL MEET ENERGY PERFORMANCE CRITERIA AS SPECIFIED AND COMPLY WITH WIND LOAD REQUIREMENTS PER STRUCTURAL DRAWINGS.
- (M18)** BASIS OF DESIGN VESTIBULE DOORS: NABCO GT 1175 SERIES - MODEL 1175 FBO. OPTIONS SHALL INCLUDE: AUTOMATIC OPENER AND SAFETY SENSORS. EMERGENCY BREAKOUT SIDELIGHT AND SLIDING DOOR. SYSTEM SHALL COMPLY WITH WIND SPEED REQUIREMENTS.
- (M19)** (NOT USED)
- (M20)** BASIS OF DESIGN EXTERIOR COLUMN COVERS: FRY, SERIES R: ALUMINUM PAINTED (POLYESTER ENAMEL, COLOR: SILVER SATIN), FLUSH TO CEILING WITH FIXED INSET BASE REVEAL.
- (M21)** BASIS OF DESIGN AUTOMATIC WINDOW SHADE/CURTAIN: DRAPER, CLUTCH OPERATED FLEX SHADE, FABRIC: T SCREEN, 3% OPEN, COLOR: WHITE PEARL 02.07.

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n|m|d architects, inc.
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1 Virginia Avenue | Suite 202
Providence, Rhode Island 02905
T: 401-435-3532 | F: 401-435-3712
www.nemd.com | nemd@nemd.com

