Submitted to:

South Kingstown Planning Board



South County Hospital Strategic Facility Master Plan Town Submission

May 28, 2021

Consultants:











May 3, 2021

F. Steven DiMasi - Chair
Town of South Kingstown
180 High Street
Wakefield, RI 02879

Dear Mr. DiMasi,

Please accept this document as an update to the South County Hospital Healthcare Systems Strategic Facility Master Plan (SFMP) to meet the submission requirements to the South Kingstown Planning Board as outlined in the Subdivision and Land Development Regulations of the Town of South Kingstown.

Based on our meeting with Jamie Rabbit and Jason Parker and the written document providing feedback, we are submitting this updated document for your review.

We are happy to provide additional information as necessary should your review result in any requirements which may not have been addressed to your expectations. Requests for additional information can be addressed to Gary Kusnierz, VP Performance Excellence.

Sincerely,

Aaron Robinson
President & CEO
South County Hospital Healthcare System

CC:

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1.0 EXECUTIVE SUMMARY

South County Hospital (SCH) engaged a host of consultants for a variety of engagements whose work is a collaborative effort within this submission. Catalyst was engaged by leadership to evaluate the current state of the campus and develop concepts for long range campus development based on strategic community needs, competitive market impacts, historical and projected future utilization, and organizational strategic initiatives. The planning team, made up of hospital and system leaders, wanted to position the existing campus for the future with a focus on the interventional platform. FreemanWhite was engaged to conduct additional detailed studies and test fits for the Borda Building, life safety, surgery additions, endoscopy renovations, and engineering assessments. Vanasse Hangen Brustlin (VHB) was engaged to complete the traffic study and parking plan as well as life safety assessments and has a history of working with South County Hospital. Thompson Engineering Company (TEC) was engaged to complete the site lighting study and recommendations. New England Medical Design (NEMD) was engaged to complete the Medical Office Building (MOB) renewal study. Methodology and background information for traffic, parking, and site lighting can be found in their designated sections.

Catalyst, with consensus from the planning team, developed future utilization forecasts based on projections for SCH's service area and service lines for inpatient and diagnostic/treatment areas within a 10-year planning horizon. The hospital's most recent utilization data and operating parameters were analyzed and used to update service demand growth projections. Localized third party projections from Truven, as well as current information about competitive forces, were utilized to update growth expectations for key hospital services. These future market projections reflect trends in the healthcare industry, the impact of healthcare reform, the industry's increasing push towards ambulatory environments, and local healthcare dynamics. Catalyst also incorporated the hospital's strategic priorities (based on feedback from the planning team), tested these priorities using data driven models, produced several planning options (which were reviewed with the planning team), and developed a focused scope of facility responses. The options were refined to the most appropriate solution and phasing concepts and were supported by preliminary cost opinions, which allowed leadership to manage capital expectations and projected timeline needs. The recommendations offered in this plan were reached with consensus from leadership regarding the overall strategic direction of the Strategic Facility Master Plan and the physical implications for the campus.

OPTION DEVELOPMENT AND PRIORITY RECOMMENDATIONS

The Planning Team evaluated facility options that addressed the master planning priorities. Understanding capital limitations, the Planning Team explored and developed a range of options that would be suitable through different capital environments. The team prioritized options that "are the right thing to do", with a goal to check off as many boxes as possible for improved flow,

adjacencies, quality of space, efficiencies, and long term growth. However, acknowledging that capital environments fluctuate, there was a need to have back-up options that may compromise some planning tenets but fall within lower capital thresholds. The options are directional but also flexible. The options were developed in conjunction with site circulation and parking needs to determine if additional parking would be necessary to handle the anticipated volume coming to the site. The traffic study findings indicate that existing parking counts are able to accommodate projected volumes coming on site in the 5-year horizon.

Surgery requires the immediate addition and activation of one Operating Room (OR) to increase capacity. Providing immediate support for undersized and inefficient Catheterization (Cath) and Interventional Radiology (IR) departments was another top strategic priority. Increasing Cath and IR support would minimize the burden on Surgery support and would improve the throughput and efficiencies of both departments, while not altering patient access or parking needs for the facility. Planning solutions were developed to address these top priorities, and subsequent phases of the recommended solutions will address the need for additional support spaces. The planning team developed long-term (5-10 year horizon) solutions that right-sized some of the smaller operating rooms to meet departmental space needs and ultimately accommodate a greater number of Orthopedic and other complex cases.

In order to fuel the surgical and specialty procedures over the next 5 years, the hospital needs to re-align the services offered within the medical office building. By shifting less acute ambulatory care off-site, opportunity is provided to expand specialty clinics which will gain operational efficiency by being on the hospital campus. It will also provide better continuity of care, patient outcomes, and patient experience. The medical office building renewal includes relocating the PET/CT, improving the existing west entrance, updating the stair tower, main entrance and creating a connector corridor to the inpatient units. Overall site circulation and parking needs are not significantly impacted by these priorities.

Clinic Relocations Table

Practice	Current Location	Final Location
Primary Care	Wakefield MOB	Woodruff Ave., Narragansett
Multi-Specialty	Wakefield MOB	Woodruff Ave., Narragansett
Multi-Specialty	Wakefield MOB	Centerville Road, Warwick
PET/CT	Mobile Dock	Westerly Clinic, Westerly

The next set of priorities for the 5-year horizon included increasing Inpatient capacity to serve current and projected needs, improving patient and staff safety and experience, addressing needed improvements to patient room showers, globally refreshing units, and improving the patient experience with the Emergency Department (ED) intake process. The incremental new beds added to the hospital via renovation do not significantly increase the parking needs above the existing capacity nor does this impact site circulation.

The final set of recommendations for the 5-year horizon was to improve site access, circulation, parking, and support spaces (see traffic study for additional information). There was also a recommendation to address patient access to and from the mobile technology dock and to provide a more appealing aesthetic by refreshing the area around the main entry, lobby and primary circulation concourse.

1.1 INPATIENT

South County Hospital is a 90-bed facility that saw 8,329 inpatient encounters in Fiscal Year 2018 (FY18). Inpatient volumes have grown at a 6.3% compound annual growth rate (CAGR) between FY16 and FY18, which exceeds the market growth of 0.9% CAGR. Market demand is projected to experience a slight decline and is projected at -0.05% across the next five years. The hospital's average length of stay (ALOS) has been steady at 2.7 days with ALOS in the market projected to remain flat. Inpatient units currently have ample beds; however, some patient rooms are not as functional from an operational standpoint due to room size, required bedside clearances and available amenities such as patient toilets, clinical and staff support areas. Inpatient units house both inpatients and outpatients, so the projected bed need includes observation patients. Some of the oldest buildings on campus house a fair distribution of total beds.

Baseline Scenario Summary

	Existing Staffed Beds	10 Yr Need Baseline Truven	10 Yr Need Baseline Hybrid
Population		198,634	198,634
DC CAGR		-0.05%	1.1%
IP Discharges		8,961	10,016
Total ALOS		2.7	2.7
IP ALOS		3.1	3.1
Obs ALOS		1.4	1.4
%ICU Days		9.8%	9.8%
Total Bed Need	**90**	**85**	**96**
Med/Surg	70*	71	80
True Med/Surg		42	48
Orthopedics		17	18
Observation		12	14
L&D	11	5	5
ICU	9**	9	11
Total Licensed Bed Need		73	82

*includes 10 non-tele temporary beds on Borda 1
**includes 1 dialysis/procedure room that is sometimes used as an inpatient bed

Strategic Growth Scenario Summary

	Existing Staffed Beds	10 Yr Need Scenario Truven	10 Yr Need Scenario Hybrid
Population		198,634	198,634
DC CAGR		-0.05%	1.1%
IP Discharges		9,393	10,594
Total ALOS		2.7	2.7
IP ALOS		3.1	3.1
Obs ALOS		1.4	1.4
%ICU Days		9.8%	9.8%
Total Bed Need	**90**	**97**	**110**
Med/Surg	70*	82	93
True Med/Surg		45	54
Orthopedics		20	20
Observation		17	19
L&D	11	5	5
ICU	9**	10	12
Total Licensed Bed Need		80	91

*includes 10 non-tele temporary beds on Borda 1
**includes 1 dialysis/procedure room that is sometimes used as an inpatient bed

Medical/Surgical (Med/Surg) units and rooms benchmark reasonably well and are within current industry standards falling 6% below benchmark. The Women/Infant/Children (WIC) unit, although recently revamped, is still severely undersized for the number of rooms supported and it benchmarks at 43% below the target benchmark. This unit, however, was not prioritized. The Intensive Care Unit (ICU) is in one of the oldest buildings on campus. While the ICU department falls 8% above benchmark, there are many life safety concerns about the units in this building. ICU patient rooms benchmark significantly lower than required, ranging between 19% below to 10% above benchmark, and some of the rooms do not meet all the required bedside clearances.

Med/Surg patient rooms vary in size and configuration, ranging between 13% below benchmark to 39% above benchmark, and do not have all the required bedside clearances. This negatively impacts patient safety and patient and family experience. The WIC rooms average around 21% below benchmark, and although these rooms are small, they meet required bedside clearances.

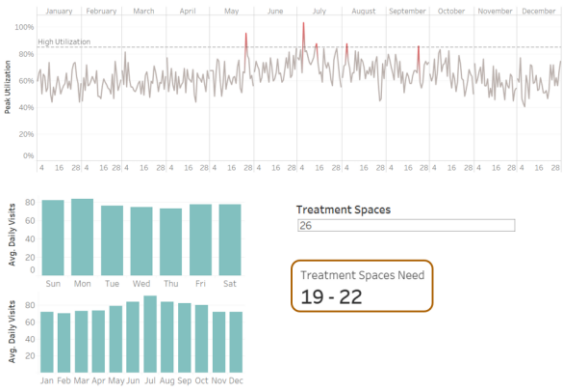
Projections indicate that SCH currently has adequate quantity of beds but will face capacity constrains across the 5 and 10-year horizons with bed need increasing as strategic growth initiatives are incorporated. At baseline SCH will need 85 to 96 Inpatient beds. The projected need for 96 beds (incrementally adding 6 additional beds to the campus) would occur if the compounded annual growth rate were to out-perform anticipated third-party projections. Compiled with aggressive strategic growth, SCH will require 97 to 110 Inpatient beds in the 10-year horizon.

Capacity constraints are primarily within Med/Surg with an incremental bed need forecasted across the scenarios in the 5- and 10-year horizons. Limited incremental ICU beds are needed under strategic growth scenarios. Future increases in bed need will not significantly impact existing parking counts and site circulation needs (see traffic study for additional information) and remains well within the daily fluctuation in traffic and parking conditions.

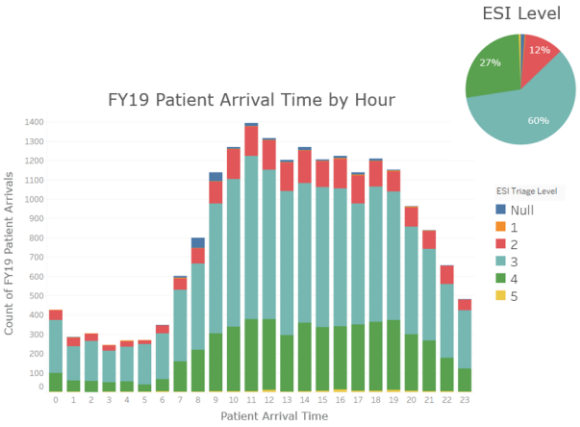
1.2 Emergency Department

SCH's emergency department currently utilizes 20 rooms- 15 treatment, 4 fast track, and 1 triage. There are 6 additional treatment rooms for overflow within the Emergency Room Section 'B' (ERB) that are not currently utilized. The emergency department saw 26,386 patient visits in FY18 and are projected to grow with the market at 0.4% annually. Patient acuity levels are low, with 88% of patients having an Emergency Severity Index (ESI) of 3 or below, which leads to low Length of Stay (LOS) and quick patient turnaround.

ED Utilization and 10-Year Projected Need



ED ESI Spread



The ED with the underutilized ERB space and Fast Track unit benchmarked at 24% below standards. The Resuscitation room benchmarked at 15% below target. Standard treatment spaces ranged between 16% to 18% below benchmarks, but some of the specialty treatment rooms were significantly better (oversized at 34% to 79% above benchmarks). The intake area has limited visibility, especially when clinicians are actively triaging patients in the single Triage room which benchmarks well above standards at 61%. However, the Triage room does not meet the operational needs of the department. This is concerning from a patient safety and experience standpoint because of the very limited clinician visibility and monitoring of the waiting area from Triage. The greeter desk is not typically staffed by a clinician, but a volunteer is usually available at a small desk in the waiting area along with a mounted call box. This is operationally unsatisfactory and is not welcoming from a patient and visitor perspective.

SCH's ED has enough treatment space quantities to support future demand. Projections indicate a need for 19-22 treatment spaces. With 19 treatment spaces (4 fast track) and additional flex rooms, SCH has enough Emergency capacity. Existing site circulation and parking counts accommodate the ED projected needs.

1.3 PERIOPERATIVE

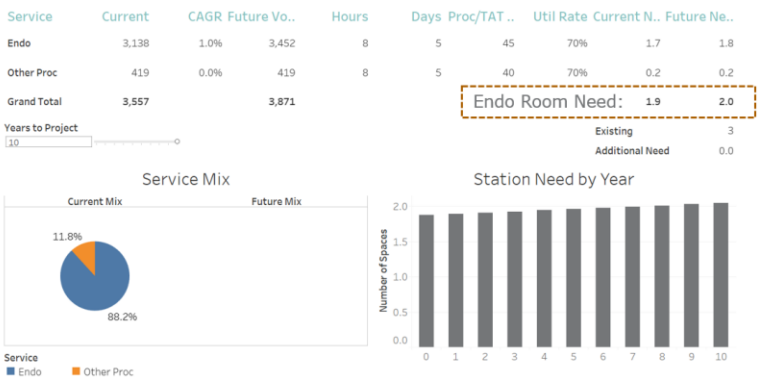
SCH has a 6 OR platform which saw 6,526 patient cases in 2018. Organic market growth will be relatively flat, only bringing 148 incremental cases a year by 2028. SCH is facing a large exodus of cases as Ortho Rhode Island (Ortho RI) moves their outpatient cases to a privately-owned Ambulatory Surgery Center (ASC). Backfill opportunity has been quantified by SCH leadership, representing strategic growth as well as inpatient Orthopedic cases that Ortho RI is shifting to the SCH campus. Originally, total backfill was projected at 1,683 cases, which was later lowered to 557. Both scenarios are presented in our study.

Operating Room Projection Scenarios Summary

Scenario	Avg. TOT	OR Need 2018	OR Need 2028	Volume Change '18-'28	Comments
Organic Market Growth	42 mins	6.7	6.9	147	
SCH Growth Initiatives (Original)	42 mins	6.7	7.6	462	-1,368 cases move to Ortho RI ASC; SCH backfills with **+1,831**
SCH Growth Initiatives (Updated with Ortho RI data)	42 min	6.7	6.7	-593	-1,298 cases move to Ortho RI ASC; SCH backfills with **+557**

Endoscopy utilizes 2 of the 3 existing Endoscopy (Endo) Procedure rooms, seeing 3,557 patient cases in FY19. Market use rates are forecasted to grow 1% annually.

Endoscopy 10-Year Projection Model



The Surgery and Endoscopy department is severely undersized for the 6 ORs and 3 Endo Procedure rooms being operated within the physical footprint. The combined department benchmarks at 29% below target benchmark, and 4 out of 6 ORs are between 19% and 42% below the 600 square foot (SF) benchmark target. The 2 remaining ORs are between 4% and 10% above this benchmark. The 3 Endo procedure rooms are between 11% and 16% below the 260 SF benchmark. Prep/Recovery and Post Anesthesia Care Unit (PACU) bays serving the department as well as Interventional Radiology and Cath Lab are significantly below benchmarks, between 52% below to 4% above target, and between 41% below to 14% above the required standard respectively. Furthermore, the number of bays or stations is well below the required complement to serve all ORs and Procedure rooms and are distant from the Cath Lab and Interventional Radiology procedure rooms they support.

SCH's OR platform is undersized, showing an existing and future need of 7 ORs. Opportunities within the OR platform to improve operational standards will reduce high turnaround times and increase capacity. Operational improvements will enable SCH to efficiently utilize the existing space and limit the incremental new space needed to be added to the platform. The projected need for 1 incremental new OR and the operational improvements to increase capacity do not significantly impact site circulation or parking needs beyond what the existing campus offers (see traffic study for additional information).

Based on current operational standards and patient volume, Endo shows a need for 2 suites across the 10-year horizon. Projected needs for Endo have no impact on site circulation or parking counts.

1.4 ONCOLOGY

SCH has 14 infusions bays which saw 7,067 patients in FY19. The program has experienced annual growth at a rate of 2.5% which is in line with organic market growth reported by Truven. The program, still being new, is built for growth.

There are no major challenges facing this department to incorporate additional volume that would support program growth. The biggest need appears to be providing more privacy at the nurses' station, limited support space, and branding to support non-chemo patients.

Baseline Infusion Bay Need

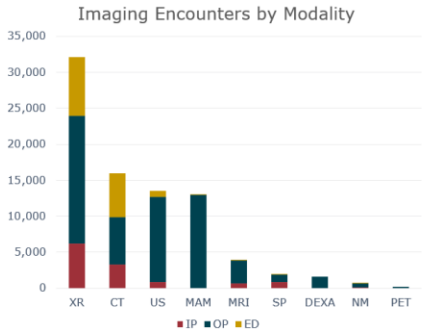
Cases	2019	Truven CAGR	2029	Procedure Time	Utilization Rate	Current Infusion Bay Need	Baseline: 2029 Infusion Bay Need
Hem/Onc Infusion	5,099	2.2%	6,317	109	70%	6.6	8.2
IV Therapy	1,544	1.9%	1,860	115	70%	2.1	2.6
IV Immune Globulin	424	2.5%	545	175	70%	0.9	1.1
Infusion Total	7,067		8,722	**Total Infusion Bay Need**		**9.6**	**11.9**
Incremental New			+ 1,655	**Existing Labs**			**14.0**

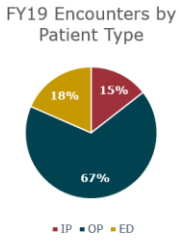
South County Health shows a current need for 9.6 infusion bays with capacity to facilitate future market growth and aggressive strategic growth. The projected need and capacity for infusion bays does not significantly impact site circulation or parking needs beyond what the existing campus offers (see traffic study for additional information).

1.5 IMAGING

SCH provides a wide variety of imaging services: X-Ray, Computed Tomography (CT), Ultrasound (U/S), Mammography, Magnetic Resonance Imaging (MRI), Dexa (bone density scanner), and Nuclear Medicine. Imaging volume was driven primarily by outpatient and emergency referrals, with 67% of volumes being outpatient. The department is conveniently located adjacent to Surgery and the Emergency Department. The mobile technology dock is not conveniently located.

Imaging Encounters





Imaging Projected Needs

Modality	Existing Modality Count	10-Year Projected Need
X-ray	4	3.7
CT	2	**2.3**
US	5	3.3
MAM	2	1.3
MRI	1	**1.3**
DEXA	1	0.5
NM	1	0.5

There are no major issues within this department given that it benchmarked at 5% above the target. All modalities benchmarked at or between 6% and 23% above industry benchmarks. The exception is the MRI room which was 19% below the benchmark target. The only challenge facing the department is the patient staging/holding area for the mobile technology dock access. This is

currently in a curtained area within the Receiving/Loading dock area and is unsatisfactory from a patient safety and experience standpoint.

The large proportion of outpatient encounters drives imaging need up, as peak operating hours are limited for outpatient cases. In the 5-year timeframe, encounters are expected to be accommodated with the existing modality quantities. However, across the 10-year horizon CT and MRI present the potential to face capacity constraints. South County is exploring potential solutions in the long-term (5-10-year horizon) to address capacity restraints which may include a renovation of the existing Cath lab suite with Electrophysiology (EP). Additionally, it has the potential to add a semi-restricted core as additional infection control measures will be necessary with progressive services and capabilities. The projected need and available capacity do not significantly impact site circulation or parking needs beyond what the existing campus offers (see traffic study for additional information).

1.6 CATH & INTERVENTIONAL RADIOLOGY

SCH has 1 existing Cath (Catheterization) Lab and 1 IR (Interventional Radiology) suite. In 2019 SCH saw 272 Cath and EP (Electrophysiology) cases within the Cath Lab, while seeing 1,049 IR cases. Cath lab volumes have historically been hindered by operational bottlenecks, limiting capacity. Cath and EP outpatient procedures anticipate growth, while inpatient procedures anticipate market use rate declines. Over 75% of SCH Cath Lab cases are outpatient.

The Cath and Interventional Radiology departments benchmarks poorly at 48% and 50% below benchmarks respectively, indicating a lack of required support space, hence the shared use of critical support spaces as Prep/Recovery and PACU (Post Anesthesia Care Unit) in the main Surgery area. This is operationally challenging from an access, patient safety and efficiency perspective not only for these two procedure rooms, but also for Surgery. However, the Cath Lab is right at the target and the IR room benchmarks at 15% above the target.

Cath & EP Projection Summary

Cases	2019	CAGR	2029	Hours	Days	Procedure Time	Util	Current Lab Need	2029 Lab Need
Cath- IP	30	-0.7%	28	10.0	250	95	70%	0.0	0.0
Cath- OP	127	1.7%	150	10.0	250	95	70%	0.1	0.1
EP- IP	31	-0.7%	29	10.0	250	100	70%	0.0	0.0
EP- OP	84	3.0%	113	10.0	250	100	70%	0.1	0.1
Cath/EP Total	272		320			Total Lab Need		0.3	0.3
						Existing Labs			1.0

SCH has enough capacity within Cath to facilitate growth. IR has no existing or projected need, although the space is utilized well. Incremental IR physician recruitment and/or market share growth may present capacity constraints. The projected need and existing capacity do not

significantly impact site circulation or parking needs beyond what the existing campus offers (see traffic study for additional information).

1.7 Medical Office Building/Ambulatory

The medical office building (MOB) currently houses a myriad of ambulatory services of both acute and non-acute in nature. Industry trends, particularly around reimbursement are impacting the rationalization and distribution of ambulatory space on hospital campuses. Non-acute ambulatory services such as primary care, and some screening and diagnostics are best suited out in the communities in areas designed for retail and light business use. These services do not have a direct correlation with the services in the hospital and act as a feeder to specialty services which do. Additionally, some services and administrative functions such as scheduling can occur via remote or telework. By shifting these services, space becomes available to concentrate specialty services on the hospital campus, thus generating synergies and creating higher efficiency of physicians between clinic hours and procedure hours in the hospital.

Infilling existing MOB space with specialty services is the goal for the next 5 years. Looking out across the 5-10-year horizon, long-term goals could include construction of a Medical Office Building on campus to house ambulatory services, including outpatient surgical procedures, clinical space and education. Both the short term (0-5 year horizon) MOB renewal/renovation work and the long-term opportunities for an expanded MOB on campus (5-10 year horizon) provide opportunity to support ambulatory service growth.

Existing site circulation and parking counts are not significantly impacted by the renovation projects to the existing MOB to be completed in the 0-5 year horizon. 5-10 year horizon projects to expand the MOB, would require additional parking and site circulation be developed on campus.

1.8 General & Ancillary Services

General and ancillary services are in various areas of the hospital as well as some ancillary buildings on the campus. Most ancillary services are sized based on the number of beds the hospital has. The Strategic Facility Master Plan benchmarked the ancillary services based on a count of 90 beds and used general industry sizing benchmarks. Departments which had more than adequate space were pharmacy and lab.

Services which met the benchmark within 20% either direction were materials management, central sterile, and food service. It should be noted that while food service benchmarked adequately, the condition of the space and circulation to the space is not adequate. It is also located in oldest structure on the campus.