SOUTH COUNTY
HEALTH

100 KENYON AVE
WAKEFIELD, RI 02879
MAIN BUILDING

PROJECT:
**SCH FROST
CONNECTOR &
MOB LOBBY
EXTERIOR
RESKIN**

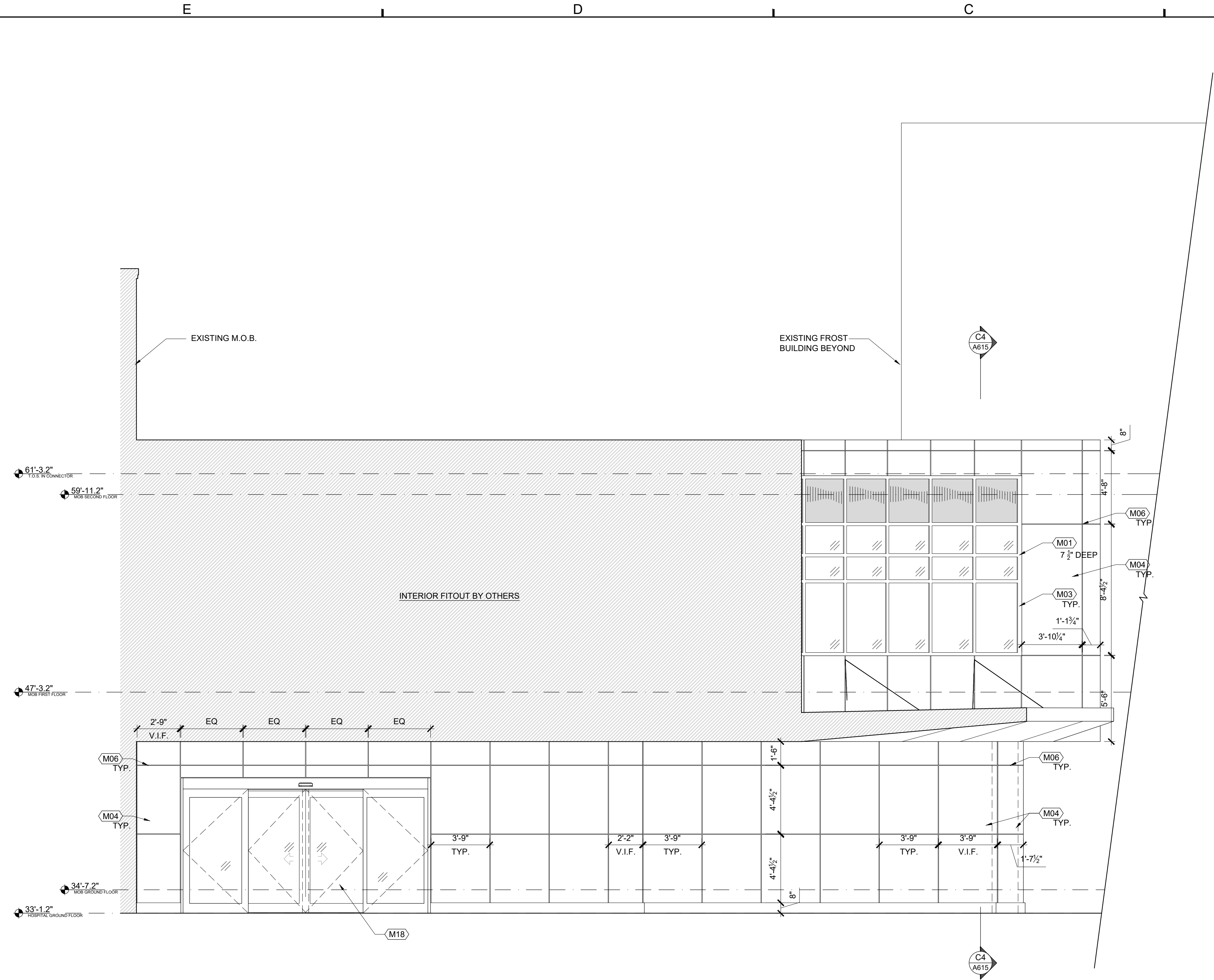
TITLE:
**EXTERIOR
ELEVATIONS (iii)**

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DATE : 04/22/2022
SCALE : AS NOTED
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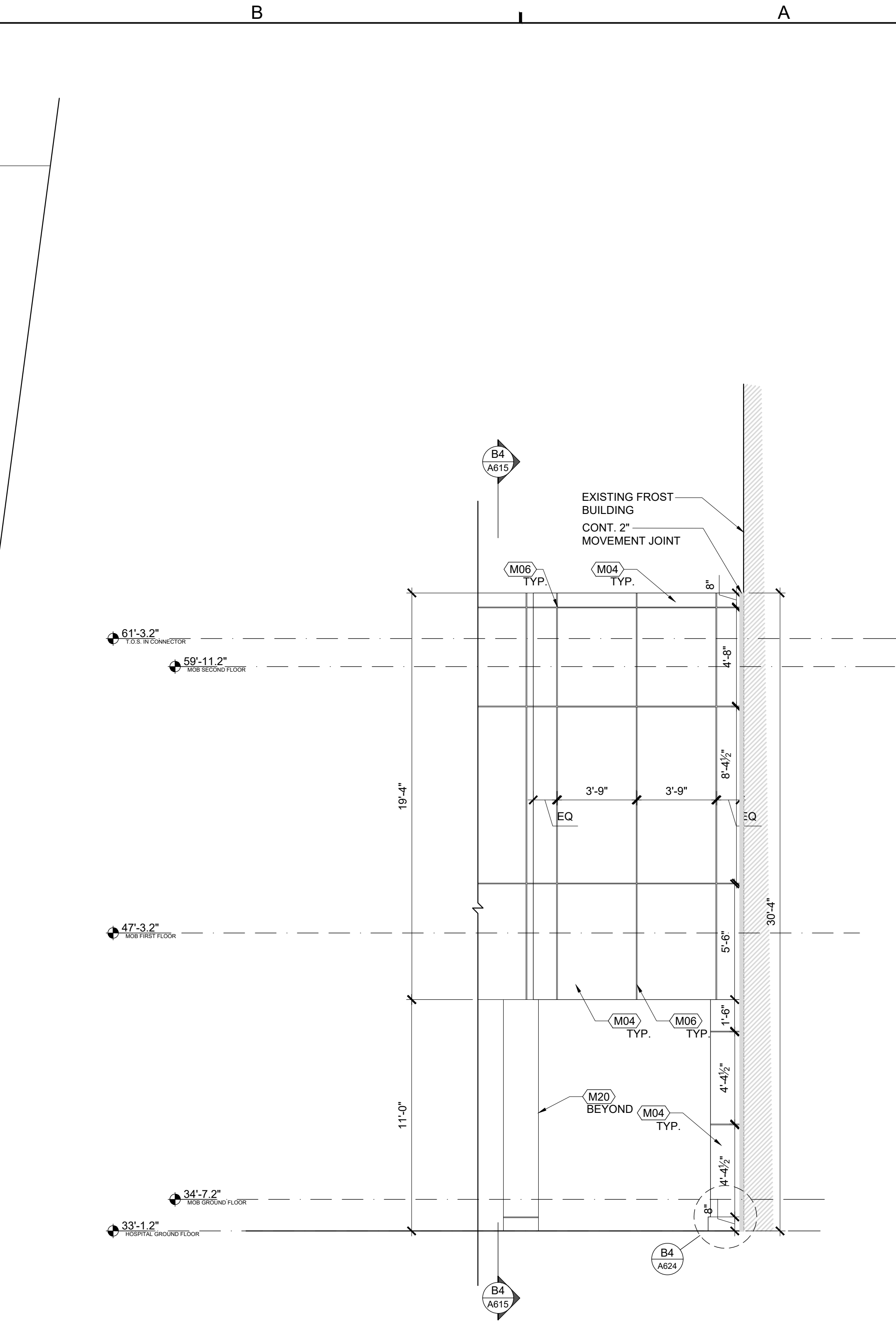
A502