Departments which benchmarked more than 20% under were the kitchen, as a subcomponent of the overall dining benchmark. This means their balance between dining, servery, and the kitchen

is slightly off. However, given the characteristics of the space, to correct the issue may mean increasing the size over the benchmark.

Based on the strategic direction of the hospital, should some beds, ORs, Cath labs, or other procedure rooms be added, the benchmarks may change and thus trigger a need for enlargement of the space to handle the additional load. Existing site circulation and available parking support the existing demand, which is not expected to change significantly. However, in the long-term (5-10 year horizon) alterations to support service departments may lead to additional parking needs.

1.9 Campus, Site & Community

The 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 side. The west side abuts waterfront and city owned land. The south side of the site is recreational areas including a ball field.



Access to the campus is located at multiple points along Kenyon Avenue which is a residential street and is access from other residential streets and an off-ramp from the highway. The entrance may be difficult to locate the first time a visitor accesses the site simply because it is not directly accessed from a main road. There are challenges with the site access, quantity and locations of parking relative to entrances as well as interference of site lighting with adjoining properties.

As the hospital continues to serve increasing populations and expand services, the site will be challenged with balancing buildable area between buildings and parking.

1.9.1 TRAFFIC AND PARKING

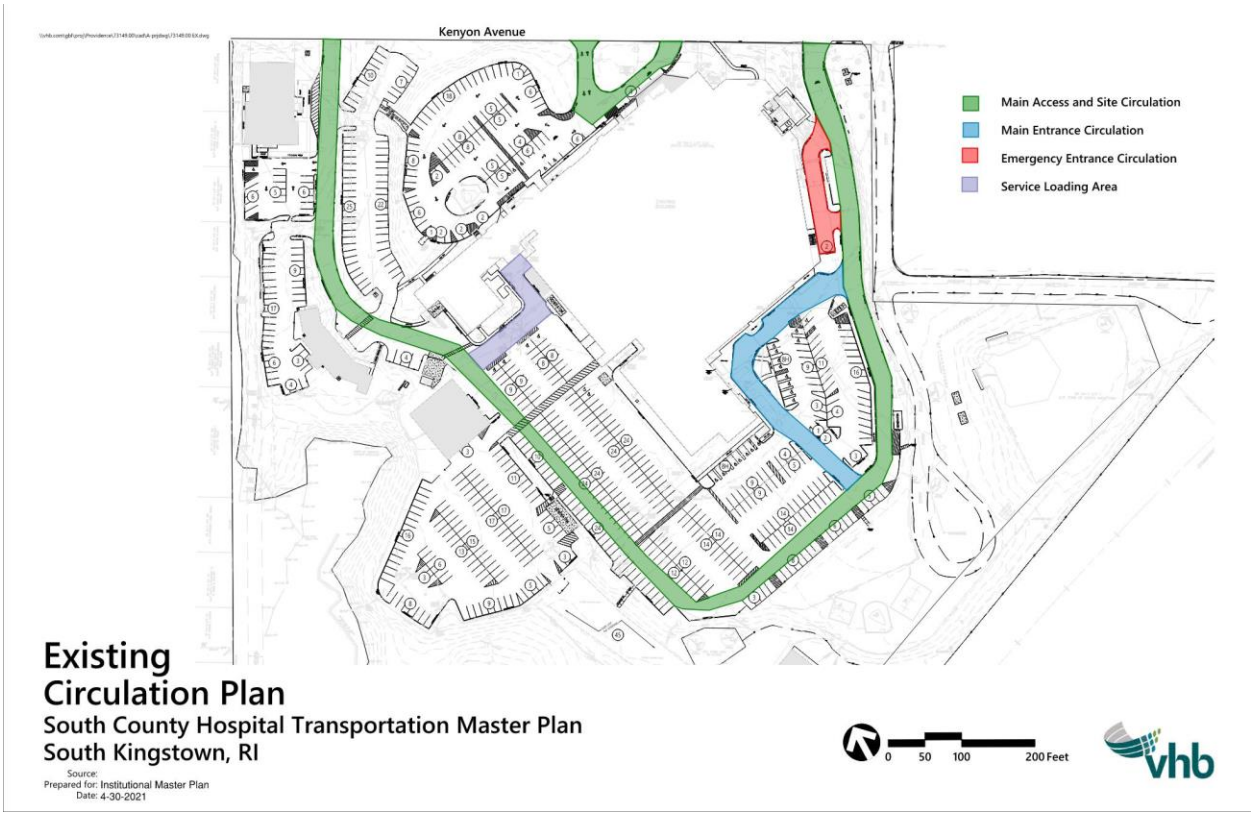
A full parking and traffic study was performed in July 2020 for South County Hospital. Existing roadway and traffic conditions in the study area were determined based on field visits and traffic counts. Due to the Governor's "Stay at Home Order and Phased Reopening of the State", current traffic conditions are not representative of normal conditions. In order to represent normal traffic conditions, traffic counts were adjusted to project pre-COVID-19 conditions. Based on discussions with RIDOT, a comparison of traffic data from 2019 and 2020 Traffic in Rhode Island showed that traffic volumes decreased as much as 30 to 40 percent during the peak of the Governor's "Stay at Home Order" but that more recent data taken during the study period showed that the "Phased Reopening" has resulted in an increase in traffic volumes to approximately 90 percent of pre-COVID volumes with volumes continuing to increase slowly. In order to remain conservative, VHB has increased traffic volumes and parking counts by 10% to reflect pre-covid-19 traffic conditions.

It should also be noted that based on discussions with the hospital, activities at the hospital were back to approximately 90 percent of pre-COVID conditions.

TRAFFIC OPERATIONS

Traffic counts were performed in July 2020 to represent peak summer conditions; however, traffic conditions are estimated to be 10 percent less due to COVID-19 restrictions. The peak hour traffic data was therefore increased to represent pre-Covid-19 conditions. Future No-Build and Build conditions were developed using growth projections and planned projects on campus discussed in the Strategic Facility Master Plan including the new parking area on the Town Farm Park property.

All hospital driveway intersections with Kenyon Avenue currently operate at LOS B or better during the morning and afternoon peak periods based on pre-COVID-19 peak summer traffic conditions. All driveways are projected to continue to operate at LOS B or better under future 2025 No-Build and Build conditions with negligible increase in delay. Current internal hospital traffic circulation follows the following:



The other study area roadway intersections currently operate at LOS C or better during the morning and evening peak periods except for the Kenyon Avenue intersection with Salt Pond Road which operates at LOS E during the afternoon peak period. These intersections are projected to operate at the same level of service under future 2025 No-Build and Build conditions with minimal increase in delays.

PARKING

Existing Parking and Zoning Review.

A review of the existing parking availability on the South County Hospital campus resulted in a total number of parking spaces, including non-striped gravel parking areas, of 790 parking spaces (723 Standard + 35 Accessible Spaces + 32 Other/Gravel Spaces), and one loading area.

The **Town of South Kingstown Zoning Bylaw, Section 603. - Government and Institutional (GI) Zone** outlines the following parking and loading requirements for a Health Care Institution.

Parking. The minimum number of parking spaces shall be required as set forth below:

(a) Hospital and accessory use (except day care):

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.

(b) Private office or clinic: One (1) space per two hundred fifty (250) square feet GLFA for private office space.

(c) Day care: Two (2) for each classroom in a day care facility but not less than six (6) for the building.

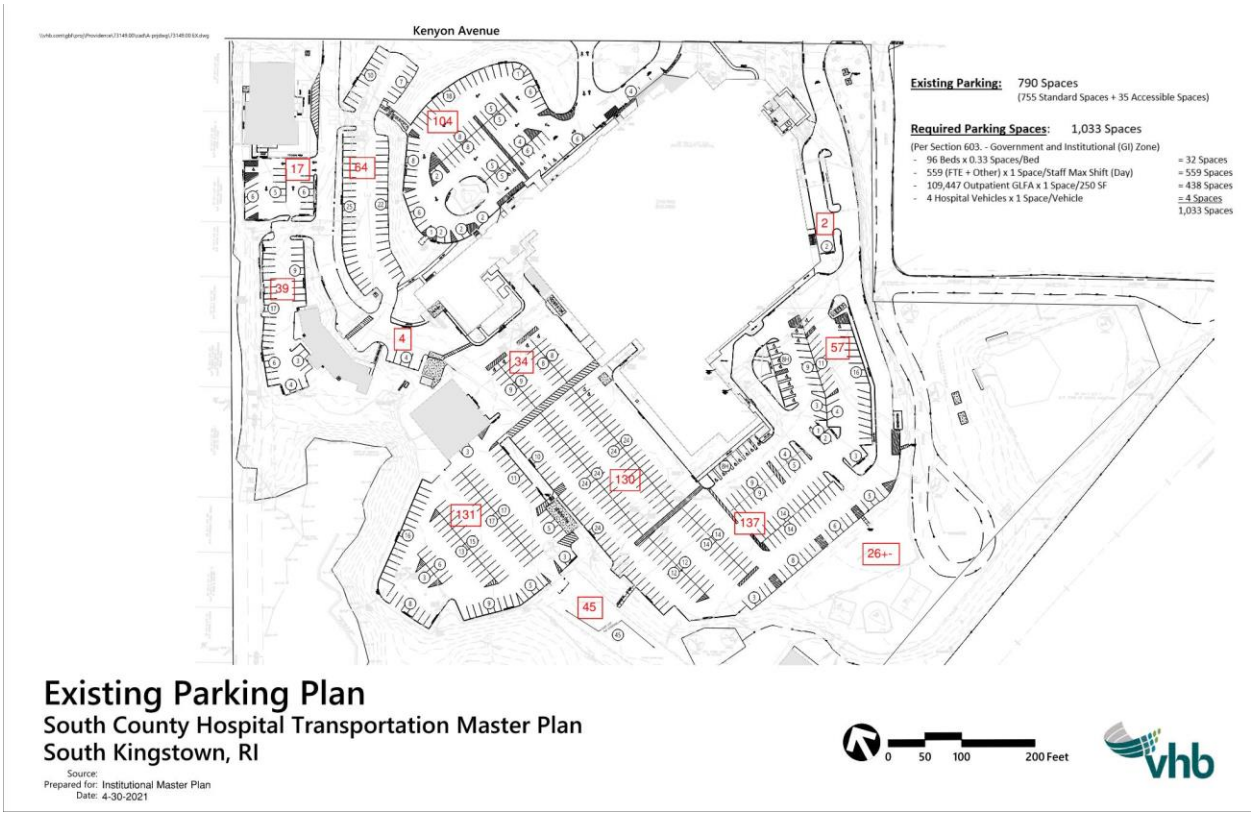
Note: Space used for a helistop shall not be counted towards the minimum required parking.

Loading. One (1) loading dock(s) per one hundred thousand (100,000) square feet GLFA.

Review of South County Hospital operations and applying Zoning Bylaw Section 603 parking requirements yields the following required parking spaces per zoning.

(Per Section 603. - Government and Institutional (GI) Zone)

- 96 Beds x 0.33 Spaces/Bed	= 32 Spaces
- 559 (FTE + Other) x 1 Space/Staff Max Shift (Day)	= 559 Spaces
- 109,447 Outpatient GLFA x 1 Space/250 SF	= 438 Spaces
- 4 Hospital Vehicles x 1 Space/Vehicle	= 4 Spaces
	1,033 Spaces



Parking Study

A field parking study was performed in August 2020 to understand actual parking demands vs Town of South Kingstown zoning requirements as a representation of the hospitals actual need of parking on a peak day. During the study a maximum peak accumulation of parked cars occurred at 10:30 AM on Wednesday August 5, 2020 when 633 vehicles were parked at South County Hospital.

It should be noted that it was difficult to obtain an accurate representation of parking demand due to the COVID-19 restrictions imposed at the hospital during this time and that the actual parking needs are globally higher than the peak number of cars observed during this study. The August 2020 parking data was therefore increased 10 percent to account for the current reduction in parking demand due to the Covide-19 restrictions resulting in a projected peak parking demand of 696 spaces. This would yield a current conservative figure of 97% occupancy of standard parking spaces with no restrictions (723 spaces) or 88% occupancy of total no restriction, restricted and gravel parking areas (790 spaces).

The parking study demonstrated the actual current parking demand is approximately 337 spaces lower than the current Town of South Kingstown zoning requirements and the additional parking spaces are not necessary for the hospital operations.

Future Parking Demand

Future parking demand was estimated using an estimated annual growth in parking determined by comparing the patient-day volumes for 2020 with projected 2025 activity.

The future demand for parking is projected to increase by a 1.10% per year annual growth rate resulting in a future demand of 783 parking spaces under future 2025 peak summer conditions.

Future Parking Improvements

To combat the future parking demand, South County Hospital has begun the planning and design for a new parking area on the Town Farm Park Property which would resulting in approximately 171 new parking spaces or a future supply of 942 total parking spaces (790 current total available spaces + 171 new).

With a future construction of the new parking area on the Town Farm Park property the campus is projected to be at 83 percent capacity using the required future demand spaces (783 spaces) and proposed future supply (942 spaces). The projected 83 percent parking capacity is an improvement to the current capacity percentages calculated and demonstrates that the future parking improvements will meet the capacity requirements of the hospital.

Parking Improvement Schedule

The following parking improvement schedule has been developed for each of the outlined services and planned capital improvements within the study and within the 5-year institutional master plan. The table below demonstrates projected existing parking impacts, required project needs and parking improvement plans to accommodate those parking needs and noted impacts.

Project/Services	Parking Impact	Parking Needs	Parking Improvement	Completion Date
Inpatient Med/Surg	0-Spaces	N/A	N/A	-
Emergency Department	0-Spaces	N/A	N/A	-
Perioperative/Endo	0-Spaces	N/A	N/A	-
Oncology (Mobile Linear Accelerator)	Temporary 4-Space reduction	Existing Use	Absorbed within existing parking and Town Farm Park Expansion	2022

Imaging (PET/CT)	4-Space reduction if brought back on campus	Existing Use	Absorbed within existing parking and Town Farm Park Expansion	Within 5-year horizon
Cath & Interventional Radiology	0-Spaces	N/A	N/A	-
MOB (Frost Connector) / West Entry	Temporary – 57-Space Impact during construction	4 Space reduction based upon new space use upon completion	None necessary While MOB is being renovated it is anticipated 80 spaces will not be needed based upon suspended uses.	2022
General & Ancillary Services	0-Spaces	N/A	N/A	-
Town Farm Park Parking Expansion	Temporary – 31-Space Impact	N/A	171 new parking spaces constructed	2022

TRAFFIC OPERATIONS AND PARKING IMPROVEMENTS

In order to continue to improve current circulation, access, and parking on campus the following improvement measures are currently being implemented:

Circulation and Access Improvement Measures

- An improved wayfinding signage program.
- A clear program for separating employees from visitor/outpatient traffic and parking.
- Identification of an internal circulation route by signage and markings into the parking layout to reduce potential conflicts created with the current "open bay" layout.

Parking Improvement Measures

- During future peak periods, patients/visitors are being encouraged to use valet services to maximize the parking on campus.
- The new parking area within the Town Farm Park property is being designed to increase parking space capacity and spaces allocated to hospital employees to facilitate more spaces for visitors adjacent to the hospital entrances.
- Parking efficiency striping layout modifications are being implemented within the lower gravel lot and northern physician lots for better use.

1.9.2 LIGHTING EXISTING CONDITIONS

The campus site lighting was installed over the past 20 years during various new construction and renovations projects. Some fixtures were replaced with Light-Emitting Diode (LED) fixtures during a utility company retrofit project. LED lamp retrofit kits have been installed in other fixtures. Many fixtures around the rear of the campus use High Intensity Discharge (HID) metal halide lamps.

All site lighting is controlled by local photocells. In many areas, there is a photocell on each fixture. Most site lighting was illuminated by 6:45 PM. It appears that the photocells have been set for a high foot-candle level, lighting was on at least 60-90 minutes before it was needed.

The following existing lighting observations were made during a site visit in August 2020.

MAIN ENTRANCE – PARKING LOT #1

- The parking lot pole mounted lighting fixtures were upgraded to LED fixtures during a utility retrofit project.

- Fixtures mounted on 30’-0” poles including fixtures along the property line. Poles are too high.
- Parking lot is evenly illuminated but the Footcandle (FC) level are too high - 7 to 10 FC.
- The 30’-0” poles along the property line is problematic. There is a twin head fixture installed incorrectly that is illuminating the abutting neighborhood and playground. There does not appear to be any back house shields to control spill lighting and therefore the abutting properties are illuminated by the parking lot lighting.
- Building mounted lighting at the main entrance and emergency entrance is a combination of wall mounted wall packs, downlighting and linear fixtures under the various canopies.
- The wall packs and canopy fixtures do not use the same color temperature. All wall packs use 4000K (Kelvin) or 5000K and the canopy fixtures use a 3000K color temperature.
- The wall packs create glare and is overwhelming to the adjacent lighting for entrances.
- Better lighting at the main entrance and emergency entrance is required to focus travel to these entrances.

AMBULANCE ENTRANCE – ROADWAY

- The roadway pole mounted lighting fixtures were upgraded to LED fixtures during a utility retrofit project.
- The roadway fixtures are mounted on 16’-0” or 20’-0” poles including fixtures along the property line. These pole heights are better suited for installation along the property line.
- Building mounted lighting at the ambulance entrance is a combination of wall mounted wall packs, downlighting and linear fixtures under the canopy.
- Downlight light levels at door are low.
- Overall, the lighting quality and levels are acceptable for an ambulance only entrance except for the downlighting area.

PARKING LOT #2 AND WAREHOUSE BUILDING

- Parking lot is under illuminated especially compared to the adjacent lot #1.
- The lot is mostly served by wall or pole mounted flood lighting. Warehouse lighting is also used to illuminate the parking lot.
- Without poles in the middle of the lot, illumination levels are very low.
- Warehouse exterior is illuminated by wall packs.

KENYON AVENUE

- The doors along this area are egress only.
- The lighting consists of full cut off wall mounted fixtures and bollards along the walkway.
- One bollard has a broken lens.

POTTER ENTRANCE - PARKING LOT #3

- Building mounted lighting is used to illuminate pedestrian walkways along the building. The fixtures are wall packs with no glare control.
- Building mounted lighting is used to illuminate the driveway along the building. The fixtures are wall packs with no glare control.
- Lighting fixtures at brick piers were not illuminated.

- A walkway in the parking lot is served by carriage type residential fixtures.
- Parking lot has a combination of LED fixtures on approximately 15’-0” poles and HID metal halide on higher poles.
- Parking lot is not properly illuminated since a few fixtures were not operational during the visit. One fixture was missing the housing or glass

RADIATION THERAPY - PARKING LOTS #4 AND #4A

- Building mounted lighting is used to illuminate pedestrian walkways and the driveway along the building. The fixtures are wall packs with no glare control.
- Parking lot #4 lighting consists of two types pole mounted lighting fixtures. First are large cone shape fixtures on 10”-0’ poles and HID metal halide flood lighting fixtures on 20’-0” poles.
- Parking lot #4A lighting also consists of two types pole mounted lighting fixtures A combination of bollards and wall packs on 20’-0” poles.
- Parking lot #4A is located along the property line. There is at least one flood lighting directed along the property line. While there is adequate tree cover along the property line, it is safe to say that there is glare lighting in the neighbors back yards. TEC drove down Hillcrest Road to observe spill light but did not enter backyards to verify.

BACON - PARKING LOT #5

- Building mounted lighting is used to illuminate pedestrian walkways and the driveway along the building. The fixtures are wall packs with no glare control. There is one fixture at driver eye level that causes glare at a roadway intersection.
- Parking lot #5 and walkway lighting consists of four types pole mounted lighting fixtures. There are building mounted wall packs, glass globes on 10”-0’ poles, bollards and HID metal halide fixtures flood lighting on 20’-0” poles.
- Parking lot #5 is located along the property line. There is at least one flood lighting and building wall pack directed along the property line. While there is adequate tree cover along the property line, it is safe to say that there is glare lighting in the neighbors back yards. TEC drove down Hillcrest Road to observe spill light but did not enter backyards to verify.
- There is a wall pack that is failing – green light.

PARKING LOT #6 – HELICOPTER PAD

- Building mounted lighting is used to illuminate the parking lot.
- The are flood lighting fixtures on short poles around the perimeter of the lot.
- New lighting would be required to illuminate the lot if the helicopter pad is not used.

PARKING LOT #7

- There are no lighting fixtures in this parking lot. There is one flood light on a pole in lot #6 directed toward this lot.
- This lot appears to an over flow lot used only during the day.

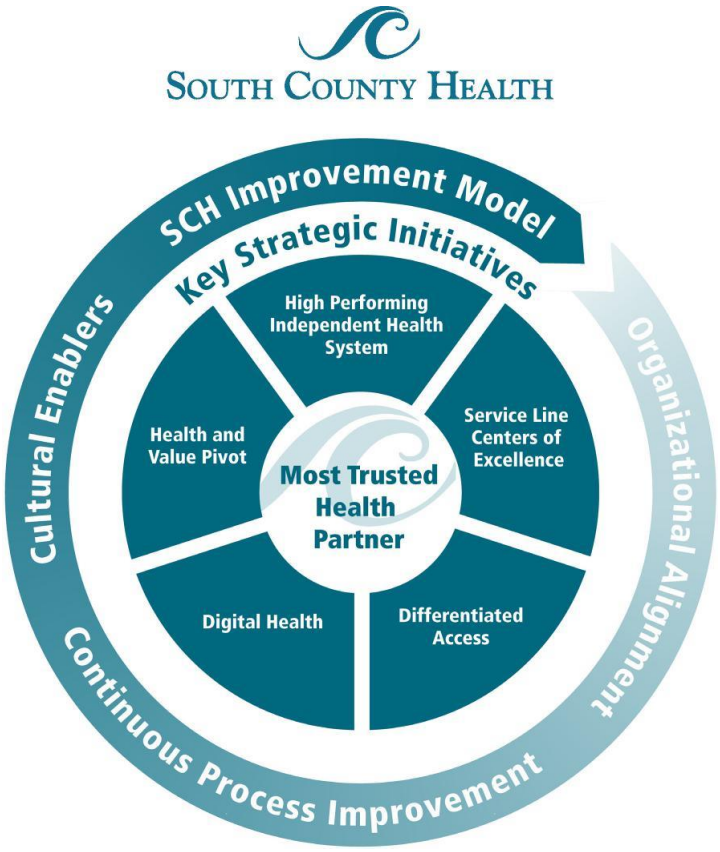
LIGHTING IMPROVEMENTS - SCHEDULE

Lighting Improvements on campus below are broken out into short term or those being implemented during the next 5 years in each of the lots.

Schedule (2021-2025)

- Install house back shield on fixtures along the perimeter wall. (Parking Lot #1)
- Twin head fixture improperly installed. Remove one head and rotate the other head 90 degrees. (Parking Lot #1)
- Relocate or re-aim any fixture pointed towards the property line. (All)
- Provide house back shields on all fixtures along the perimeter. (All)
- Replace all wall mounted wall packs with a full cut off fixtures especially at the main and emergency entrances. Remove the glare. Lithonia WDGE LED series with nLight Air. (Main and Emergency Entrances)
- Add linear wall washing fixtures under canopies and overhangs to eliminate dark walls and to provide opportunities for better signage at entrances. (Entrances)
- Add new or additional lighting in the main, emergency and ambulance entrances to raise light levels. (Entrances)
- New Parking Lot lighting and pedestrian lighting for new Town Farm Park parking area utilizing a Maximum pole height between 16'-0" and 20'-0" above finished grade depending on elevations. (Town Farm Park Parking Expansion 2022)
- Develop a site lighting strategy that uses one family of fixtures to create better organized travel from entrance to parking to front door.
- Install a lighting control system that allows for centralized control. System should be capable of proving dimming controls, time clock controls, occupancy sensor on/off/dimming and wireless control. Recommend using a wireless control system, this will allow for reusing existing circuitry.
- Provide full cut off LED fixtures with dimming capabilities and occupancy sensors. Lithonia D0 or D1 series and Radean series fixtures.
- Determine each parking lot usage at night and program the lighting control system based on this data.

2.0 MISSION STATEMENT



The Mission of South County Health is committed to be the Most Trusted Health Partner.
Our Vision: A model health system – advancing high value and wellness for our communities by delivering unparalleled quality, service, and innovation.
We are guided by our core values:

- Integrity
- Caring
- Respect
- Excellence
- Partnership
- Stewardship

Our commitment to these values ensures that our patients receive the highest quality healthcare in a setting designed with their comfort, convenience, privacy and well-being in mind.

The Strategic Initiatives of South County Health are to remain a High Performing Independent Health System, grow existing and develop new Service Lines Center of Excellence, enhance convenient and Differentiated Access, advance Digital Health infrastructure, and purposefully

evolve care and payment-delivery models through a Health and Value Pivot. Aligned to the strategic initiatives are five Must Do, Can't Fail Initiatives:

1. Continue to grow an already strong Orthopedic Program, currently referred to as Orthoshpere.

2. Transform the organization that will deliver measurable results in the top 10% of the county in the areas of quality, service, and financial performance.

3. Invest in the necessary capital resources allowing growth within the Surgical Services platform to add the required capacity to meet our patient demand as part of the Facility Master Plan.

4. Invest in the necessary resources through a Digital Transformation initiative that improves access for our patients into South County and by implementing an electronic health system that allows an integrated approach across our entire health system for patient records.

5. Continue to expand and grow our Urology, Cardiology, Vascular, Obstetrics-Gynecology (OB-GYN), and Primary Care service lines across our geographic region.

South County Health: A Dedicated Community Partner

Community members can most effectively enjoy healthy lives when they live in healthy communities. As an anchor institution for more than 100 years, South County Health stands as Rhode Island's Most Trusted Health Partner. We fulfill this mission by our spectrum of support—whether it be our position as South County's largest employer, our response to depression, abuse, and suicide, or our donations and partnerships with other community groups. We are committed to our South County community.

We are committed to investing in technological innovations, clinical advancements, and programs that change how and where expert care is delivered. These advancements will only enhance our commitment to excellence in patient care.

Major Employer

As the largest employer in South County, we are embedded in the community and offer over 1700 full and part time employment positions benefiting thousands of families in our community. Many of our staff have been employed for decades due to our competitive pay and our award-winning benefits. We make it a priority to implement local hiring and internal workforce development, place-based investing, and inclusive, local purchasing.

Education

South County Health's in-house Certified Nursing Assistant (CNA) training program also creates employment opportunities. As the first of its kind in Rhode Island, the free eight-week course provides students with program materials and reimburses the cost of the state licensure exam once a student successfully passes the exam and obtains his/her license. Students receive an hourly stipend to cover living costs while in training and are guaranteed a full-time position at South County Health upon completion of the program and required licensure.

Sponsorship and Donations

Our community has continued its history of support for our health system with donated food, supplies and words of encouragement in cards, emails, and yard signs that now fill our neighborhood. South County Hospital was founded in large part as a response to another pandemic – the Spanish Flu outbreak of 1918 – by citizens concerned that the southern part of our state did not have a hospital or major health services. Our founders would share in our pride regarding South County Health's response to this current pandemic.

Healthy Bodies, Healthy Minds, and Healthy Communities

Community Health Responding to behavioral health issues like substance abuse, depression, and suicide is essential to the overall wellness of a community. In Washington County, we continue to partner with other organizations to address these often undiagnosed conditions. Our Community Health team, along with its partnering agencies that make up Healthy Bodies, Healthy Minds, hold Mental Health First Aid trainings across Washington County. These efforts included training for early childhood teachers and directors, and outreach to children and adolescents. Our goal is to achieve healthy bodies, healthy minds, and healthy communities.

Senior Health

South County Home Health offers free community "senior health" checks in over 20 senior centers. The goal of this program is to engage senior participants to manage their chronic health issues. Our Health Check nurse facilitates evidence-based programs which include "Living Well with Chronic Disease," "Living well with Chronic Pain," and "Living Well with Diabetes" throughout the Washington and Kent Counties. In 2020, we successfully completed 14 Flu-clinics in our community.

3.0 HOSPITAL CAMPUS FACILITY SUMMARY

3.1 FACILITY INVENTORY

The table below includes a list of properties owned or leased by the hospital. Also included is a building key.

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)
Sturges	10,902	3 + Basement	48.2'	Fair/Good	Admin, Dietary, Linen, Chapel, Library, Morgue	0%	100%
Read Wing	14,531	2 + Ground Floor & Basement	49.08"	Good	Inpatient, Physical Therapy, Diagnostic Imaging, Intensive Care, Pharmacy, MRI, Engineering	90%	10%
Hazard Wing	6,660	2 + Ground Floor	29.58'	Good	Inpatient Care, Diagnostic Imaging, medical Records, Clinical	95%	5%
Borda Wing	10,318	2 + Ground Floor	42.1'	Good	Inpatient Care, Oncology, Diagnostic Imaging, Interventional radiology, Coffee Shop	90%	10%
Surgical Pavilion	22,053	1	25.58'	Good	Surgery, Anesthesiology, Endoscopy, Admitting, Recovery, Registration, Lab	90%	10%
East Addition	44,128	4+ Basement (partial)	~50'	Good	Inpatient, Public, Gift Shop, Emergency Department	95%	5%
Storage Building	6,100	1	18'	Good	Receiving and Storage	0%	100%
Bacon House	4,300	2 + Ground Floor	39.07	Good	Ancillary Offices, Occupational Health	5%	90%
Radiation Therapy Building	6,774	1 + Basement		Good	Day Care	100%	0%
Medical Office Building	14,850	2 + Basement	48'	Good	Outpatient Care, Ancillary Offices	90%	10%



Building Vintage

KEY

- 2000s
- 1990s
- 1980s
- 1960s
- 1950s
- 1940s
- 1920s

Comments

- The oldest buildings lie to the North side of the Hospital campus
- Additions to the campus have the newer/newest buildings to the East, South and West
- Mixed building vintages with the associated support and infrastructure

4.0 OUR FUTURE

4.1 GOALS & OBJECTIVES

4.1.1 FIVE YEAR GOALS

a. Grow orthopedic services to meet community needs by increasing surgical capacity, adding outpatient orthopedic clinic space on the campus, improving surgical operations and access. Existing parking counts and site circulation accommodate projected needs to add orthopedic services.
    i. Relocate endoscopy within the hospital to make way for surgical expansion – project currently underway and to be completed May 2021
    ii. Add OR#7 through expansion and renovation and make improvements to prep/recovery and support space – project currently underway and to be completed May 2021
    iii. Realign outpatient services through renovations to the existing MOB to create additional space for specialty practices (see table in Section 1.0).
b. Grow cardiovascular services to meet community needs by adding outpatient clinic space to the existing MOB on campus for improved operations and access.
    i. Realign outpatient services in the MOB through renovation to create additional space for specialty practices.
    ii. Repurpose the ERB (Emergency Room Section 'B') for additional cardiovascular prep and recovery space.
c. MOB (Medical Office Building) Renewal/Renovation and right sizing
    i. Locate primary care providers in appropriate outpatient settings that are not connected to the hospital (see table in Section 1.0).
    ii. Right sizing the physical therapy gym to meet community need as well as current Physical Therapy practices.
    iii. Renovations to accommodate orthopedic and cardiovascular specialties adjacent to the hospital for efficient access between procedural space and clinic space (see table in Section 1.0).
d. Increase the number of patient observation and inpatient beds to meet community demand, and to improve the care delivery to specialized patient populations such as observation, surgical, and bariatrics.
    i. Renovate Borda 1 with acuity adaptable rooms which will be capable of handling all patient acuities and types. In addition to these rooms, the renovation will include a couple of bariatric rooms to meet their specific care needs and interior environmental requirements. This project includes the addition of an egress stair.
    ii. Renovation of the Women's and Infants Center: Given the low volume of labor and delivery patients, the project seeks to "right-size" the labor and delivery unit to align with the future growth projections. The opportune space would be renovated into additional Med/Surg beds.

iii. Renovation of Dialysis for ICU: the project seeks to renovate the existing inpatient dialysis room into an additional ICU patient room. The number of patients needing dialysis on a daily basis can be accommodated by renovations to select inpatient rooms for dialysis equipment.

iv. Renovation of Patient Bathrooms: Patient bathrooms have showers which have a built-up high shower threshold. The renovation is intended to create a lipless shower threshold to reduce patient falls.

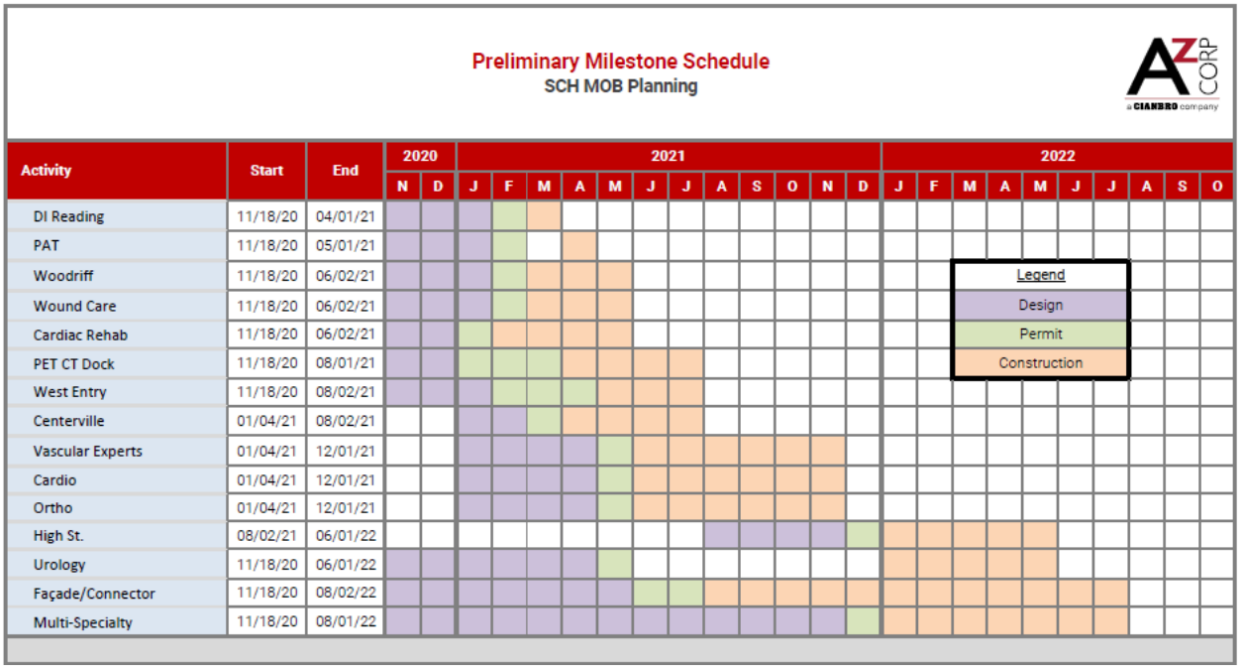
e. Improve patient and visitor experiences with common areas of the hospital

i. Renovate the common entrances and corridors to improve finishes and furniture.

ii. ED Intake Renovation: The project seeks to improve the reception desk, triage rooms, waiting, sub-waiting, vending, and associated finishes.

f. Parking expansion and walking loop on campus, enhancing the parking experience, community connectivity and access to the site.

iii. Based upon the recommendations from the planning department, the future Town Fam Park parking expansion will be submitted as an amendment to the Institutional master Plan and is described within for informational purposes.



4.1.2 TEN YEAR GOALS

a. Grow orthopedic services to meet community needs by increasing surgical capacity, adding outpatient orthopedic clinic space on the campus, improving surgical operations and access.

i. Add OR#8 through expansion and renovation to increase support space, storage, and prep/recovery.
ii. Consider other means by which surgery can grow with renovation options to increase existing OR sizes.
iii. Grow additional ambulatory services by establishing a larger presence and capabilities on the campus through a 60,000 SF Medical Office Building that groups outpatient surgical procedures, clinical space and education.

c. Improve patient and visitor experiences with common areas of the hospital
    1. Relocate dining closer to the main entrance which will also allow for improvement of ancillary services and relocation of the loading dock.

5.0 TRAFFIC STUDY

The following outlines Parking and Traffic Circulation study findings as described within the full Traffic Study prepared for South County Hospital's Institutional Master plan and found within the Appendix.

The Traffic Study includes information regarding the following parking and transportation/circulation topics:

- Existing and Proposed Parking conditions
- Existing and Proposed Vehicular Access

5.1 EXISTING CONDITIONS

Existing roadway and traffic conditions in the study area were determined based on field visits and traffic counts. Due to the Governor's "Stay at Home Order and Phased Reopening of the State", current traffic conditions are not representative of normal conditions. In order to represent normal traffic conditions, traffic counts were adjusted to project pre-COVID-19 conditions. Based on discussions with RIDOT, a comparison of traffic data from 2019 and 2020 Traffic in Rhode Island showed that traffic volumes decreased as much as 30 to 40 percent during the peak of the Governor's "Stay at Home Order" but that more recent data taken during the study period showed that the "Phased Reopening" has resulted in an increase in traffic volumes to approximately 90 percent of pre-COVID volumes with volumes continuing to increase slowly. In order to remain conservative, VHB has increased traffic volumes by 10% to reflect pre-covid-19 traffic conditions. It should also be noted that based on discussions with the hospital, activities at the hospital were back to approximately 90 percent of pre-COVID 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 Hospital, 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 Hospital Driveway
- Kenyon Avenue at Enter Only Driveway
- Kenyon Avenue at Exit Only Driveway
- Kenyon Avenue at Eastern Hospital Driveway

5.1.1 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 Hospital.

Intersections

Kenyon Avenue at Silver Lake Avenue

Silver Lake Avenue intersects Kenyon Avenue northwest of the South County Hospital. 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 Hospital Drive West 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 Hospital 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 South County Hospital 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 HOSPITAL DRIVEWAY

The Western Hospital 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 Hospital 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 Hospital 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 HOSPITAL DRIVEWAY

The Eastern Highway 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 Hospital 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 Hospital Driveway approach consists of a single left/right-turn lane.

5.1.2 OBSERVED TRAFFIC VOLUMES

Manual turning movement counts (TMCs) were conducted in July 2020 at the Kenyon Avenue intersections with Salt Pond Road, Christopher Street, Silver Lake Avenue, Hospital East Drive, Hospital West Drive, and the Hospital Visitor's Drive (see Appendix A). The traffic counts were conducted during a typical weekday peak period from 6:45 AM to 8:45 AM and 2:00 PM to 5:00 PM, coinciding with evening peak commuter traffic activity and the peak site generated activity.

It was determined that the peak hours of the adjacent roadways and intersections occurred from 7:15 AM to 8:15 AM and 2:45 PM and 3:45 PM Since traffic volumes fluctuate monthly during an average year, the Rhode Island Department of Transportation (RIDOT) traffic volume adjustment factors were utilized for an "urban area with recreational influences". The adjustment factors indicated that traffic volumes on a Wednesday in July are approximately 20 percent higher than traffic volumes on an average day of the year. However, due to the Governor's "Stay at Home Order and Phased Reopening", traffic conditions do not currently reflect normal traffic volumes. VHB has reviewed the available traffic data in the vicinity of the site to determine if there is a way to calibrate traffic data to reflect normal conditions. It was determined that there are no available traffic counts in the area that can be used to calibrate the count data.

Based on discussions with RIDOT, a comparison of traffic data from 2019 and 2020 Traffic in Rhode Island showed that traffic volumes decreased as much as 30 to 40 percent during the peak of the Governor's "Stay at Home Order". RIDOT also stated that more recent data shows that the "Phased Reopening" has resulted in an increase in traffic volumes to approximately 90 percent of pre-COVID volumes with volumes continuing to increase slowly. In order to remain conservative, VHB has increased traffic volumes by 10% to reflect pre-covid-19 traffic conditions. It should also be noted that based on discussions with the hospital, activities at the hospital were back to approximately 90 percent of pre-COVID conditions. The 2020 Existing Weekday Evening Peak Hour traffic flow network for the study area is shown in **Figure 1**.

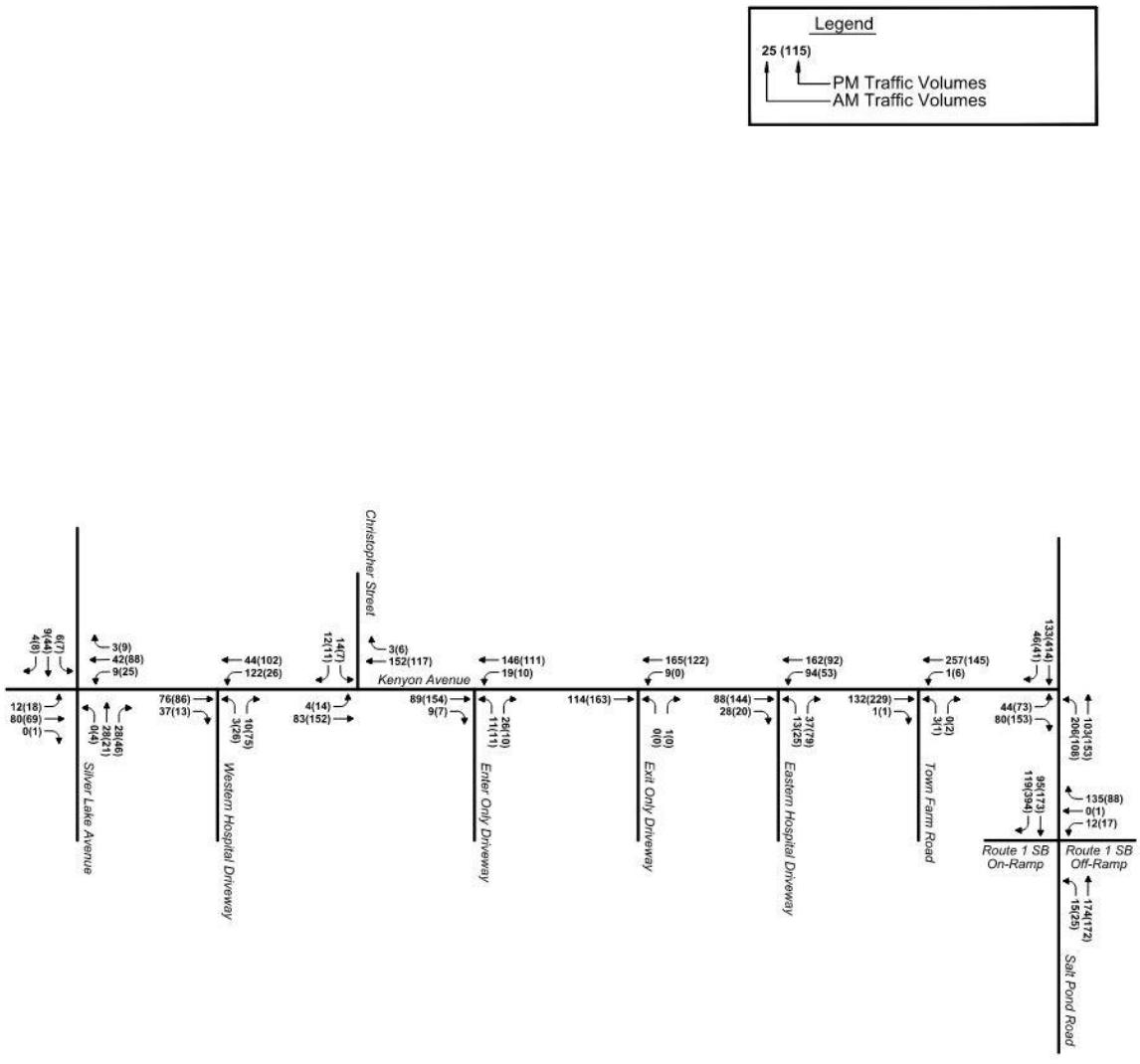
Automatic traffic recorder (ATR) counts were also performed on Kenyon Avenue between Town Fam Road and Salt Pond Road. The ATR counts were performed for a period of 72 hours from July 14th to July 16th. A Summary of the ATR data is presented in **Table 1**.

Table 1 Automatic Traffic Recorder Volumes

Location	Day	2020 Existing	2020 Pre-COVID-19 (10% increase)
Kenyon Avenue	Tuesday	4,231	4654
(east of Town Farm Road)	Wednesday	4,103	4513
	Thursday	4,353	4788
	Average	4,229	4652

Source: Automated Traffic Recorder (ATR) Counts performed by Precision Data Industries, LLC from July 14, 2020 to July 16, 2020

Figure 1 2020 Existing Peak Hour Traffic Volumes



5.1.3 TRIP DISTRIBUTION

All access to the hospital is currently provided along Kenyon Avenue. Existing traffic counts have shown that 40% of the traffic generated by the existing facility travel to and from the northwest along Kenyon Avenue. The remaining 60% of the existing hospital 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
- 15% to/from the northeast along Route 1
- 30% to/from the southwest along Route 1

Table 2 shows the usage of the various Hospital Driveways during the afternoon peak hour under 2020 pre-covid-19 conditions.

Table 2 Hospital Drive Traffic Volumes[1]

Location	Peak Hour	2020* Existing
Western Way		
	Enter	39
	Exit	101
	Total	140
Enter/Exit Only Driveways		
	Enter	17
	Exit	21
	Total	38
Eastern Way		
	Enter	73
	Exit	104
	Total	177

* - Based on 2020 TMC's performed in July 2020 with 10% increase due to COVID-19

5.1.4 PARKING INVENTORY AND DATA COLLECTION

PARKING INVENTORY

Currently there where 771 parking spaces characterized among the various parking lots.

Extensive parking data were collected at the Hospital in August 2020. 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	Available Spaces
Regular (no restrictions)	723
Accessible	35
Other	13
Total	**771**

* Required spaces = sum of individual lot peaks plus all restricted spaces.

PARKING DATA COLLECTION

The data collection program included a 10.5 hour parking occupancy count conducted between the hours of 6:30 AM and 5:00 PM on Wednesday August 5, 2020. Summer is the busiest season at South County Hospital for inpatient and outpatient activity, and related parking. Employee parking remains constant throughout the year.

It should be noted that it is difficult to obtain an accurate representation of parking demand due to the COVID-19 restrictions imposed at the hospital and that the actual parking needs are globally higher than the peak number of cars observed during this study. The August 2020 parking data was therefore increased to account for the current reduction in parking demand due to the Covide-19 restrictions. These parking accumulation data were used to assess current parking demand. Future parking demand was estimated using an estimated annual growth in parking determined by comparing the patient-day volumes for 2020 with projected 2025 activity.

Counts of parked vehicles in each lot were performed every hour from 6:30 AM to 5:00 PM on Wednesday August 5, 2020. The complete counts are provided in the Appendix. A summary of the findings is presented below.

The overall campus parking typically peaks at about 10:30 AM. The lots were observed to exceed 80% of their capacity at different points in the day. The maximum peak accumulation of parked cars occurred at 10:30 AM on Wednesday August 5, 2020 when 633 vehicles were parked at South County Hospital (82% occupied).

As stated previously, the restrictions imposed by the hospital due to COVID-19 have resulted in a reduction in demand for parking as compared with normal conditions. The parking demand is estimated to be approximately 10% less than normal conditions. Increasing the parking demand to represent pre-COVID-19 peak summer parking conditions results in the parking lots exceeding 90% of their capacity. These near capacity conditions increase the amount of time visitors and staff must spend to find an open parking space.

The pre-COVID-19 peak parking demand is projected to be 696 vehicles. Even though the 696 vehicles are less than the Hospital's 771 parking spaces (90% occupancy), cars were 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-delineated 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. Some people were just looking for a location in the shade to park. The projected Pre-COVID-19 parking occupancy is presented in **Table 4**.