E3 CONNECTOR & MAIN VESTIBULE ELEVATION
0 2' 4' 8' SCALE: 1/4" = 1'-0"

MATERIAL BASIS OF DESIGN:

- (M01)** BASIS OF DESIGN CURTAIN WALL: EFCO 5600 OUTSIDE GLAZED (2.5" X TBD). VARIABLE DEPTH MULLION CAPS, REFER TO ELEVATIONS.
- (M02)** BASIS OF DESIGN MULLION LIGHTING: GVA LIGHTING HL-1200-2700K-ELV48-120-5W-IP66: CLEAR ANODIZED, FLAT DIFFUSER, WITH ASSOCIATED WIRING AND POWER DISTRIBUTION. CABLING TO RUN BEHIND CURTAINWALL MULLION CAPS. EACH HORIZONTAL MULLION IS A SINGLE CONTINUOUS RUN FROM THE END. MOUNT LIGHTS TO CAPS.
- (M03)** BASIS OF DESIGN OF GLASS: GUARDIAN INDUSTRIES CORP. SUNGUARD-SUPERNEUTRAL 54, VARYING REFLECTANCE. REFER TO CURTAIN WALL/WINDOW TYPES/ELEVATIONS.
- (M04)** BASIS OF DESIGN ACM CLADDING: ALUCOBOND PLUS 4mm ROUTE & RETURN DRY RAINSCREEN PANEL. PANEL COLOR/FINISH: THE CLASSIC COLLECTION; SUNRISE SILVER METALIC II TO MATCH EXISTING FROST BUILDING.
- (M05)** BASIS OF DESIGN PERFORATED CLADDING: ARKTURA 3/16 GRAPHIC PERF PANELS, STANDOFFS, 6" TRIMS, EXTERIOR FROSTED BACKER AND ARKTURA PROVIDED LIGHT FIXTURES. REFER TO SALES QUOTE FOR ADDITIONAL PRODUCT INFORMATION AND DESIGN.
- (M06)** BASIS OF DESIGN CLADDING ATTACHMENT: KNIGHT WALL CI SYSTEM.
- (M07)** BASIS OF DESIGN MATAVERDE IPE 1X6 RAINSCREEN SOFFIT SYSTEM, PREFINISHED 4 SIDES. REFER TO REFLECTED CEILING PLAN FOR SYSTEM DIRECTION.
- (M08)** BASIS OF DESIGN EXTERIOR INSULATION: DUPONT THERMAX 2 1/2" (R-15 MIN.) GLASS-FIBER-INFUSED RIGID POLYISO BOARD.
- (M09)** BASIS OF DESIGN AIR VAPOR BARRIER: CARLISLE FIRE-RESIST 705FR-A SELF-ADHERED MEMBRANE.
- (M10)** BASIS OF DESIGN EXTERIOR SHEATHING: GEORGIA-PACIFIC DENSGLASS FIREGUARD 5/8".
- (M11)** BASIS OF DESIGN MEMBRANE ROOFING SYSTEM: FIRESTONE ULTRAPLY 60 MIL. TPO GRAY. SEE ROOFING DETAILS FOR COMPONENTS.
- (M12)** BASIS OF DESIGN ROOF INSULATION: FIRESTONE ISO 95+ GL 4.5" THICK POLYISO BOARD R-26.8 (R-25 MIN.).
- (M13)** BASIS OF DESIGN FOUNDATION CLADDING: T-CLEAR WALL GUARD SYSTEM.
- (M14)** BASIS OF DESIGN OF EIFS CEILING: STO STOTHERM CI ESSENCE, SUBMIT COLOR SELECTION CHART TO ARCHITECT FOR SELECTION. SYSTEM SHALL MEET THERMAL VALUE R-11.4CI.
- (M15)** BASIS OF DESIGN RODS/CLEVIS: RONSTAN ARS3-SS-16, PAINTED GALVANIZED STEEL CLEVIS AND GUSSET TO MATCH COLUMN, 1" STAINLESS STEEL RODS.
- (M16)** BASIS OF DESIGN SUN SHADING: EFCO XTERM E-SHADE 36" PROJECTION FROM FACE OF CURTAINWALL MULLION WITH 2-1/2" BLADES. COLOR AND FINISH AS SELECTED BY ARCHITECT. MITERED OUTSIDE CORNER UNITS REQUIRED. SYSTEM SHALL COMPLY WITH WIND LOAD REQUIREMENTS PER STRUCTURAL DRAWINGS.