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 considerably higher than the peak number of cars that park on the campus. The number of required parking spaces, 744, was estimated by totaling the pre-covid-19 peak parking demand of the parking demand and any restricted-use spaces.

Table 4: Projected Peak Parking Demand – Pre-COVID-19

Type of Parking Spaces	Available Spaces	Required Spaces*
Regular (no restrictions)	723	696
Accessible	35	35
Other	13	13
	771	**744**

* Required spaces = sum of peak demand plus all restricted spaces.

As shown in **Table 4** the required parking spaces is at 97 percent of the available spaces. It should be noted that a portion of the projected 696 spaces required during the peak period will be using the accessible and other parking spaces; however, this methodology provides a conservative assessment (overestimating the required parking). It should also be noted that the dirt lots are also not included in the total number of existing parking spaces.

PROFILE OF PARKERS

It was very difficult to estimates of the parking accumulation for employee and non-employees during the peak periods. This is primarily because parking restrictions are not clearly signed and delineated by user type and any current parking restrictions and policies are not enforced. Based on previous parking studies performed on the campus, approximately 50 percent of the parking demand is attributable to patients and visitors, and 50 percent is related to physicians and hospital employees. There are also a significant number of unoccupied parking spaces that are reserved for specific users.

5.2 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 2025, which reflects a five-year planning horizon over the July 2020 existing counts. As previously discussed, the July 2020 traffic counts have been adjusted to represent pre-COVID-19 traffic conditions. Independent of the proposed project, traffic volumes on the roadway network in 2025 will include all existing traffic and any new traffic resulting from background traffic growth to develop the 2025 No-Build traffic network. Anticipated site-generated traffic volumes superimposed upon 2025 No-Build traffic network reflect 2025 Build conditions with the proposed project.

Similarly, the future parking demands were also projected based on existing parking demand and projected future growth. The following sections describe future traffic and parking conditions.

5.2.1 BACKGROUND TRAFFIC GROWTH

To predict a rate at which traffic can be expected to grow during the five-year forecast period (2020 - 2025), historic traffic data and projected population growth are typically reviewed. The Strategic Facility Master Plan states that the 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. Applying the 0.75 percent growth factor to the 2020 Existing Weekday Morning and Evening Peak Hour Traffic Volume networks, the 2025 No-Build Weekday Evening Peak Hour Traffic Volume network is established as shown in **Figure 2**.

FORECAST OF HOSPITAL ACTIVITY (2020 – 2025)

VHB prepared this Transportation Element of the Master Plan to project future traffic and parking conditions. This forecast was prepared using statistical projections on patient volume through the year 2025. It should be noted that the elements of the new Master Plan do not add any new services, but rather relocate, upgrade, and expand existing services in response to demonstrated (and projected) demand. The Master Plan also calls for decanting some services off-site which will result in a reduction in vehicle trips to and from the campus and demand for parking which will offset some of the projected growth. No specific locations

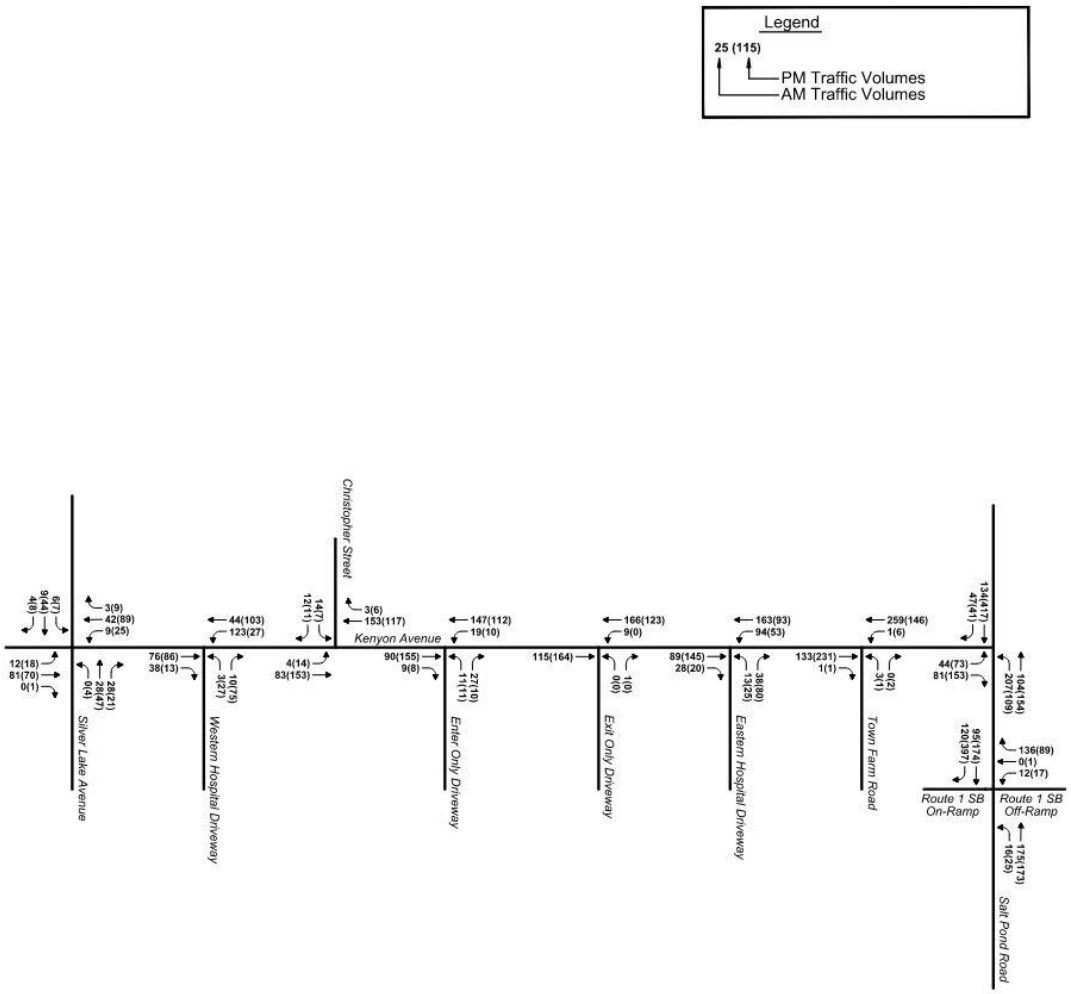
The Strategic Facility Master Plan reviewed historic and projected inpatient discharge trends and market use rate projections. This Master Plan reviews a blended rate of service lines including the following:

- 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, including the new parking area on the Town Farm Park property.

Based on this assessment, the annual growth rate is projected to be 1.10% per year over the next 5 years. It should be noted that there are plans to decant some of the outpatient and other services to off-site facilities; therefore, the projected annual increase in parking demand and peak hour traffic volumes is not projected to be as high as 1.10%. In order to project a conservative assessment of future conditions

Figure 2 **2025 No-Build Peak Hour Traffic Volumes**



(overestimating projected demand), the 1.10% per year annual growth rate was used to project 2025 peak hour traffic volumes and peak parking demand. The projected future 2025 traffic and parking conditions are discussed below.

2025 BUILD TRAFFIC VOLUMES

The Strategic Facility Master Plan reviews historic and projected inpatient discharge trends and market use rate projections. This Master Plan reviews a blended rate of service lines which resulted in a projected annual growth rate of patient trips to and from the hospital. Based on this assessment, the annual growth rate is projected to be 1.10% per year over the next 5

years. It should be noted that there are plans to decant some of the outpatient and other services to off-site facilities; therefore, the projected annual increase is not projected to be as high as 1.10%. In order to project a conservative assessment of future parking demand (overestimating projected parking demand), the 1.10% per year annual growth rate was used.

As previously stated, 40% of the traffic generated by the existing facility travel to and from the northwest along Kenyon Avenue. The remaining 60% of the existing hospital 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
- 15% to/from the northeast along Route 1
- 30% to/from the southwest along Route 1

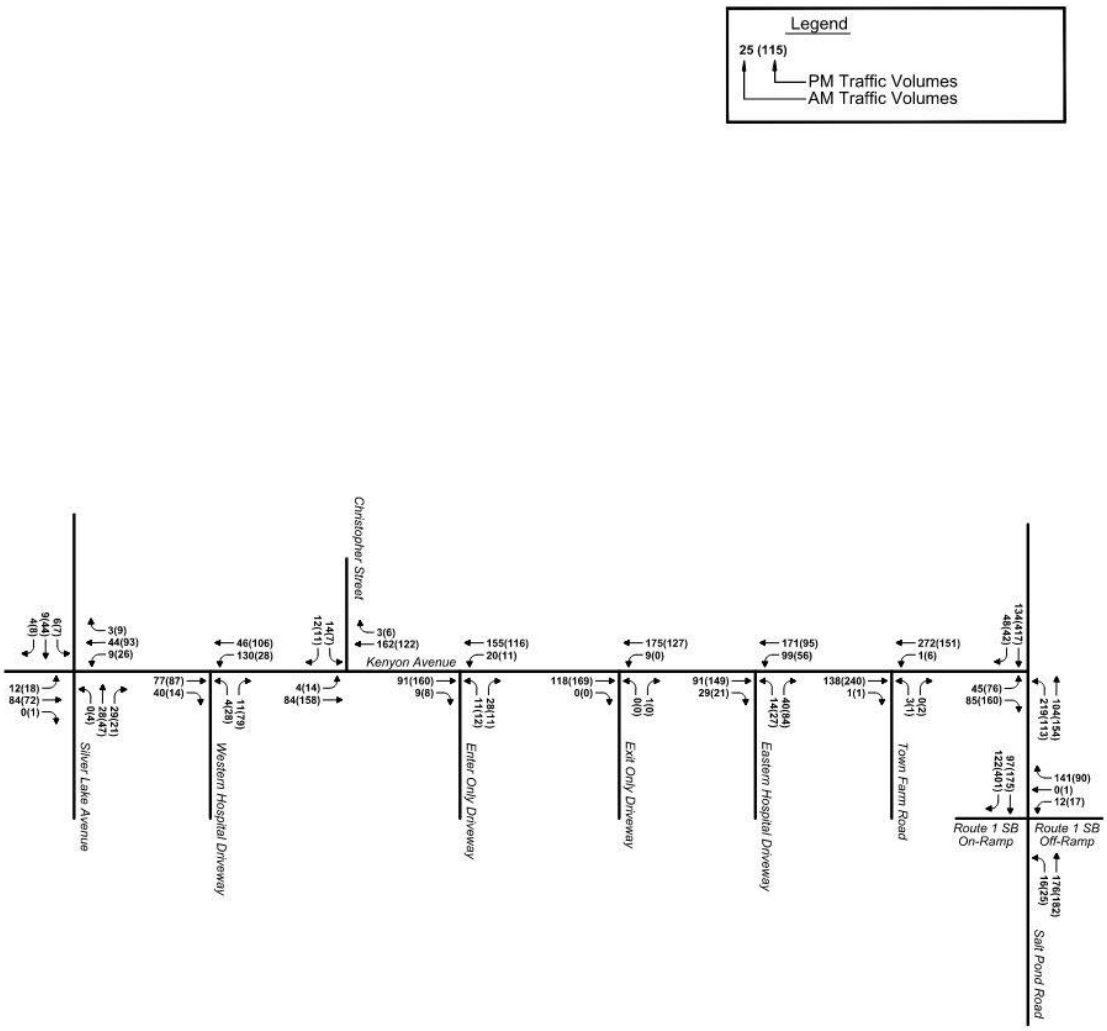
It was assumed that the additional traffic generated by the Hospital Master Plan expansion will follow similar traffic patterns. These traffic volumes were then added to the 2025 No-Build Weekday Evening Peak Hour Traffic Volumes to generate the 2025 Build Weekday Evening Peak Hour Traffic Volumes shown in **Figure 3**.

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.

Figure 3 2025 Build Peak Hour Traffic Volumes



The results of the unsignalized intersection capacity analysis are summarized in Tables 5 and 6 for the morning and afternoon peak periods, respectively. Supporting documentation for the HCS analysis is contained in the Appendix.

Table 5 AM Peak - Unsignalized Intersection Capacity Analysis

Location	Critical Movement	2020 Existing Condition				2025 No-Build Condition				2025 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	56	8	A	-	56	8	A	-	57	8	A	-
	WB L/T/R	19	8	A	-	21	8	A	-	21	8	A	-
	NB L/T/R	54	8	A	-	54	8	A	-	56	8	A	-
	SB L/T/R	92	8	A	-	93	8	A	-	96	8	A	-
Kenyon Avenue at Christopher Street	SB L/R	26	10	A	3	26	10	A	3	26	10	B	3
Kenyon Avenue at Town Farm Road	NB L/R	3	11	B	1	3	11	B	1	3	11	B	1
Kenyon Avenue at Salt Pond Road	EB L/R	124	16	C	32	125	16	C	32	130	16	C	35
Salt Pond Road at Route 1 Off-Ramp	WB L/T	12	12	B	2	12	12	B	2	12	12	B	2
	WB R	135	11	B	18	136	11	B	18	141	11	B	19
Kenyon Avenue at Western Hospital Driveway	NB L/R	13	10	B	3	13	10	B	3	15	10	B	3
Kenyon Avenue at Enter Only Driveway	NB L/R	37	10	A	5	38	10	A	5	39	10	A	5
Kenyon Avenue at Exit Only Driveway	NB L/R	1	10	B	0	1	10	B	0	1	10	B	0
Kenyon Avenue at Eastern Hospital Driveway	NB L/R	50	11	B	8	51	11	B	8	54	11	B	9

Source: VHB using Synchro 10 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 6 PM Peak - Unsignalized Intersection Capacity Analysis

Location	Critical Movement	2020 Existing Condition				2025 No-Build Condition				2025 Proposed 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	71	8	A	-	72	8	A	-	72	8	A	-
	WB L/T/R	59	8	A	-	59	8	A	-	59	8	A	-
	NB L/T/R	122	9	A	-	123	9	A	-	128	9	A	-
	SB L/T/R	88	9	A	-	89	9	A	-	91	9	A	-
Kenyon Avenue at Christopher Street	SB L/R	18	10	A	2	18	10	A	2	18	10	A	2
Kenyon Avenue at Town Farm Road	NB L/R	3	10	B	1	3	10	B	1	3	10	B	1
Kenyon Avenue at Salt Pond Road	EB L/R	226	40	E	149	226	41	E	152	236	46	E	172
Salt Pond Road at Route 1 Off-Ramp	WB L/T	18	16	C	5	18	17	C	5	17	17	C	5
	WB R	88	10	B	11	89	10	B	11	91	10	B	11
Kenyon Avenue at Western Hospital Driveway	NB L/R	101	11	B	25	102	11	B	26	107	11	B	27
Kenyon Avenue at Enter Only Driveway	NB L/R	21	10	B	3	21	10	B	3	23	10	B	4
Kenyon Avenue at Exit Only Driveway	NB L/R	0	0	A	0	0	0	A	0	0	0	A	0
Kenyon Avenue at Eastern Hospital Driveway	NB L/R	104	11	B	19	105	11	B	20	111	11	B	21

Source: VHB using Synchro 10 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 morning and afternoon peak periods under 2020 Existing conditions. Under the future 2025 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 A during the morning and afternoon peak periods under 2020 Existing conditions. Under the future 2025 No-Build conditions the intersection is projected to continue to operate at LOS A. Under 2025 Build conditions the intersection is projected to operate at LOS B during the morning peak period and LOS A during the afternoon peak period under the 2025 conditions. It should be noted that the increase in average delay will be less than one second during the morning peak period; however, it results in a change in the LOS from A to B.
- The intersection of Kenyon Avenue and Town Farm Road currently operates at LOS B during the morning and evening peak periods. The intersection is expected to continue to operate at LOS B under the 2025 No-Build and Build conditions.
- The intersection of Kenyon Avenue and Salt Pond Road currently operates at a LOS C during the morning peak and LOS E during the evening peak periods. Under the future 2025 No-Build and Build conditions the intersection is projected to continue to operate at LOS C during the morning peak and LOS E during the evening peak periods.
- The intersection of Salt Pond Road and the Route 1 South Off-Ramp currently operates at LOS B during the morning peak and LOS C during evening peak periods. The intersection is expected to continue to operate at LOS B during the morning peak and LOS C during evening peak periods under the 2025 No-Build and Build conditions.
- All the intersections created by the Hospital Drives along Kenyon Avenue currently operate at LOS B or better during the morning and evening peak periods. The intersections are projected to continue to operate at the same levels of service under the 2025 No-Build and Build conditions.

5.2.2 2025 PARKING CONDITIONS

As stated in the existing conditions, there are a total of 771 parking spaces (regular spaces plus accessible and other). Based on the site survey described previously, peak parking demand is approximately 696 spaces during the peak summer months (assuming that the August 2020 data are increased to account for the impacts of the COVID-19 restrictions). Adding in the accessible and other parking spaces, the required parking is 744 spaces.

The following methodology was used to project the future 2025 parking demand and required parking. Based on the Strategic Facility Master Plan the modifications to the South County Hospital that are projected to occur over the next five years include constructing a new parking area on the

Town Farm Park property though it will require an amendment to the Institutional Master Plan for its approval. The construction of a new parking area on the Town Farm Park property will create approximately 171 new parking spaces increasing the total number of available parking spaces to 942 spaces (including accessible and other spaces).

As discussed in the 2025 Build Traffic Conditions section, the Strategic Facility Master Plan reviewed historic and projected inpatient discharge trends and market use rate projections. This Master Plan reviewed a blended rate of service lines which resulted in a projected annual growth rate of patient trips to and from the hospital. Based on this assessment, the annual growth rate is projected to be 1.10% per year over the next 5 years. It should be noted that there are plans to decant some of the outpatient and other services to off-site facilities; therefore, the projected annual increase in parking demand and peak hour traffic volumes is not projected to be as high as 1.10%. In order to project a conservative assessment of future parking demand (overestimating projected parking demand), the 1.10% per year annual growth rate was used. This results in a projected demand of 735 parking spaces during peak summer conditions under future 2025 conditions. Adding the accessible and other parking spaces, the required parking is 783 spaces.

Table 7: 2025 Projected Peak Parking Demand

Type of Parking Spaces	Required Spaces
Regular (no restrictions)	735
Accessible	35
Other	13
Total*	**783**

* Required spaces = sum of individual lot peaks plus all restricted spaces.

With the new parking area on the Town Farm Park property, the campus is projected to be at 81 percent capacity using the required spaces (783 spaces) and proposed supply (966 spaces). The projected 81 percent capacity is an improvement to the existing 97% capacity. Traffic conditions should continue to be monitored and the hospital should consider moving some services off campus. The hospital can also valet cars and stack some vehicles to use the parking areas more efficiently. It should be noted that the 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 new construction projects that will occur beyond the five-year horizon of this study.

5.3 FINDINGS

Based on the traffic and parking data collected and projected future 2025 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 July 2020 to represent peak summer conditions; however, traffic conditions are estimated to be 10 percent less due to COVID-19 restrictions. The peak hour traffic data was therefore increased to represent pre-Covid-19 conditions. Future No-Build and Build conditions were developed using growth projections and planned projects on campus discussed in the Strategic Facility Master Plan including the new parking area on the Town Farm Park property.

All hospital driveway intersections with Kenyon Avenue currently operate at LOS B or better during the morning and afternoon peak periods based on pre-COVID-19 peak summer traffic conditions. All driveways are projected to continue to operate at LOS B or better under future 2025 No-Build and Build conditions with negligible increase in delay.

The other study area intersections currently operate at LOS C or better during the morning and evening peak periods except for the Kenyon Avenue intersection with Salt Pond Road which operates at LOS E during the afternoon peak period. These intersections are projected to operate at the same level of service under future 2025 No-Build and Build conditions with minimal increase in delays.

PARKING

The maximum peak accumulation of parked cars occurred at 10:30 AM on Wednesday August 5, 2020 when 633 vehicles were parked at South County Hospital. The parking demand is estimated to be approximately 10% less than normal conditions due to the COVID-19 restrictions. The pre-COVID-19 peak parking demand is projected to be 696 vehicles (exceeding 90% of the total capacity). Adding in the accessible and other parking spaces, the campus is projected to be at 97 percent capacity using the required spaces (744 spaces) and existing supply (771 spaces). These near capacity conditions increase the amount of time visitors and staff must spend to find an open parking space. Even though the demand is less than the supply, cars were 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. Another reason is 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 of parking restrictions.

The future demand for parking is projected to increase by a 1.10% per year annual growth rate resulting in a future demand of 735 parking spaces under future 2025 peak summer conditions.

Adding the accessible and other parking spaces (35 spaces and 13, respectively), the required parking is 783 spaces.

The future plans include the construction of a new parking area on the Town Farm Park Property resulting in approximately 171 new parking spaces or a future supply of 942 total parking spaces.

With the new parking area on the Town Farm Park property the campus is projected to be at 83 percent capacity using the required spaces (783 spaces) and proposed supply (942 spaces). The projected 83 percent capacity is an improvement to the existing 97% capacity. Traffic conditions should continue to be monitored and the hospital should consider moving some services off campus. The hospital can also valet cars and stack some vehicles to use the parking areas more efficiently. It should be noted that the 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 hospital renovations and future new construction projects that will occur beyond the five-year horizon of this study. Based on this assessment the campus is currently and will continue to be below capacity.

TRAFFIC OPERATIONS AND PARKING IMPROVEMENTS

Circulation and access improvement measures currently being implemented on campus include:

- An improved wayfinding signage program.
- A clear program for separating employees from visitor/outpatient traffic and parking.
- Identification of an internal circulation route by signage and markings into the parking layout to reduce potential conflicts created with the current “open bay” layout.

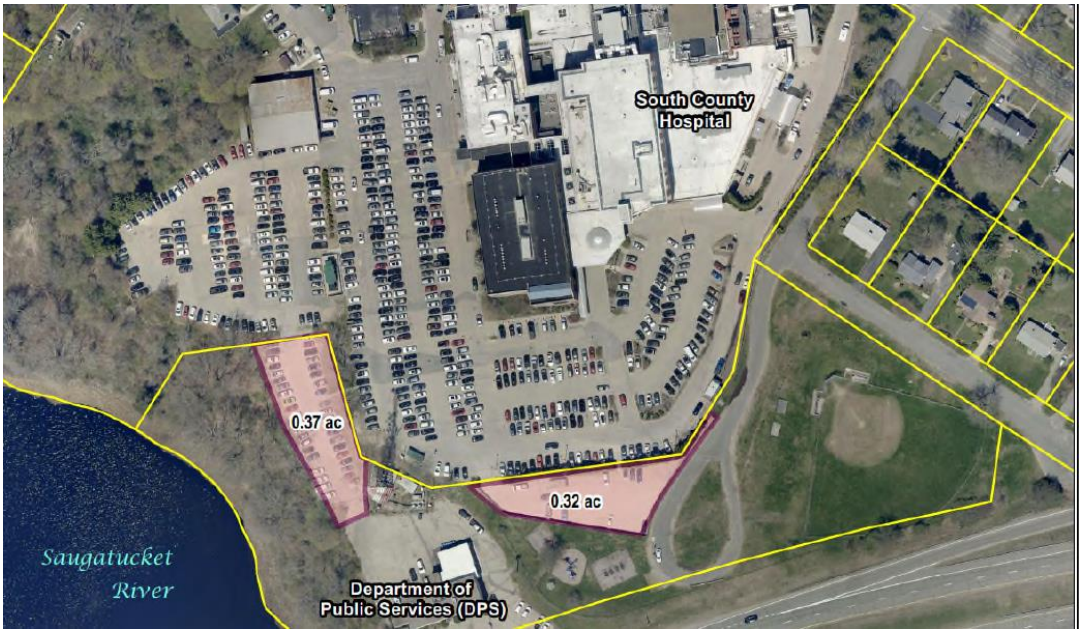
Parking improvement measures currently being implemented on campus include:

- During future peak periods, patients/visitors are being encouraged to use valet services to maximize the parking on campus.
- The new parking area within the Town Farm Park property is being designed to increase parking spaces allocated to hospital employees to facilitate more spaces for visitors adjacent to the hospital entrances.
- Parking efficiency striping layout modifications are being implemented within the lower gravel lot and northern physician lots.

6.0 PROPOSED CHANGES IN LAND HOLDINGS

There is currently a land swap proposed for the Town Farm Park property and has been submitted to the National Park Service for review and approval. The 1953 Town Farm Park is developed as a neighborhood park and is also known as the Kenyon Avenue Playground. In 1976 the Town received a Land and Water Conservation Fund grant (through RIDEM) from the Bureau of Outdoor Recreation to construct a restroom and storage facility. In 1983 the Upper Ballfield area was acquired by South County Hospital to address parking needs. The hospital currently leases 0.7 acres of the park property for expanded parking which began in 2001. In 2018 the hospital requested an increase in leased area for parking and requested to relocate the playground for an additional 64 spaces. The Commission was supportive. A special meeting of the Recreation Commission was held on December 4th and again at the monthly meeting on December 16th, 2019 and allowed for public comment. The motion passed 5-0 with conditions to retain a small park on the property, to proceed for formal proposal.

The Land and Water Conservation (L&WC) grant requires recipients to keep land for recreational us in perpetuity. The shaded area in the image below reflects the current leased areas from the Hospital of the Town Farm property.



The Hospital has completed the due diligence required by the National Parks Service (NPS) prior to submitting their formal conversion proposal. The proposal includes swapping the Town Farm Park for 494B Glen Rock Road which is 34 acres of a 50-acre parcel. The red shaded area of the parcel below is the proposed property for the swap.



The proposed property features clear water 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 and aquatic life, and mammals.

PROPERTY COMPARISONS

TOWN FARM PARK	GLEN ROCK PROPERTY
7.2 Acres (total 6f property)	35 acres
• 2 Play structures – for preschool age children • Instructional Baseball Field – 5 to 7 yr olds • Scenic vista of Upper Pt Judith Pond	• Capacity for multiple nature trails for hiking and passive recreation • Glen Lake – for fishing/canoeing/kayaking • Natural setting – varied bird/wildlife, forest, wetlands
Services Kenyon Ave. Neighborhood Neighborhood population: 813 (2010 census)	Potential to serve South Kingstown/Richmond area Neighborhood Population: 320 South Kingstown (2010 census) 493 Richmond (2010 census)
Active recreation limited to preschool to elementary school aged children – play structure & instructional ball field	Supports passive recreation for all ages
Supports Town Comprehensive Plan Recreation Vision. Site has experienced a decline in relevance to current & projected Town demographics & recreation needs	Supports Town Comprehensive Plan Recreation and Natural Resources/Open Space visions and goals
Distance to next closest park: .4 miles to Marina Park (Passive) .9 miles Saugatucket Park (Active)	Distance to next closest park: 3 miles to Abbie Perry (Active) 3.5 miles to W. Kingston Park (Active)
	Excluding 2.5 acre Abbie Perry Park, there is currently no public recreation property offered in a 5 square mile area northwest of S. County Trail

The proposal also includes to retain a 1.1 acre of the Town Park as a playground which can potentially include a picnic shelter, fitness equipment and children's play equipment. Conceptual images are provided below.

- No streets are currently owned or proposed.

7.0 PROPOSED CHANGES IN LAND USE

The Town Farm Park is proposed to be converted to parking and vehicular circulation and is included in the proposed traffic, parking, landscape, and exterior lighting bodies of work (covered in the next section)

8.0 PROPOSED DEMOLITION

There are opportunities to expand parking by replacing building with surface parking lots. Buildings which could be considered to be demolished for this purpose are the storage building and the Bacon house. The functions located in these buildings would have to be relocated to either in the hospital, another facility off-site or into a new addition to the hospital.

9.0 PROPOSED CAPITAL IMPROVEMENTS, PLANS, PERSPECTIVES, AND ELEVATIONS

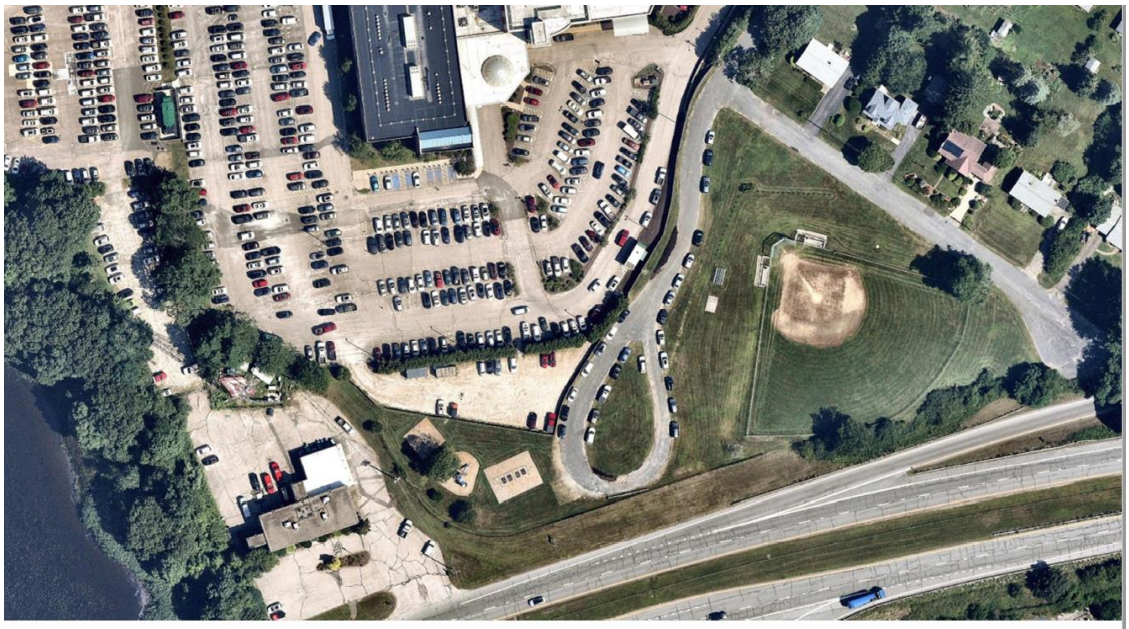
9.1 PROPOSED CAPITAL IMPROVEMENTS

9.1.1 PARKING EXPANSION AND WALKING LOOP TRAIL

Project Intent and background

Pending final approval of the Town Farm Park land swap, the majority of the land will be converted into additional hospital parking. A portion of the land will be preserved as a neighborhood playground and a walking loop will be created around the hospital campus. The parking will create 171 new parking spaces. The interior landscaping area is approximately 6,743 SF with a 12.7% planting area. The total new reconfigured spaces may adjust slightly with review of internal parking lot landscape requirements once a final design has been completed.

Existing Conditions



South County Hospital Aerial – Existing Conditions
South Kingstown, RI



South County Hospital – Landscape Concept

South Kingstown, RI

Parking Lot	53,080 SF (170 new, 23 reconfigured)
Interior Landscaping Area	6,743 SF
	12.7% planting area

*Planning Board requires parking lots over 50,00 SF to have 10% minimum planting area

Campus Conceptual Plan



South County Hospital – Site Master Plan with Walking Loop Trail

South Kingstown, RI

9.1.2 MOB Renewal and Frost Connector

This project is being planned and designed by NEMD architects. All associated drawings are provided by the consultant. The project has not been designed at this stage and therefore drawings and images are conceptual. As the project progresses contract drawings will be submitted for the Town Planning Board approval.

Project Intent and background

A primary goal of the MOB Renewal/Frost Connector project is Increasing the on-site presence of proceduralists who already practice on campus in the existing operating and procedure rooms. These specialists are the primary drivers for surgical procedures for the hospital, including Orthopedics, Cardio/Vascular and Urology. To accomplish this, affiliated practices serving lower acuity populations, such as primary care, will be shifted to nearby off campus locations (see table in Section 1.0).

The multiphase construction effort will modernize the engineering infrastructure of the Medical Office Building, including in-situ replacement of the existing air handlers and upgrades to HVAC controls and Fire Alarm.

During the anticipated 18-24 months of construction, there will at times be less on-site parking available as a result of the exterior work at the main entrance and the MOB entrance. The net impact ranges from 5-25 spots, however when the impact is the largest, approximately 20,000SF of the MOB are offline for renovation, reducing demand by approximately 80 spots at the 4:1000 parking ratio (1 space/250 GLFA).

The final project will not have any overall parking impacts. Specific details of specific square foot space being reduced or converted, and each parking impact are outlined below.

- The Rehab gym in the MOB basement will be permanently downsized from 5,500SF to approximately 1,500sf. The existing gym provides comprehensive rehab including long term maintenance care. After renovation, the smaller gym will focus on acute to prehab/rehab immediately before and after procedures. The long-term maintenance care component will be shifted off campus to area gymnasiums, with mostly virtual monitoring and check-ins with clinicians. The resulting parking reduction would be 16 spaces with a net result of approximately 25,000 fewer annual visits to the hospital campus, lessening the weekday parking demand by approximately 115 daily visits.
- The MOB renewal effort converts approximately 2,800SF of space in the lower level from storage to clinical space. The resulting parking requirement would be 12 spaces, and operating at a maximum efficiency, this would increase weekday parking demand of approximately 100-120 daily visits.

The Frost Connector adds approximately 2,500 SF to the campus footprint; however, it adds no new clinical space and should have no net impact on parking demand. Its primary function is a bridge connection Orthopedics outpatient clinical space in the MOB with Orthopedics inpatient recovery unit in the Frost building. It also houses administrative space including (2) conference rooms and rehab offices from Frost displaced by the new circulation path.

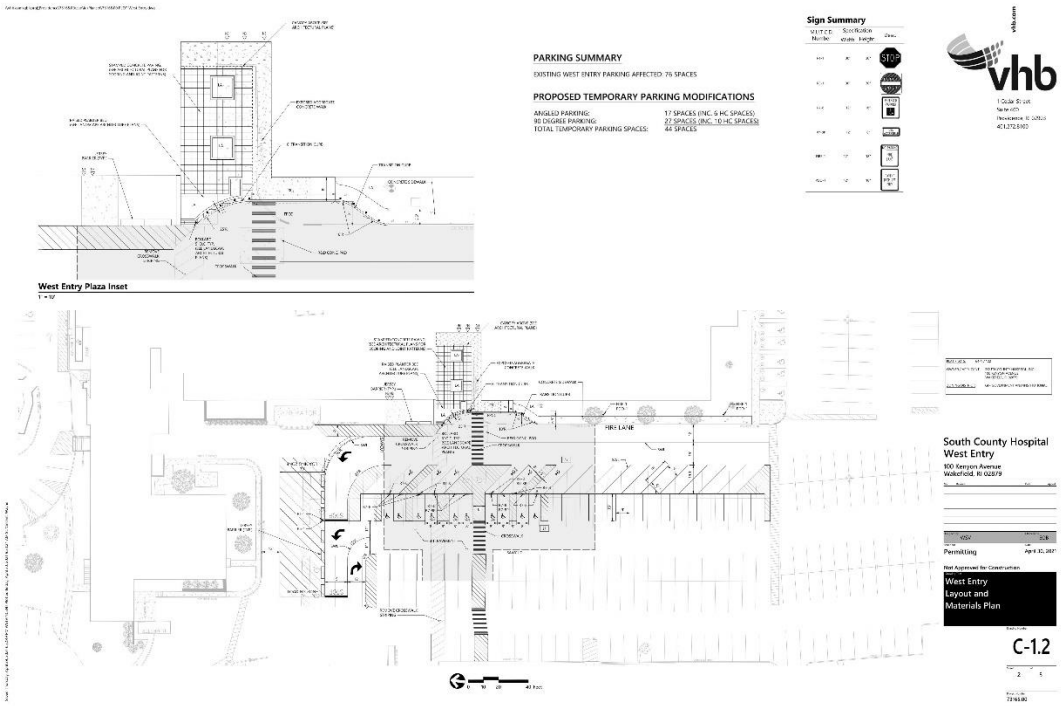
In order for this project to occur one enabling project must precede the project.

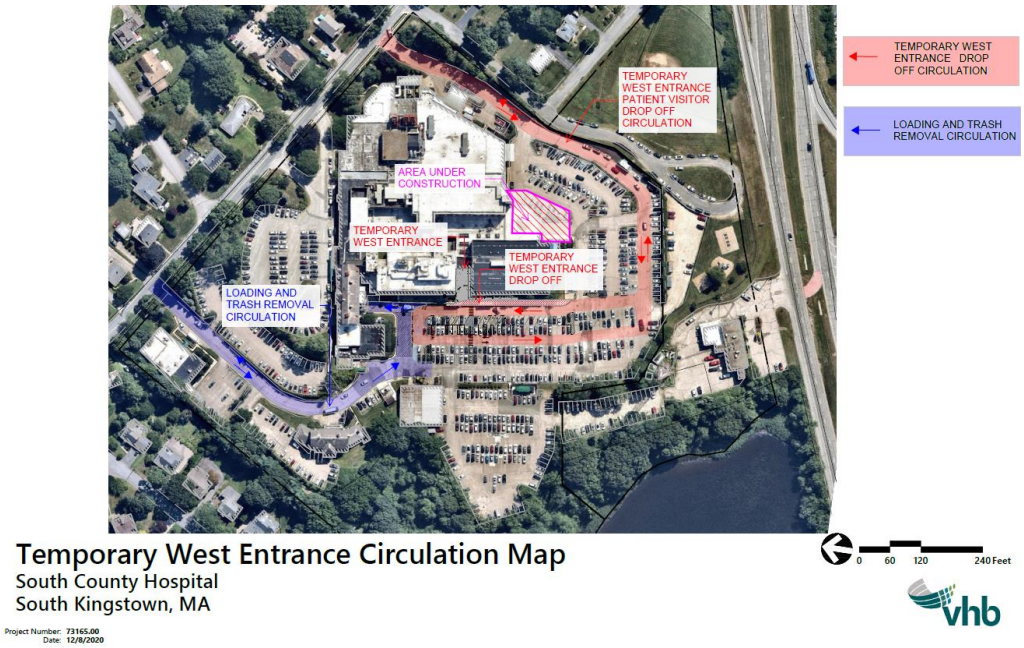
9.1.3 WEST ENTRANCE IMPROVEMENT FOR TEMPORARY ACCESS

West entrance improvements will be required as an enabling project for the MOB renewal and Frost connector. The west entrance will serve as a temporary main entrance while the existing main entrance is under renovation and the Frost connector is constructed. Once completed this entrance will serve as a staff entrance to the facility.

The proposed improvements will impact the existing parking along the west entrance resulting in a temporary reduction in parking by 32 spaces. A one-way temporary circulation and angled parking will be installed for a new patient drop off, and 16 new handicap accessible spaces. As stated above when the impact or in this case the need for the temporary west entrance, approximately 20,000SF of the MOB are offline for renovation, reducing demand by approximately 80 spots at the 4:1000 parking ratio (1 space/250 GLFA).

Additional improvements for this phase of the project consist of a new west entry employee plaza, and landscape and sidewalk improvements.





9.1.4 Main Entrance Improvements

The main entrance will require site improvements due to the construction of the Frost Connector. These improvements include the re-alignment of the existing drop off curb lines to match the new canopy, and the restructuring of the existing landscaped island and handicap parking spaces located adjacent to the new entrance. New walkways, ramps and landscaping will be installed, and site infrastructure modifications for proper drainage will be completed as part of the project.

9.1.5 MOB Renewal and Frost Connector

Phase I

Phase I includes internal renovations of the Medical Office Building by shifting select services off-site or to telework while condensing diagnostic reading in the hospital to create space in the MOB for new services.

Phase II

Phase II includes shifting services to their new locations as renovations are completed from Phase I.

Phase III

Phase III includes shifting services to new locations vacated by the previous phase and to other off-site ambulatory locations as temporary moves or to meet community needs. Other services leave the building due to non-renewal of leases.

Phase IV

Phase IV includes internal shifts of services at the completion of Phase III and by renovation of newly vacated areas. This phase includes project components which impact the building exterior elevations, footprint, and campus. The two components include relocation of the PET/CT mobile dock to the Radiation Therapy building to improve the hospital west entrance and MOB north entrance in preparation for the next phase. The second exterior component is the renewal of the exterior and interior MOB stair tower to begin creating the new Hospital main entrance. Additionally, in this phase all floors of the MOB infrastructure will be renewed.

PHASE V

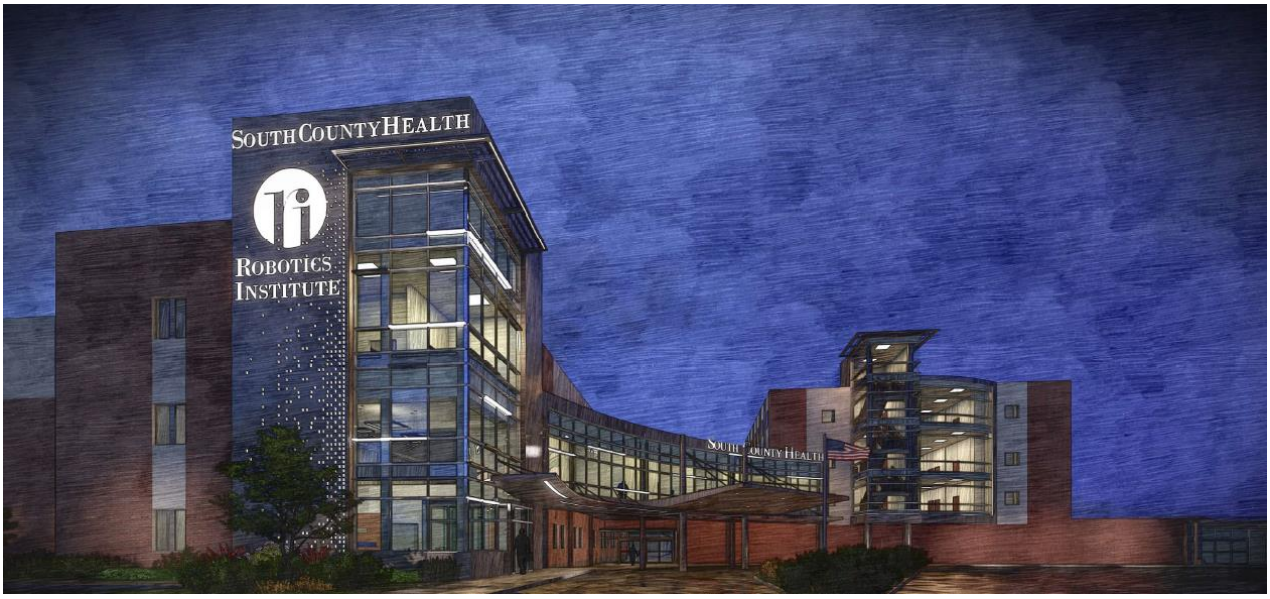
Phase V includes shifting services by newly renovated space in the previous phase. This phase also includes the creation of the new Hospital main entrance and Frost building connector above the new main entrance.



New Hospital Main Entrance, Stair Tower, and Frost Building Connector Rendering

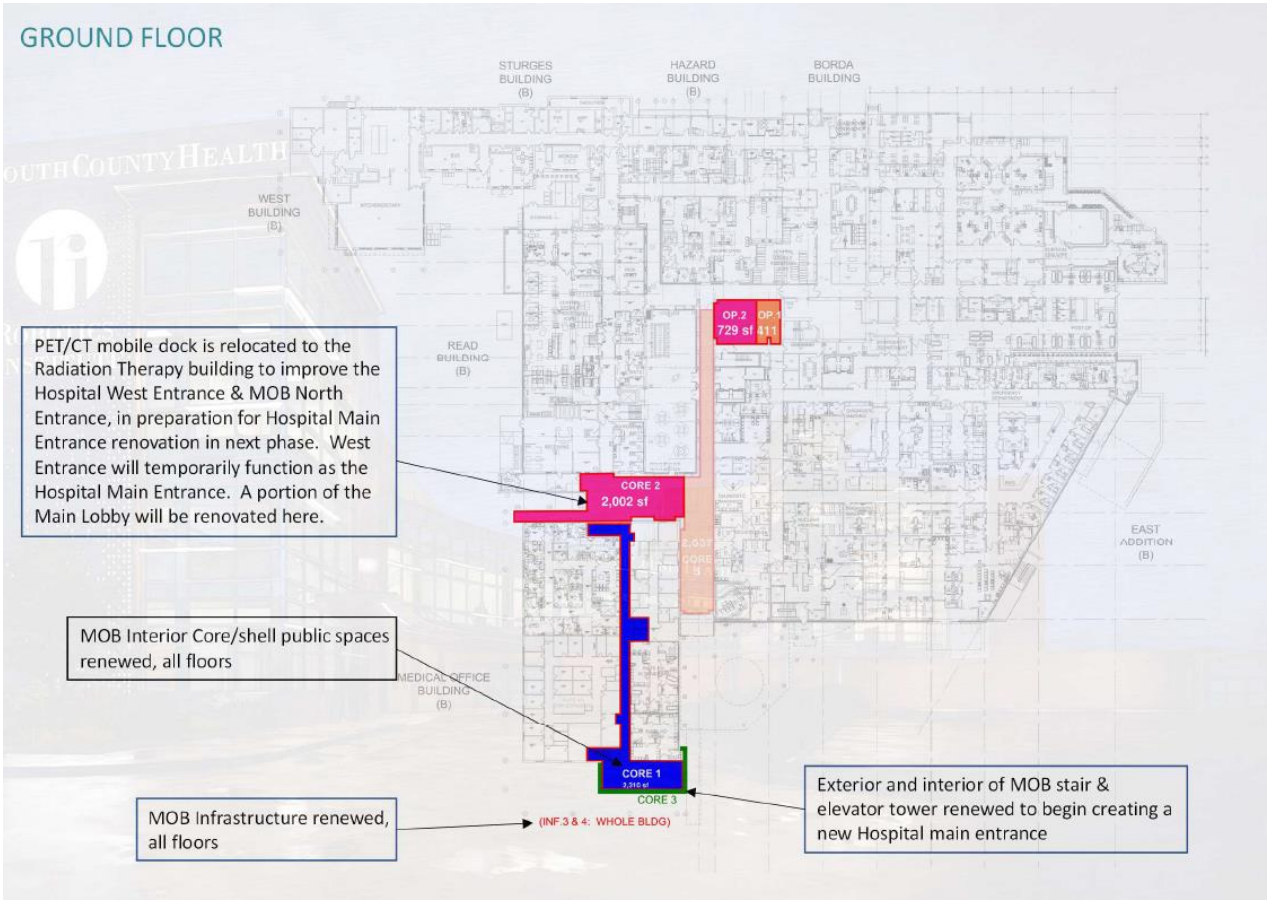


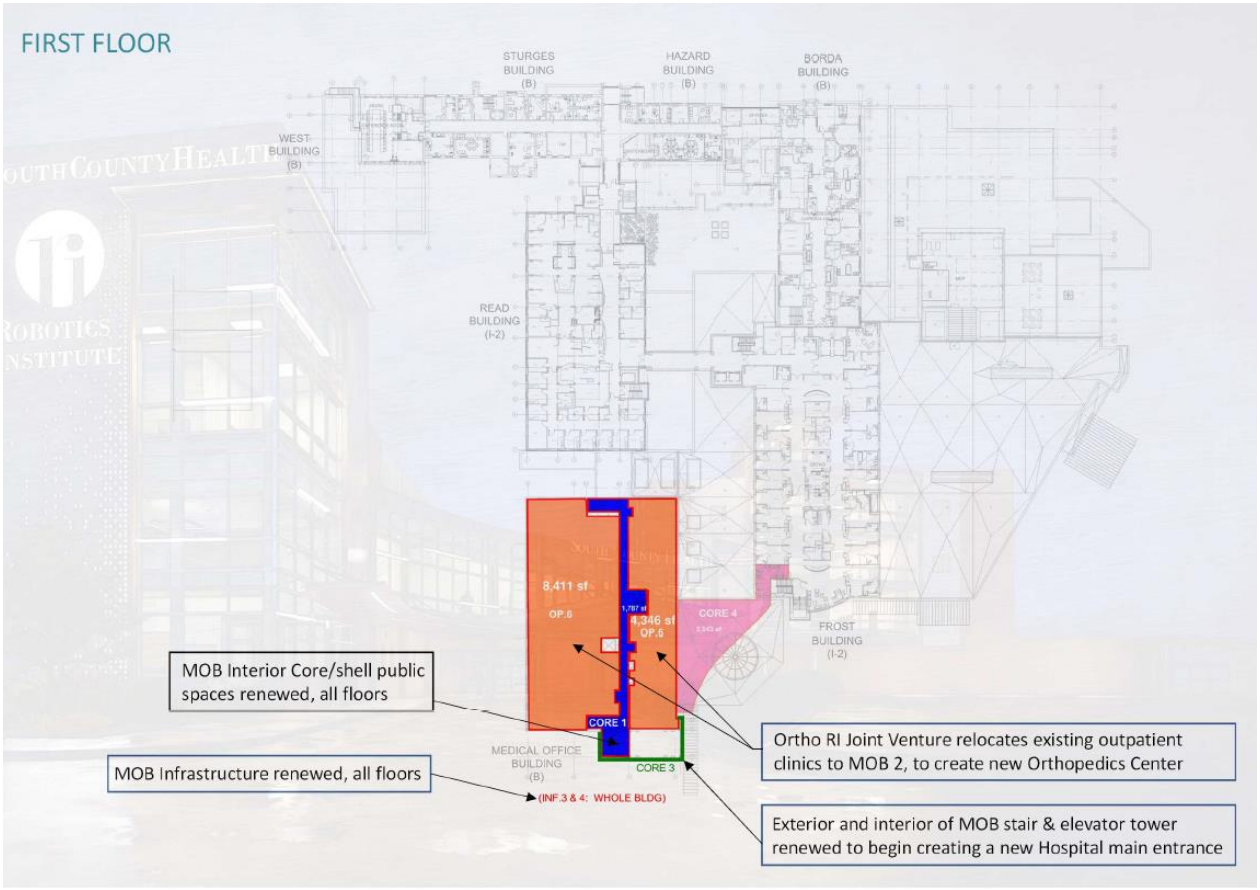
New Hospital Main Entrance, Stair Tower, and Frost Building Connector Evening Rendering