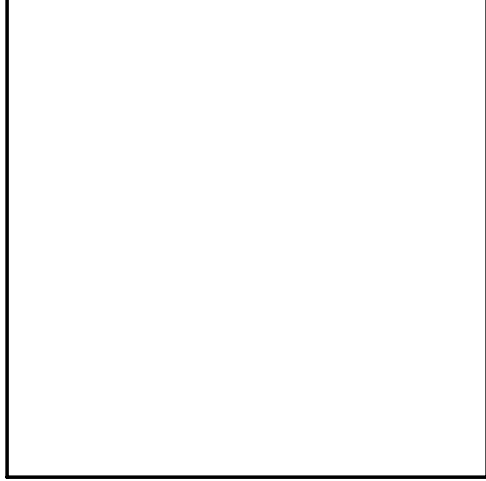
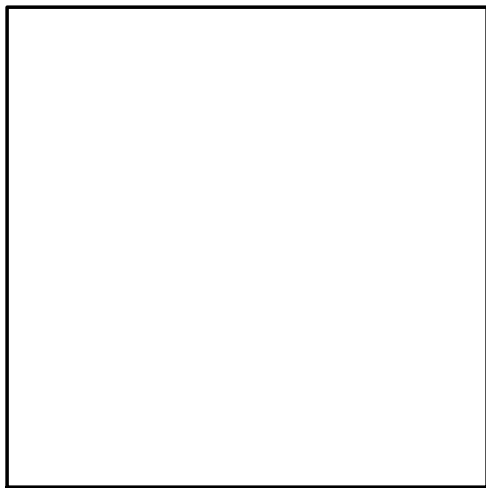
B3 CONNECTOR EAST ELEVATION
0 2' 4' 8' SCALE: 1/4" = 1'-0"

- (M17)** BASIS OF DESIGN ALUMINUM WINDOWS: EFCO SERIES 526 THERMALLY BROKEN 2 1/2" X 5" ALUMINUM FRAMED STOREFRONT SYSTEM. CLEAR INSULATING GLAZING, COLOR TINT AS SELECTED BY ARCHITECT. CLEAR ANODIZED FINISH AS SELECTED BY ARCHITECT FROM MANUFACTURERS FULL LINE OF STANDARD COLORS. SYSTEM SHALL MEET ENERGY PERFORMANCE CRITERIA AS SPECIFIED AND COMPLY WITH WIND LOAD REQUIREMENTS PER STRUCTURAL DRAWINGS.
- (M18)** BASIS OF DESIGN VESTIBULE DOORS: NABCO GT 1175 SERIES - MODEL 1175 FBO. OPTIONS SHALL INCLUDE: AUTOMATIC OPENER AND SAFETY SENSORS. EMERGENCY BREAKOUT SIDELIGHT AND SLIDING DOOR. SYSTEM SHALL COMPLY WITH WIND SPEED REQUIREMENTS.
- (M19)** (NOT USED)
- (M20)** BASIS OF DESIGN EXTERIOR COLUMN COVERS: FRY, SERIES R: ALUMINUM PAINTED (POLYESTER ENAMEL, COLOR: SILVER SATIN), FLUSH TO CEILING WITH FIXED INSET BASE REVEAL.
- (M21)** BASIS OF DESIGN AUTOMATIC WINDOW SHADE/CURTAIN: DRAPER, CLUTCH OPERATED FLEX SHADE, FABRIC: T SCREEN, 3% OPEN, COLOR: WHITE PEARL 02.07.