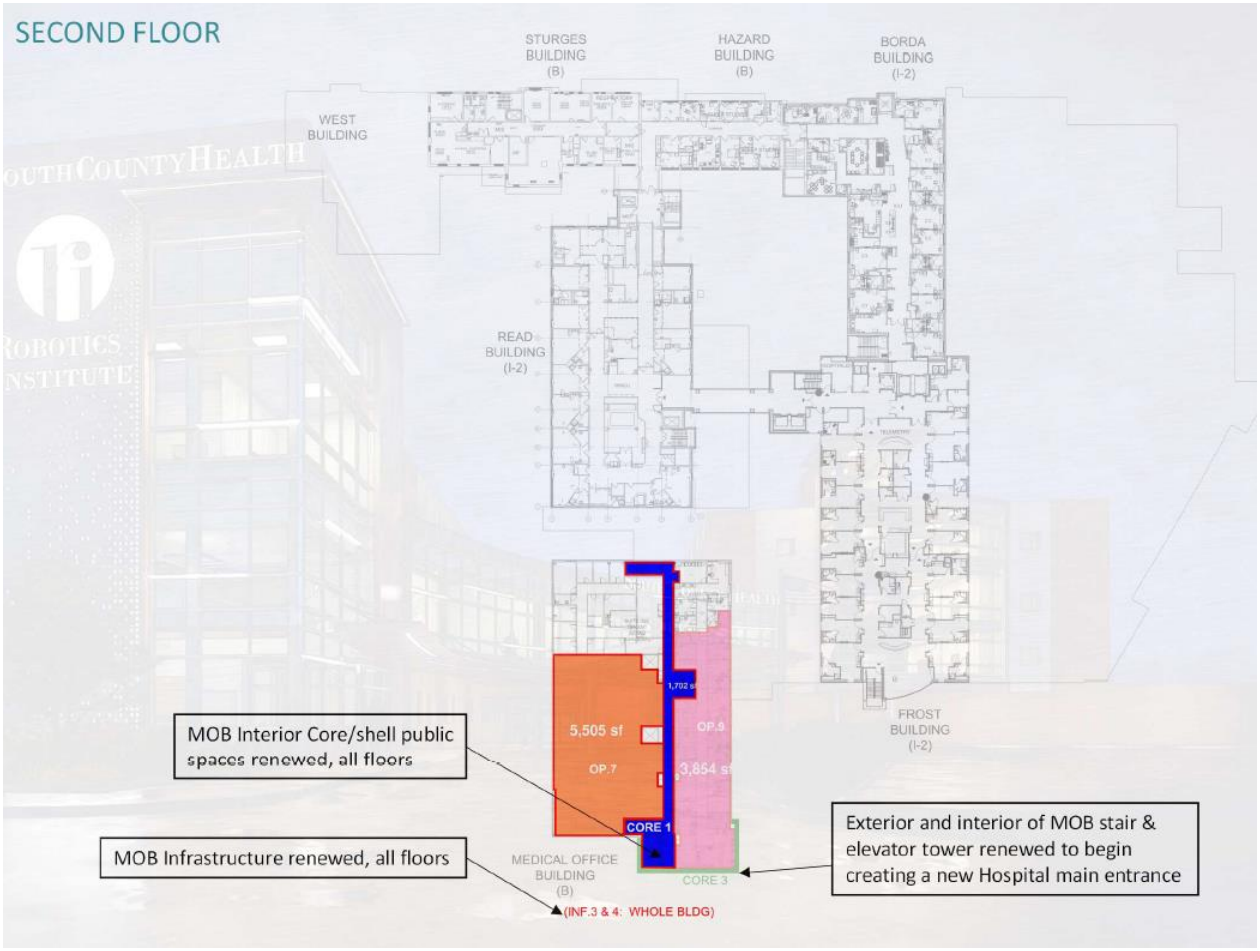


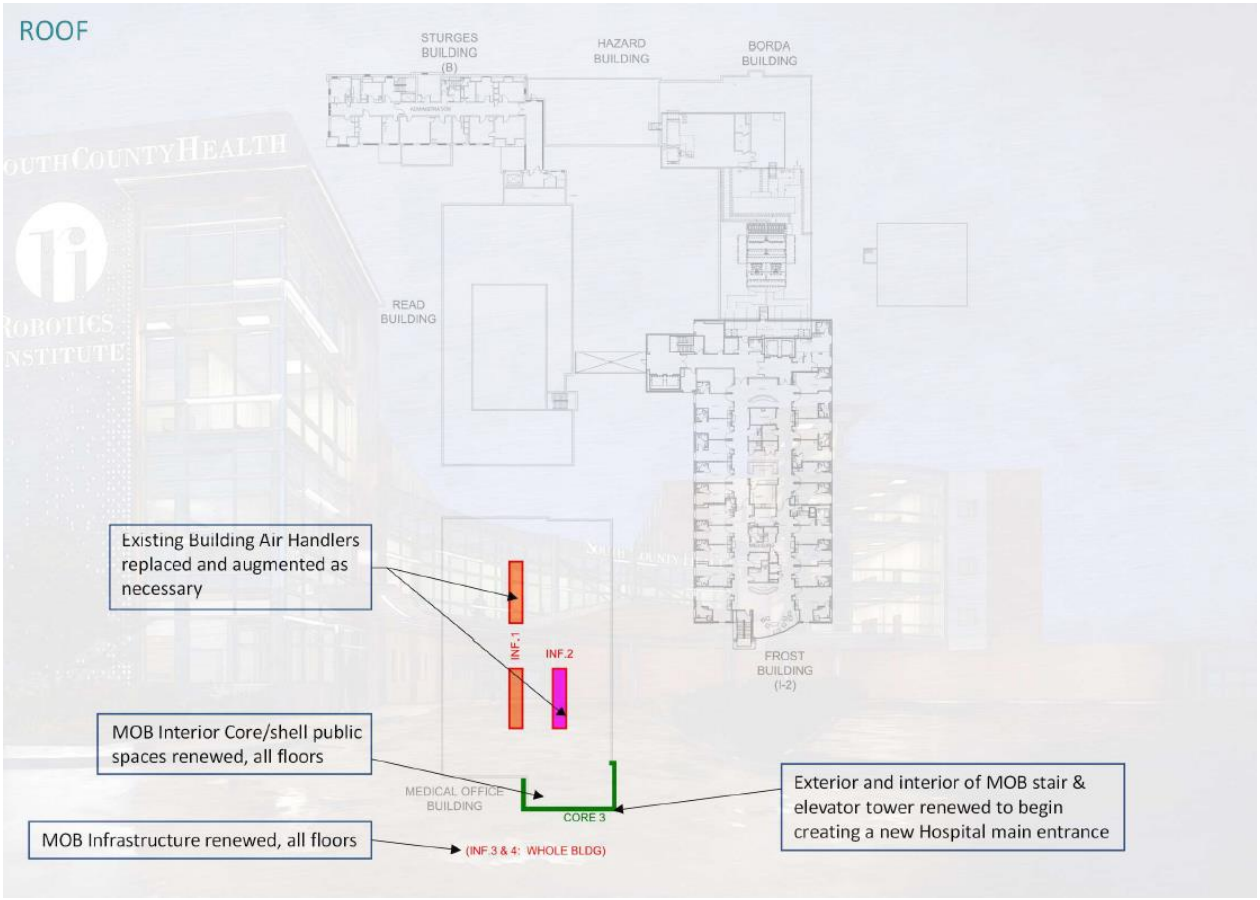
New Hospital Main Entrance, Stair Tower, and Frost Building Connector Evening Rendering

PHASE IV Conceptual Plans:

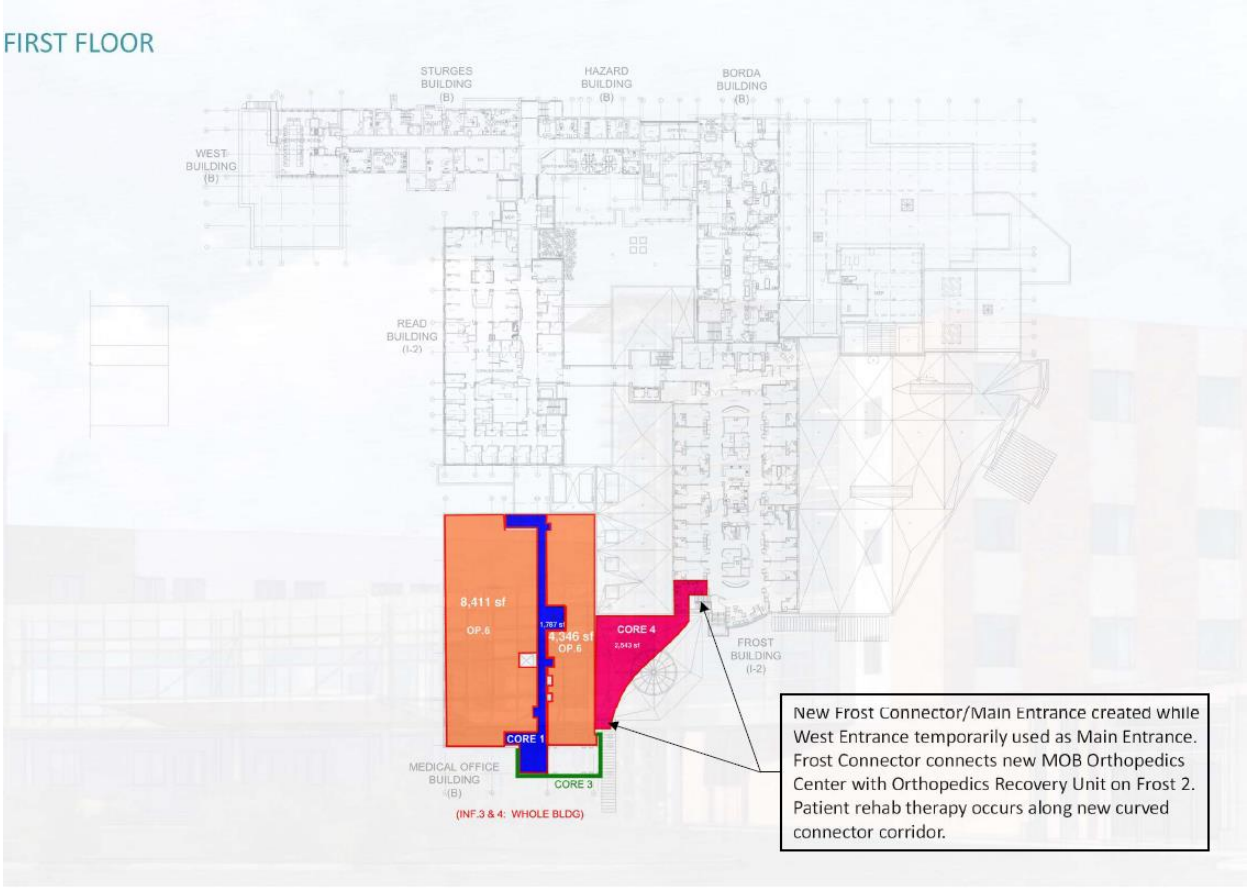


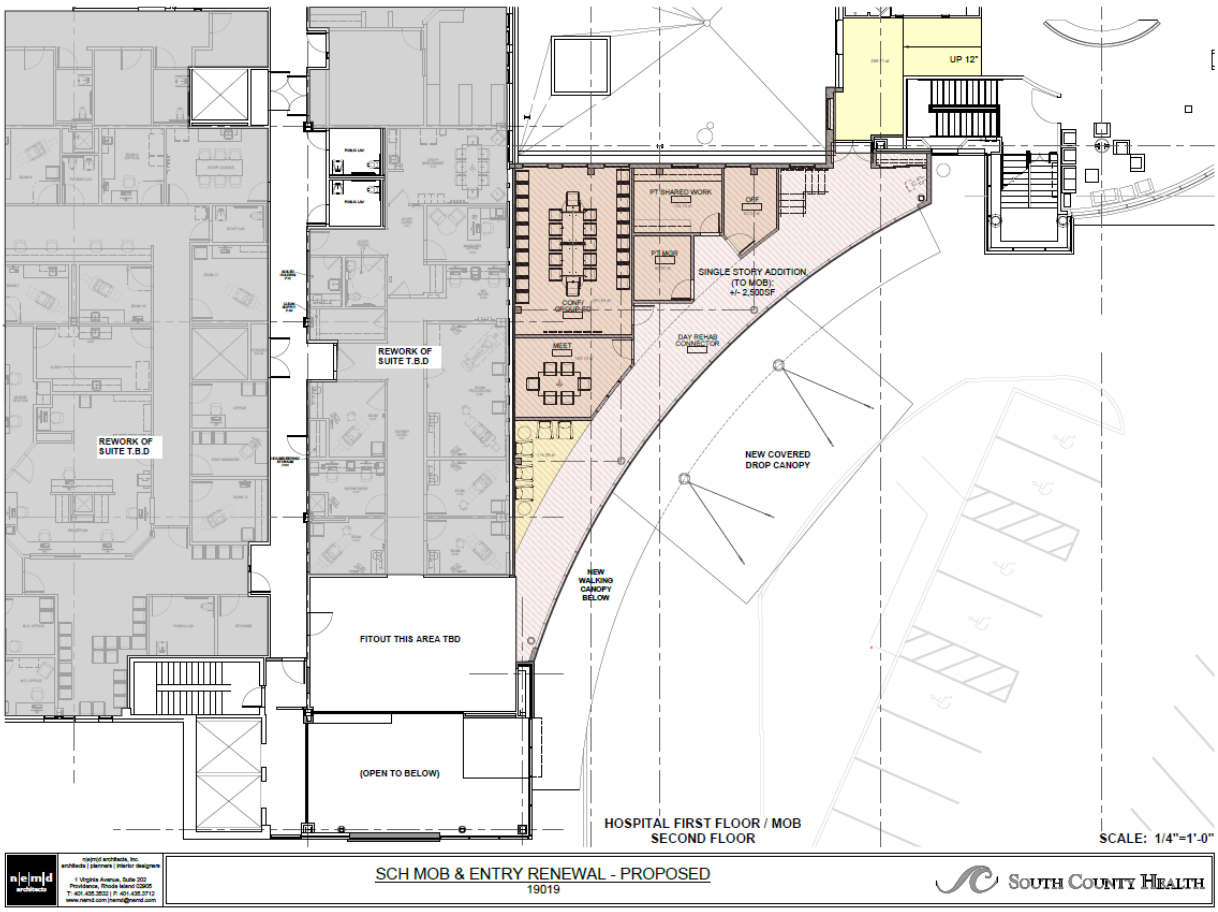

FIRST FLOOR
STURGES BUILDING (B)
HAZARD BUILDING (B)
BORDA BUILDING (B)
WEST BUILDING (B)
READ BUILDING (I-2)
FROST BUILDING (I-2)
8,411 sf
OP.6
4,346 sf
OP.6
CORE 4
CORE 1
CORE 3
MEDICAL OFFICE BUILDING (B)
(INF.3 & 4: WHOLE BLDG)
MOB Interior Core/shell public spaces renewed, all floors
MOB Infrastructure renewed, all floors
Ortho RI Joint Venture relocates existing outpatient clinics to MOB 2, to create new Orthopedics Center
Exterior and interior of MOB stair & elevator tower renewed to begin creating a new Hospital main entrance


SECOND FLOOR
STURGES BUILDING (B)
HAZARD BUILDING (B)
BORDA BUILDING (I-2)
WEST BUILDING
READ BUILDING (I-2)
FROST BUILDING (I-2)
5,505 sf
OP.7
OP.9
CORE 1
CORE 3
MEDICAL OFFICE BUILDING (B)
(INF.3 & 4: WHOLE BLDG)
MOB Interior Core/shell public spaces renewed, all floors
MOB Infrastructure renewed, all floors
Exterior and interior of MOB stair & elevator tower renewed to begin creating a new Hospital main entrance


ROOF
STURGES BUILDING (B)
HAZARD BUILDING
BORDA BUILDING
READ BUILDING
FROST BUILDING (I-2)
Existing Building Air Handlers replaced and augmented as necessary
INF.1
INF.2
MOB Interior Core/shell public spaces renewed, all floors
MEDICAL OFFICE BUILDING
CORE 3
Exterior and interior of MOB stair & elevator tower renewed to begin creating a new Hospital main entrance
MOB Infrastructure renewed, all floors
(INF.3 & 4: WHOLE BLDG)

PHASE V Conceptual Plans





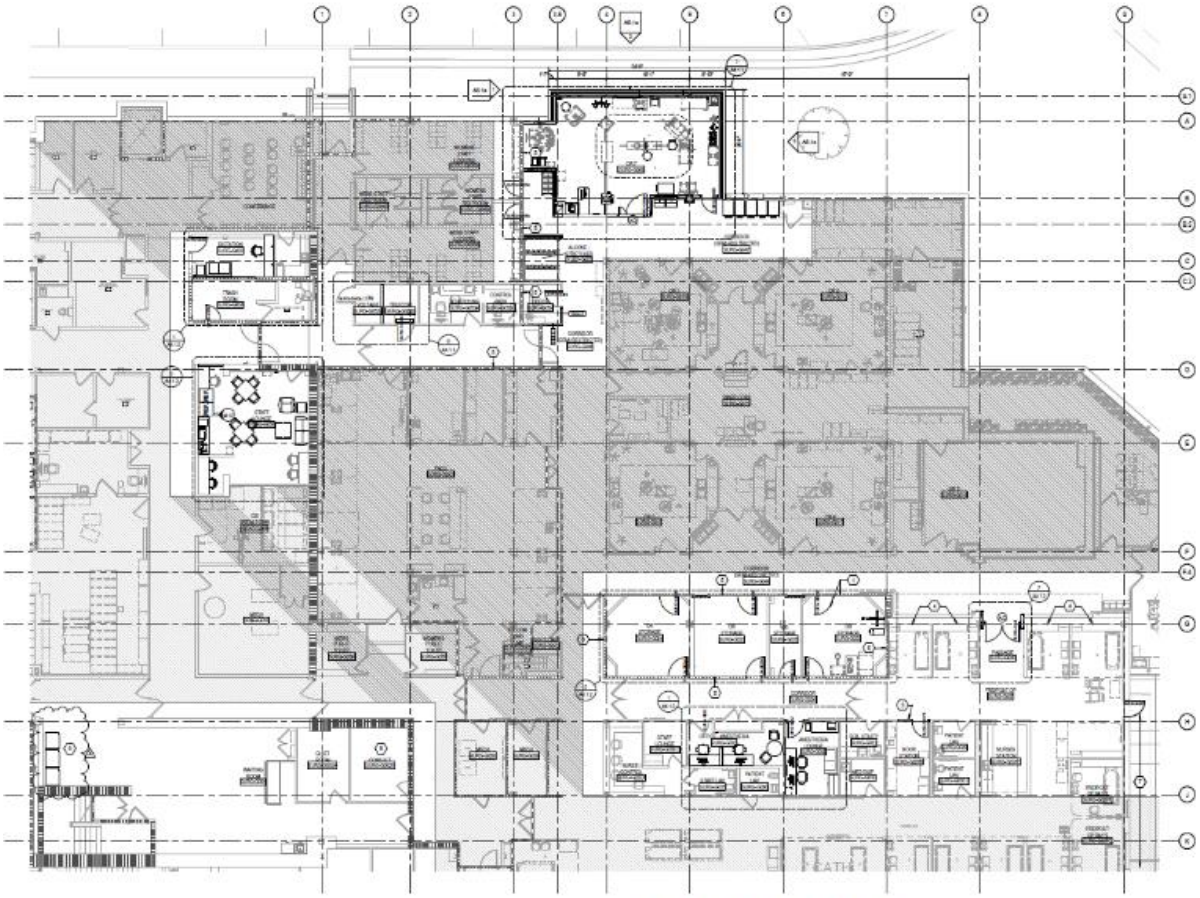
PT (Physical Therapy), MGR (Manager), OFF (Office), CONF (Conference Room)

9.1.6 SHORT TERM – ADDITION OF OR #7

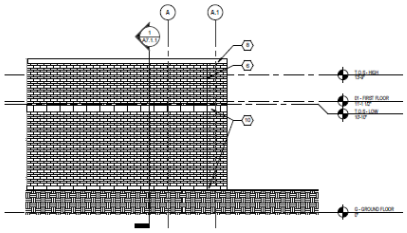
This component was completed by Catalyst, FreemanWhite and AZ Corp. in May 2021.

PROJECT INTENT AND BACKGROUND

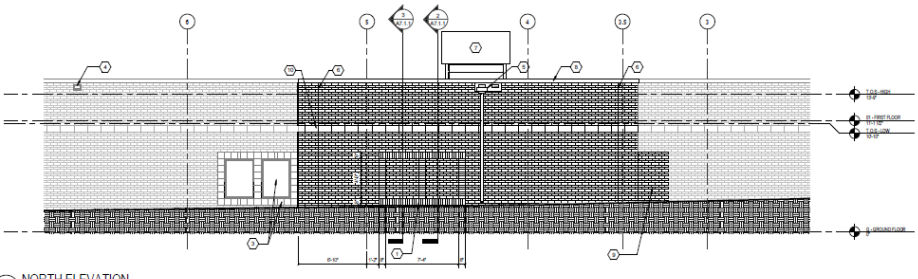
The intent of this project is to add an additional operating room (OR #7) to the existing north side of the surgical department at the hospital. This will be accomplished by addition and some renovation. The new OR (Operating Room) will be a part of the new square footage while the renovation scope includes the reconfiguration of support space to accommodate the new circulation pattern to the new OR and replacement of displaced functions.



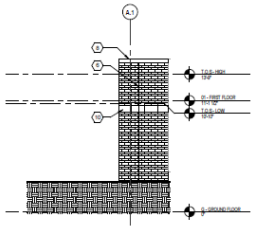
1 NEW CONSTRUCTION PLAN - GROUND FLOOR



3 EAST ELEVATION - OR



2 NORTH ELEVATION



1 WEST ELEVATION - OR

9.1.7 BORDA 1 RENOVATION AND FROST FOR INPATIENT BEDS WITH NEW EGRESS STAIR

This component was completed by Catalyst and FreemanWhite consulting teams. This Strategic Facility Master Plan project is considered conceptual to gain additional beds and meet specific patient population needs and staffing efficiencies. Should this project progress, project drawings will be developed and submitted to the Town Planning Board for approval.

PROJECT INTENT AND BACKGROUND

While this project in and of itself is only a renovation it is dependent on the egress stair project to be completed so that this are can be occupied, particularly for inpatient functions. The intent of this renovation, alongside the egress stair is to modernize the old inpatient unit for Observation and Med Surg beds with a small renovation in the adjacent Frost building for bariatric inpatient rooms. The other intent of this project is to make the Borda building compliant with applicable life safety code regarding travel distances. In order to meet the requirement, an egress stair needs to be added to the north side of the Borda building which will allow egress from the upper floor.

Borda 1 Renovation Concept



M/S (Medical/Surgical Patient Room) TLT (Toilet Room) OBS (Observation Patient Room)

Frost 1 Renovation Concept adjacent to the Borda 1 Renovation

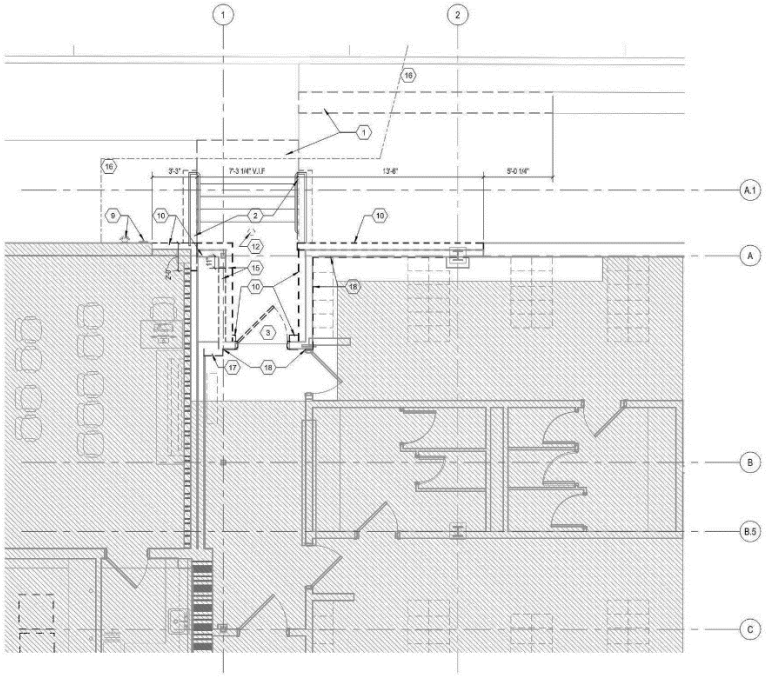


9.1.8 Surgery Egress Stair

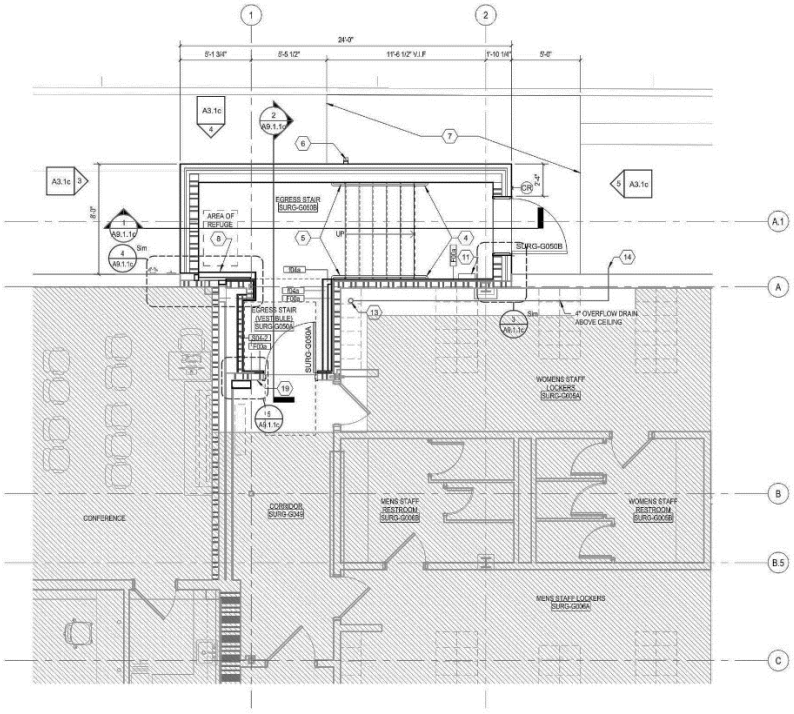
As part of the design engagement the consulting team identified a life safety issue regarding the surgery department and the existing exterior stair. This project has been designed and is pending approval upon the submission and acceptance of this document.

Project Intent and background

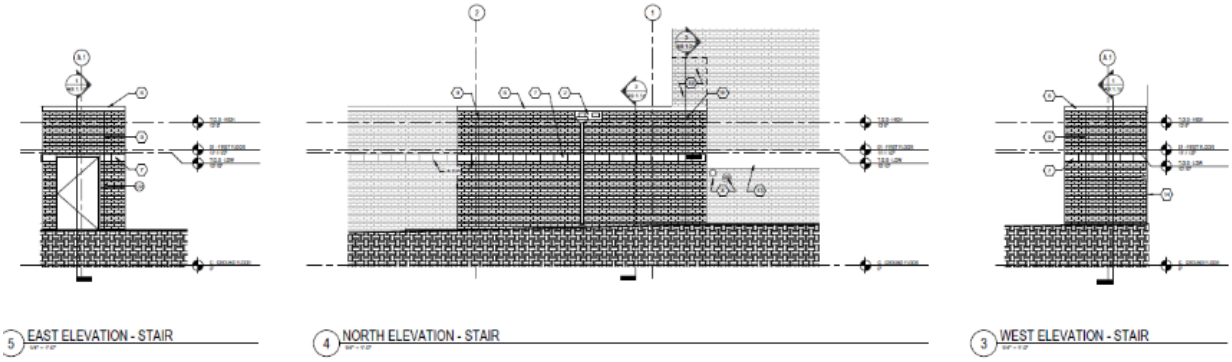
The intent of this project is to create a new enclosed stair from the surgery department to meet applicable life safety code requirements.



2 DEMO PLAN - GROUND FLOOR
1/4" = 1'-0"



1 NEW CONSTRUCTION PLAN - GROUND FLOOR
1/4" = 1'-0"



9.1.9 Other Capital Improvements

The following list of capital improvement projects are interior renovations and do not impact the exterior footprint of the building, elevations, driveways, access roads, parking, or campus grounds. Given the nature of these projects, conceptual plans, elevations, and renderings are not provided.

- Endoscopy Renovation: The project relocates endoscopy services from one area of the hospital to another area to accommodate surgical growth through renovation. This project will be completed by May 2021.
- ED Intake Renovation: The project seeks to improve the reception desk, triage rooms, waiting, sub-waiting, vending, and associated finishes. This project will be completed by June 2021.
- Renovation of the Women's and Infants Center: Given the low volume of labor and delivery patients, the project seeks to "right-size" the labor and delivery unit to align with the future growth projections. The opportune space would be renovated into additional Med/Surg beds. This project is part of the 5-year plan.
- Renovation of Dialysis for ICU: the project seeks to renovate the existing inpatient dialysis room into an additional ICU patient room. The number of patients needing dialysis on a daily basis can be accommodated by renovations to select inpatient rooms for dialysis equipment. This project is part of the 5-year plan.
- Renovation of Patient Bathrooms: Patient bathrooms have showers which have a built-up high shower threshold. The renovation is intended to create a lipless shower threshold to reduce patient falls. This project is part of the 5-year plan.
- Renovation of the ERB for Interventional Radiology Prep/Recovery: The project renovates the ERB, which historically has been an express or vertical protocol area of the ED. The new function is intended to flex between Observation Beds or a prep/recovery/short stay area for Cath labs and other interventional and procedural suites. This project was completed summer of 2020.

- Interior Aesthetics and Wayfinding: The project seeks to update and improve interior finishes in common areas and circulation areas of the hospital. This project is part of the 5-year plan.
- Outpatient Radiation Oncology Services are provided on the campus in the Radiation Oncology Building at 142 Kenyon Ave. The Radiation Oncology equipment, a linear accelerator and CT simulator are scheduled for replacement within the next 12-18 months. As part of the replacement process, a mobile linear accelerator will need to be used temporarily for approximately 6 months. The mobile unit will be temporarily located within the current Radiation Oncology parking lot.
    - The need for a permanent PET/CT mobile dock, if required in the future, will be designed and constructed as part of the Radiation Oncology Building. This initiative may occur in the 5 year horizon.

10.0 PROPOSED LANDSCAPE NARRATIVES/LANDSCAPE PLAN

The following capital projects are in design development and include landscape improvement designs. The proposed landscaping will be a planned improvement to the overall visitor experience and will be designed to comply with the Town landscape requirements. Conceptual visioning of these planned improvements are shown below.

A full landscape plan designed by a Registered Landscape Architect will be submitted during the building permit approval process for final review and compliance with the Town landscaping requirements.

Each of these projects are expected to be completed by 2022.

- Main Entry (MOB Connector) – The existing front entry drop off will be re-aligned due to the Frost connector and new canopy. The existing landscape island and handicap parking spaces will be reconstructed providing safe access to the front entry, and newly planned landscaping to enhance the project.

- West Entry Improvements – The West Entry will be restructured as an enabling project for the MOB renewal and Frost connector. The new temporary patient drop off includes new improvements to the west entry plaza that includes, seating areas, walkway and landscaping.

- Parking Expansion (Town Farm Park) – The parking expansion within the former Town Farm park will include newly planted landscaping around the perimeter to screen the parking and hospital from the adjacent residences and roadways. Internal planting islands will be installed as required by the Town Landscape Requirements, and a newly formed pedestrian island corridor to the hospital will be constructed. In addition the parking expansion will include the installation of a new parking area for the community along the Town Farm Road, that will be interconnected to a pedestrian walking path loop around the hospital campus and to Kenyon Avenue with an overlook to the existing salt marsh.



Main Entry



West Entry



Town Farm Parking Expansion



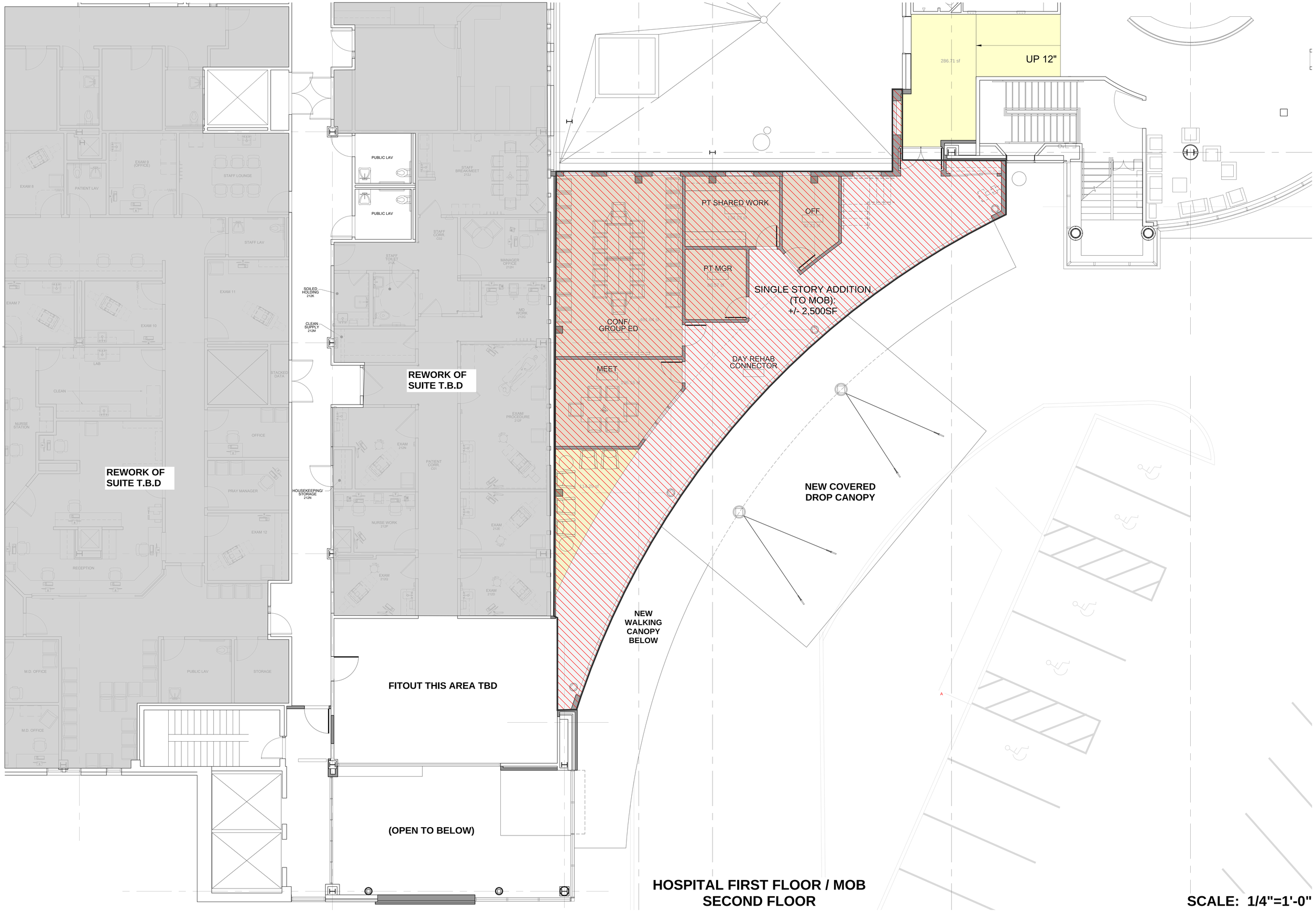
Town Farm Parking Expansion (With Full Walking Path)

11.0 DEPARTMENT OF HEALTH CERTIFICATE OF NEED

There are no Certificate of Need's (CON) proposed at this time to meet the schedule of projects proposed in the Strategic Facility Master Plan.

12.0 APPENDIX

SCH MOB Entry Renewal – Proposed
Existing Circulation Plan
Temporary West Entrance Circulation Map
Existing Parking Layout
Temporary Parking and Striping Plan
OR 7 New Work Plan
OR 7 Elevations
New Proposed Egress Stair
Proposed Egress Stair Elevations
Proposed Borda 1 Renovation
Site Lighting Study
Traffic Study



HOSPITAL FIRST FLOOR / MOB
SECOND FLOOR

SCALE: 1/4"=1'-0"

n|e|m|d architects

n|e|m|d architects, inc.
architects | planners | interior designers

1 Virginia Avenue, Suite 202
Providence, Rhode Island 02905
T: 401.435.3532 | F: 401.435.3712
www.nemd.com |nemd@nemd.com

SCH MOB & ENTRY RENEWAL - PROPOSED

19019

SOUTH COUNTY HEALTH

\\vhb.com\gbl\proj\Providence\73149.00\cad\A-prjdwg\73149.00 EX.dwg

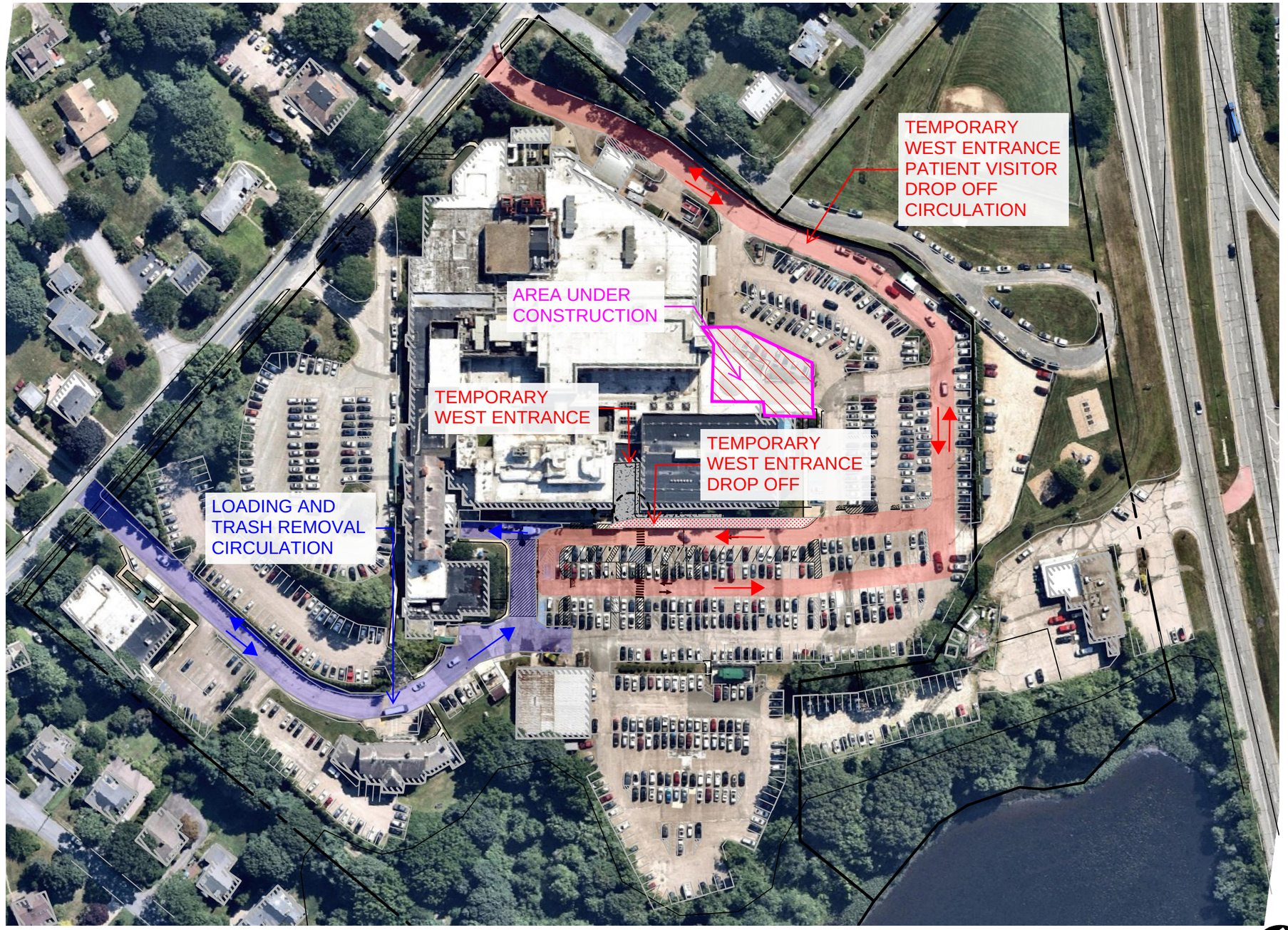


Existing Circulation Plan

South County Hospital Transportation Master Plan
South Kingstown, RI

Source:
Prepared for: Institutional Master Plan
Date: 4-30-2021

\\vhb\gbl\proj\Providence\73165.00\cad\ld\Planmisc\73165 Campus Circulation Map.dwg



TEMPORARY WEST ENTRANCE DROP OFF CIRCULATION

LOADING AND TRASH REMOVAL CIRCULATION

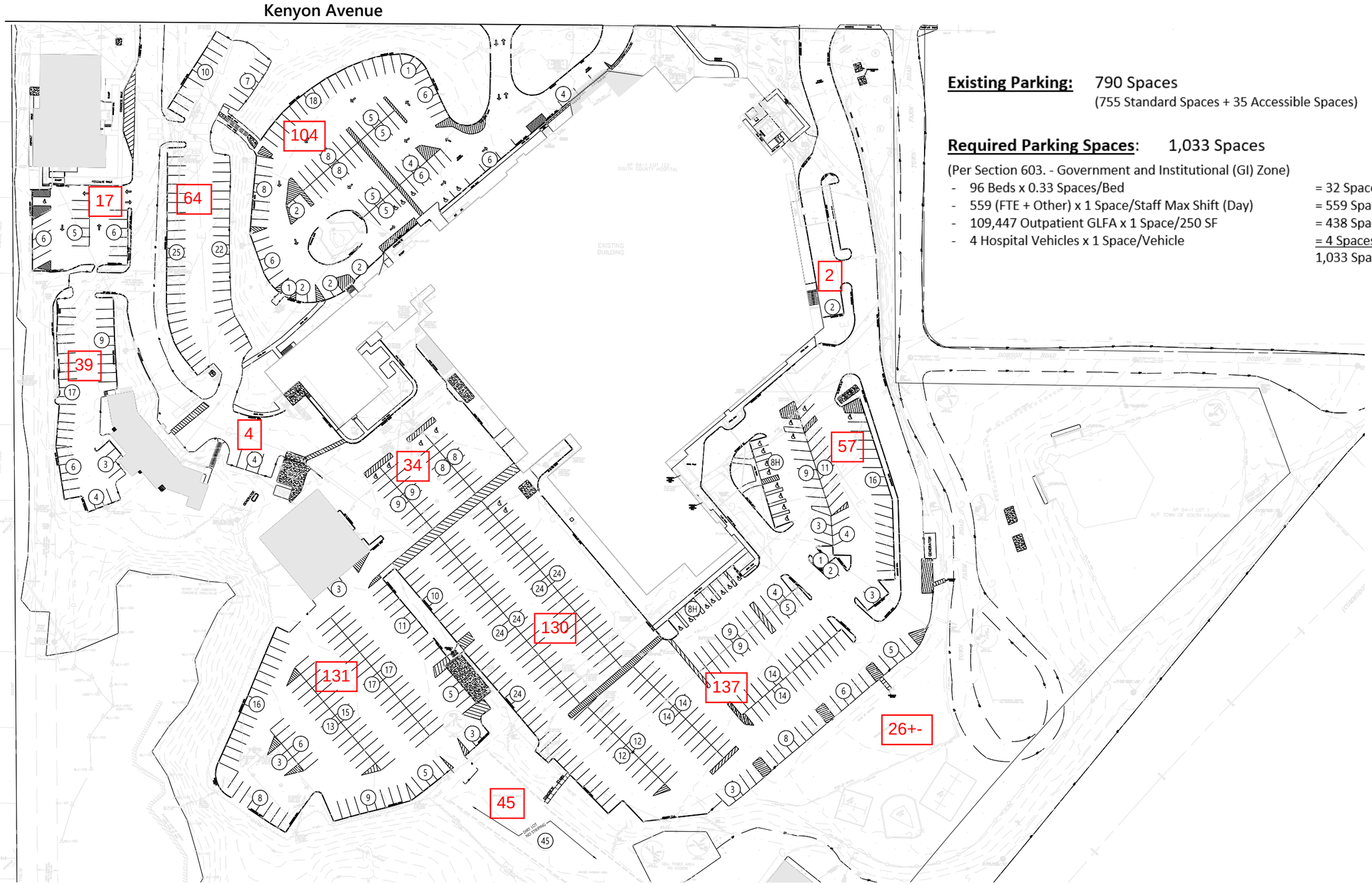
Temporary West Entrance Circulation Map

South County Hospital
South Kingstown, MA

0 60 120 240 Feet

Project Number: **73165.00**
Date: **12/8/2020**

\\vhb.com\gbl\proj\Providence\73149.00\cad\A-prjdwg\73149.00 EX.dwg



Existing Parking: 790 Spaces
(755 Standard Spaces + 35 Accessible Spaces)