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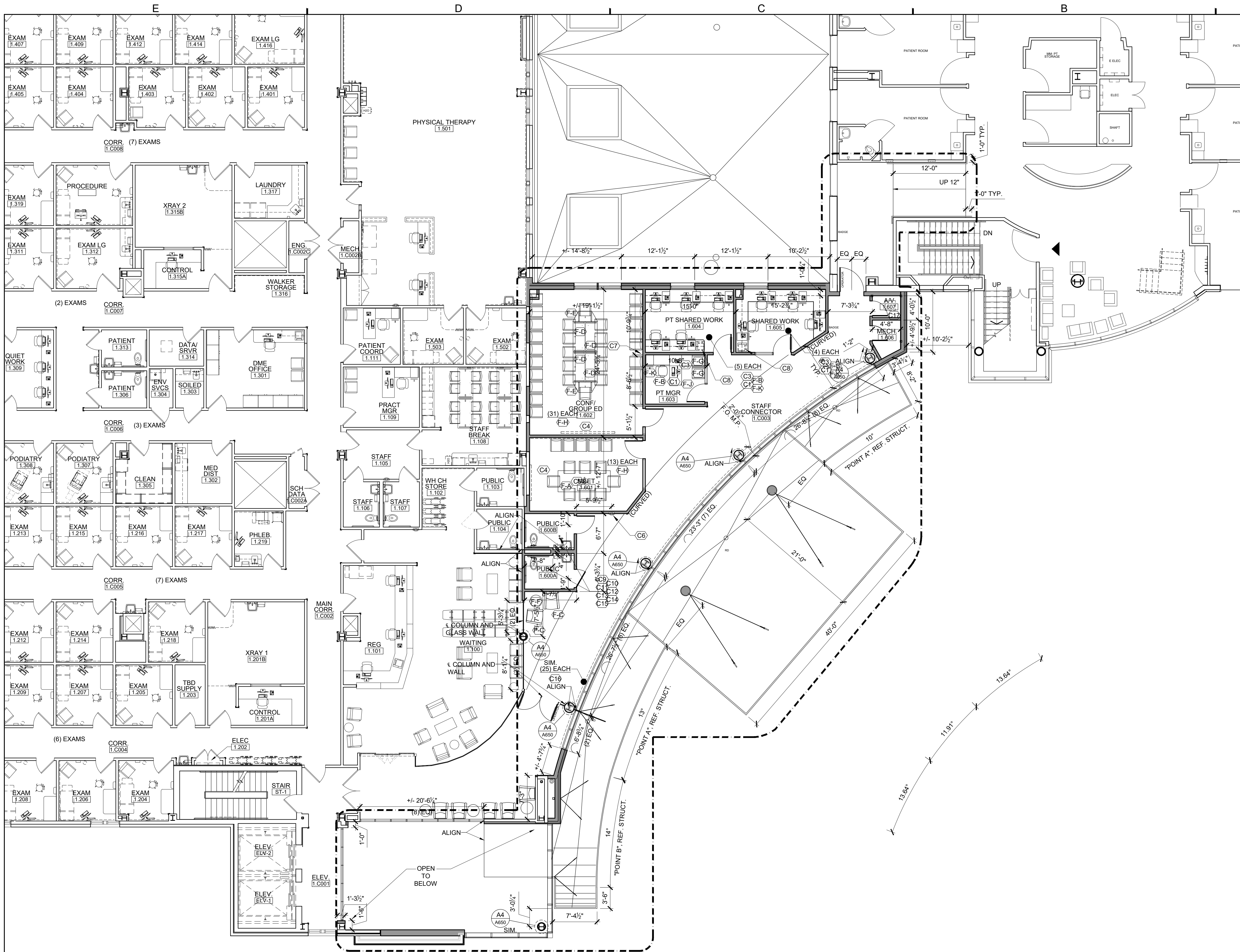
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**EXTERIOR
ELEVATIONS (iv)**

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A503



1 MOB FROST CONNECTOR FIRST FLOOR EQUIPMENT/FURNITURE PLAN

0 4' 8' 16' SCALE: 1/8" = 1'-0"

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TITLE:
FIRST FLOOR
EQUIPMENT
& FURNITURE
PLAN

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A801