Required Parking Spaces: 1,033 Spaces

(Per Section 603. - Government and Institutional (GI) Zone)

- 96 Beds x 0.33 Spaces/Bed	= 32 Spaces
- 559 (FTE + Other) x 1 Space/Staff Max Shift (Day)	= 559 Spaces
- 109,447 Outpatient GLFA x 1 Space/250 SF	= 438 Spaces
- 4 Hospital Vehicles x 1 Space/Vehicle	= 4 Spaces
	1,033 Spaces

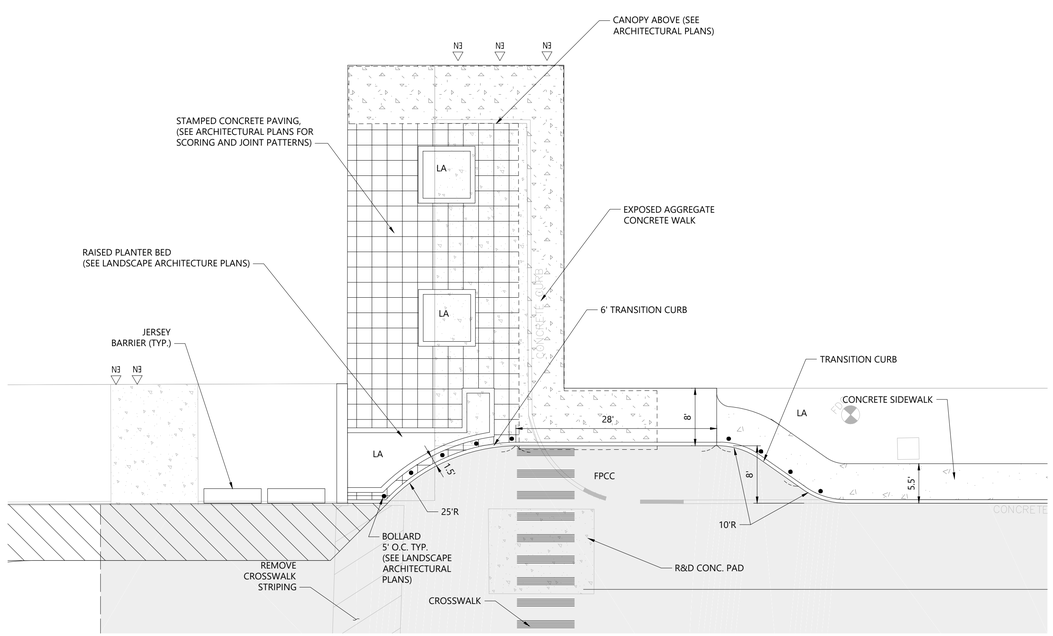
Existing Parking Plan

South County Hospital Transportation Master Plan

South Kingstown, RI

Source:
Prepared for: Institutional Master Plan
Date: 4-30-2021

0 50 100 200 Feet



West Entry Plaza Inset

1" = 10'

PARKING SUMMARY

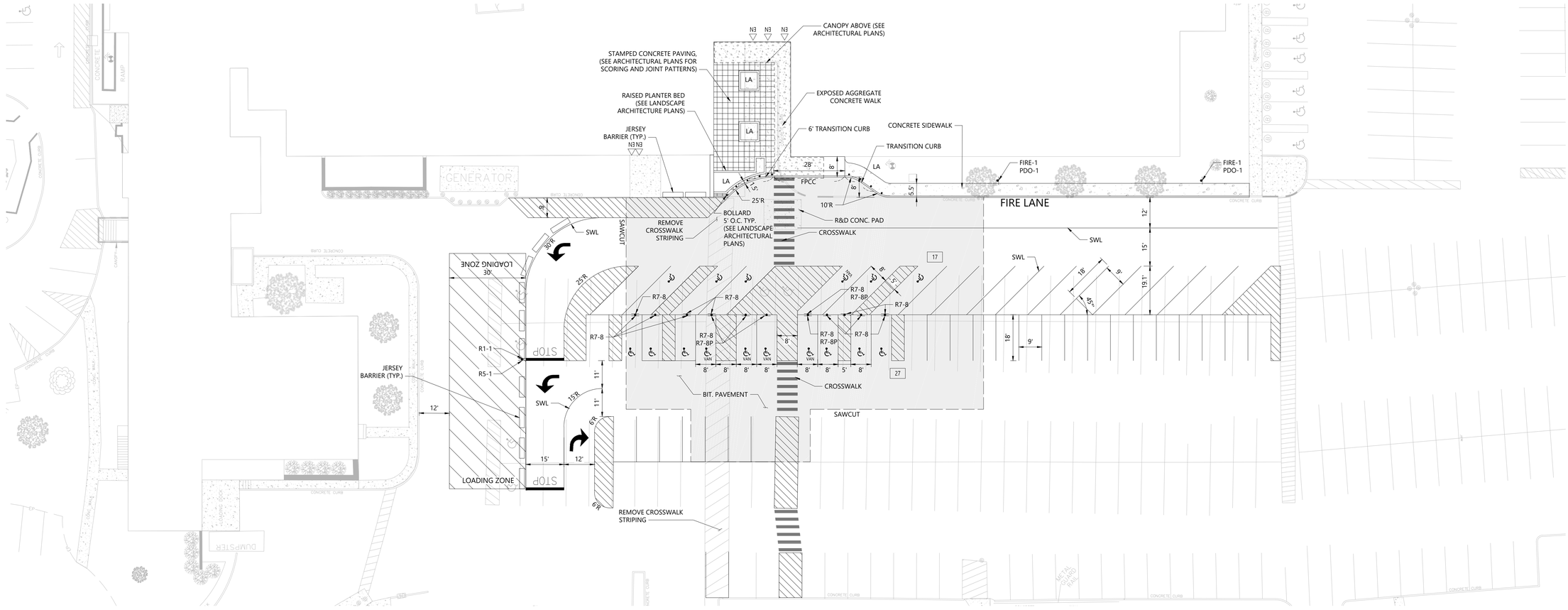
EXISTING WEST ENTRY PARKING AFFECTED: 76 SPACES

PROPOSED TEMPORARY PARKING MODIFICATIONS

ANGLED PARKING:	17 SPACES (INC. 6 HC SPACES)
90 DEGREE PARKING:	27 SPACES (INC. 10 HC SPACES)
TOTAL TEMPORARY PARKING SPACES:	44 SPACES

Sign Summary

M.U.T.C.D. Number	Specification Width	Specification Height	Desc.
R1-1	30"	30"	STOP
R5-1	30"	30"	DO NOT ENTER
R7-8	12"	18"	RESERVED PARKING
R7-8P	12"	6"	VAN ACCESSIBLE
FIRE-1	12"	18"	NO PARKING FIRE LANE
PDO-1	12"	18"	PATIENT DROP-OFF ONLY



0 10 20 40 Feet

vhb.com
vhb
1 Cedar Street
Suite 400
Providence, RI 02903
401.272.8100

PLAT / LOTS:	64-1 / 122
OWNER / APPLICANT:	SOUTH COUNTY HOSPITAL, INC. 100 KENYON AVENUE WAKEFIELD, RI 02879
ZONING DISTRICT:	GI - GOVERNMENT AND INSTITUTIONAL

South County Hospital West Entry

100 Kenyon Avenue
Wakefield, RI 02879

No.	Revision	Date	Appvd.

Designed by: WSV
Checked by: EOB

Issued for: Permitting
Date: April 30, 2021

Not Approved for Construction

Drawing Title: West Entry Layout and Materials Plan

Drawing Number: C-1.2

Sheet 2 of 5

Project Number: 73165.00

Saved Thursday, April 29, 2021 6:22:49 PM WSTWNCENT Plotted Friday, April 30, 2021 9:33:24 AM St. Vincent, Wayne

KEYNOTES - NEW FLOOR PLAN - OR

1. UPGRADE WALL CONSTRUCTION AND PROVIDE NEW DOORS FOR FIRE RATING
2. NOT USED
3. INFILL OPENING WITH DOOR. MATCH ADJACENT WALL CONSTRUCTION
4. ADD CODE BLUE AND RAPID RESPONSE. SEE ELECTRICAL DRAWINGS.
5. UPGRADE EXISTING WALL AS INDICATED ON LIFE SAFETY PLAN. SEAL ALL PENETRATIONS WITH FIRE SEALANT. UPGRADE DUCT PENETRATIONS TO MATCH WALL RATING.
6. INSTALL NEW 5/8" SOUND ATTENUATING GYPSUM BOARD AND SOUND ATTENUATION BATTS ON INTERIOR OF NON FIRE RATED WALLS TO ACHEIVE STC 50. FIRE RATED WALLS KEEP EXISTING GYPSUM BOARD AND ADD ONE LAYER OF SOUND ATTENUATING GYPSUM BOARD. REFERENCE STC ID - OL 17-0302
7. NEW ACCESSIBLE EGRESS PATHWAY, SEE CIVIL FOR MORE INFORMATION.
8. RELOCATED VENDING MACHINES, SEE ELEC DOCS FOR MORE INFO.

GENERAL NOTES

1. SEE EQUIPMENT PLAN SHEETS FOR ALL EQUIPMENT AND LOCATIONS

CONSTRUCTION LEGEND

HOURLY RATING FOR PARTITIONS

- 1 HOUR RATED
- 1 HOUR SMOKE RATED
- 2 HOUR RATED
- 2 HOUR SMOKE RATED
- 3 HOUR RATED
- 3 HOUR SMOKE/RATED
- 4 HOUR RATED
- 4 HOUR SMOKE/RATED
- SMOKE PARTITION (NO WALL DESIGNATION)

- NOT IN SCOPE
- NEW CONSTRUCTION - EXTEND TO UNDERSIDE OF STRUCTURE ABOVE
- EXISTING CONSTRUCTION TO REMAIN
- AO — DOOR HARDWARE TAG, REFER TO DOOR SCEDULE FOR MORE INFORMATION
- A — WINDOW TAG, REFER TO WINDOW ELEVATIONS FOR MORE INFORMATION
- G04-1SDa — PARTITION TYPE DESIGNATION - SEE PARTITION TYPE SHEET
- UNOBSTRUCTED WALL AREA NO WALL MOUNTED DEVICES TO BE INSTALLED
- CENTERLINE OF STRETCHER/ RECLINER

GRAPHIC SCALE @ 1/8"=1'-0"
0' 4' 8' 16' 32'

KEY PLAN

1 NEW CONSTRUCTION PLAN - GROUND FLOOR
1/8" = 1'-0"

DAVID MARTIN — REGISTERED ARCHITECT — RI 5078
5-4-20

CERTIFICATE OF AUTHORIZATION NO.: 20560

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3445 Whitehall Park Dr. Ste. 500, Charlotte, NC 28273 | Tel. 704.522.2230 | www.freemanwhite.com

SOUTH COUNTY HEALTH

OR 7 EXPANSION

100 Kenyon Ave, Wakefield, RI 02879

SOUTH COUNTY HEALTH

No	DESCRIPTION	DATE
A	ADDENDUM A	5-4-2020
	Construction Documents	4-3-2020

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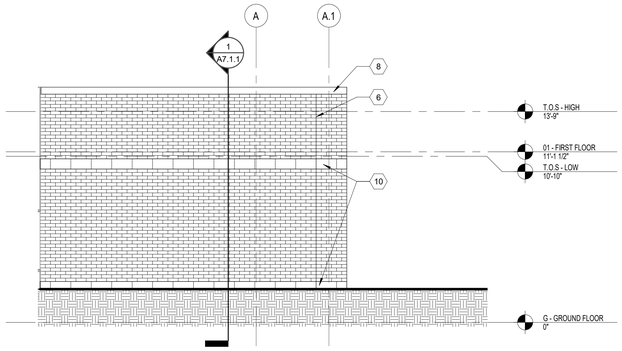
GROUND FLOOR PLAN

A2.1a
SHEET NUMBER

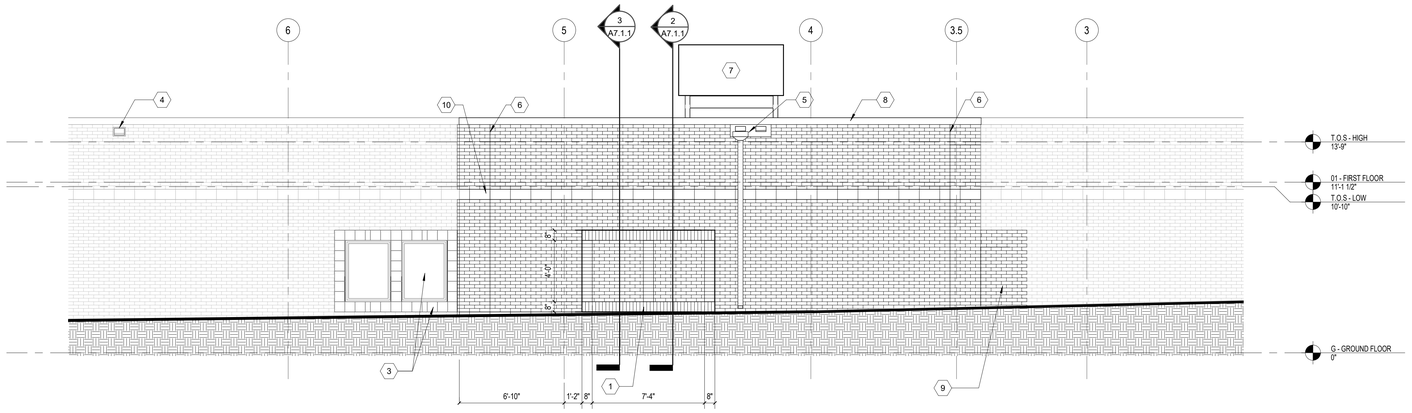
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KEYNOTES - EXTERIOR ELEVATIONS

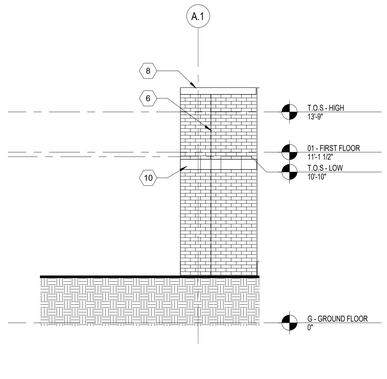
1. KNOCK-OUT PANEL
2. NOT USED
3. EXISTING WINDOWS AND TRENDSTONE GROUND MASONRY UNIT BORDER BEYOND TO REMAIN
4. EXISTING SCUPPER
5. SCUPPER AND DOWNSPOUT
6. CONTROL JOINT TYP
7. AHU
8. COPING
9. WINDOW INFILL. TOOTH EXISTING MASONRY FOR NEW INFILL.
10. TRENDSTONE GROUND MASONRY UNIT BORDER TO MATCH EXISTING



3 EAST ELEVATION - OR
1/4" = 1'-0"



2 NORTH ELEVATION
1/4" = 1'-0"



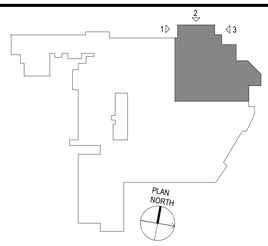
1 WEST ELEVATION - OR
1/4" = 1'-0"

ELEVATION GENERAL NOTES & LEGEND

EXISTING BUILDING

GRAPHIC SCALE @ 1/8"=1'-0"
0' 4' 8' 16' 32'

KEY PLAN



DAVID MARTIN
No. 5039
REGISTERED ARCHITECT
4-3-20

CERTIFICATE OF AUTHORIZATION NO.: 20560

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www.freemanwhite.com

SOUTH COUNTY HEALTH

OR 7 EXPANSION

100 Kenyon Ave, Wakefield, RI 02879

SOUTH COUNTY HEALTH

Construction Documents	4-3-2020
No DESCRIPTION	DATE

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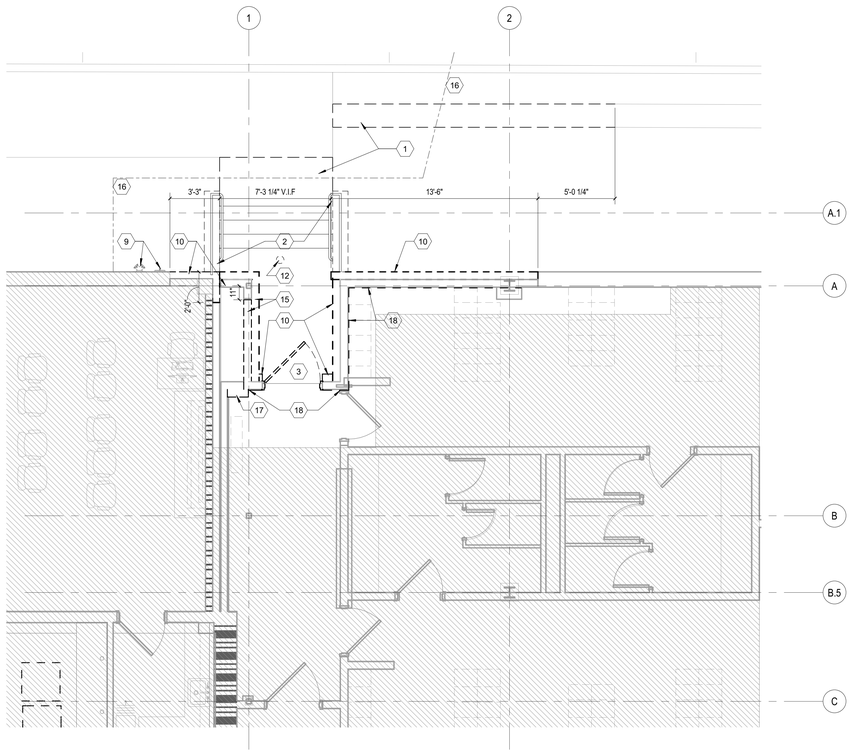
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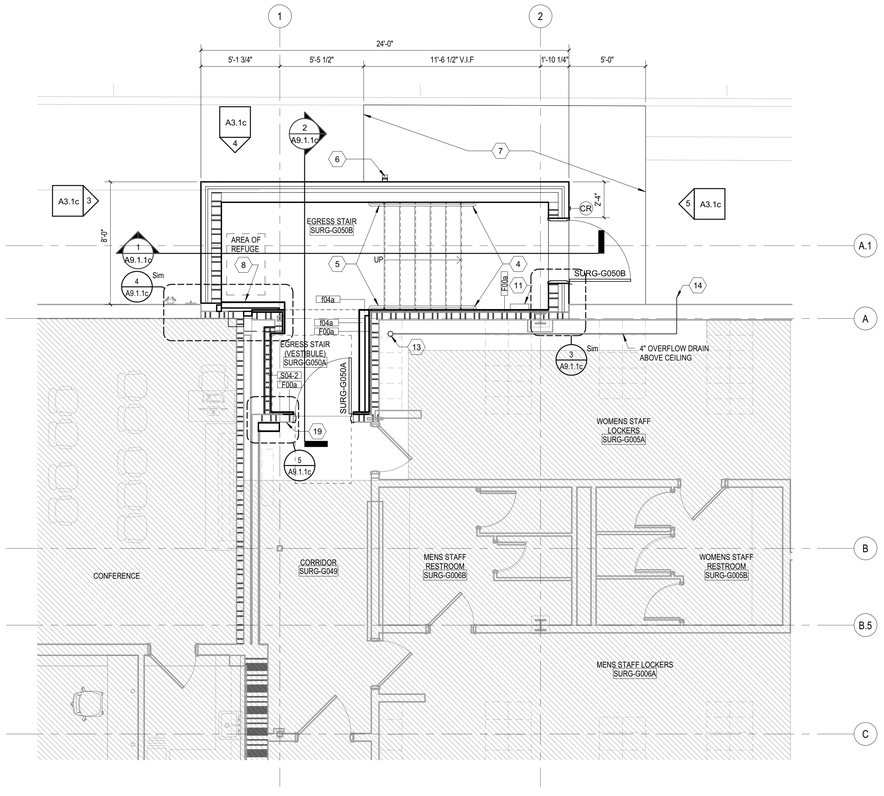
EXTERIOR ELEVATIONS

A6.1a
SHEET NUMBER

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2 DEMO PLAN - GROUND FLOOR
1/4" = 1'-0"

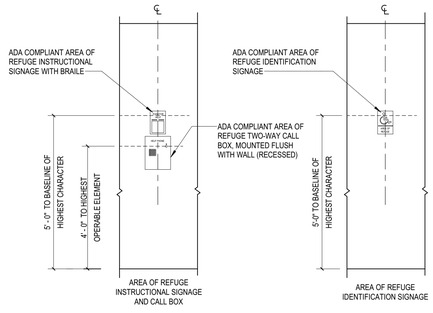


1 NEW CONSTRUCTION PLAN - GROUND FLOOR
1/4" = 1'-0"

BASIS OF DESIGN MANUFACTURER	BASIS OF DESIGN MODEL	POWER (W)	VOLTAGE (V) / PHASE	DIMENSIONS
INDEECO	WAI 933U02000C	2000	208 / 1	14-1/2" W x 19-7/8" H x 4-1/2" D

REMARKS:
SINGLE UNIT, SEMI-RECESSED, OR RECESSED.
STEEL FINNED TUBULAR HEATING ELEMENTS.
EXTRUDED ALUMINUM OUTLET GRILLE WITH WHITE POWDER PAINT FINISH.
TAMPER-PROOF BUILT IN THERMOSTAT ADJUSTMENT, THERMAL CUTOUT, & OVER-TEMPERATURE WARNING.
MOUNT UNIT HEATER WITH THE BASE 18-24" ABOVE THE FINISHED FLOOR AND A MINIMUM OF 12" FROM ADJACENT WALLS OR HANDRAILS.

4 WALL MTD UNIT HEATER SCHEDULE
1/2" = 1'-0"



3 ADA MTG HEIGHTS
1/2" = 1'-0"

INTERIOR FINISH NOTES

GENERAL NOTES
1. REFER TO THE PROJECT SPECIFICATIONS REGARDING NEW INTERIOR WOOD DOOR SPECIES, CUT, AND STAIN. DOOR STAIN TO MATCH EXISTING ADJACENT DOORS.

WALLS
1. U.N.O. ALL GYP. BD. WALLS SHALL RECEIVE PS1.
2. U.N.O. RECESSED WIREWAYS, ACCESS PANELS, GRILLES, ELEC. PANELS, AND ALL OTHER SUCH ARCHITECTURAL, ELEC., AND MECH. DEVICES SHALL BE FINISHED TO MATCH ADJACENT WALL OR CEILING COLOR.
3. ALL PAINTED HOLLOW METAL FRAMES AND DOORS SHALL RECEIVE PS1.

FLOORING
1. U.N.O. ALL AREAS RECEIVING RESILIENT FLOORING (TILE OR SHEET GOODS) SHALL RECEIVE RESILIENT BASE RB-1.
2. FEATHER ALL FLOORING MATERIALS AS REQUIRED TO ENSURE A LEVEL TRANSITION BETWEEN MATERIALS OF VARYING THICKNESS.
3. U.N.O. TRANSITION ALL FLOOR FINISHES AT CENTER OF DOOR WHEN IN THE "CLOSED" POSITION.

CEILING
1. U.N.O. ALL ACOUSTICAL CEILING TILE SHALL MATCH EXISTING BUILDING STANDARD. AREAS WHERE EXISTING CEILINGS ARE DISRUPTED BY NEW WORK, CEILING TO MATCH ADJACENT. REFER TO REFLECTED CEILING PLANS FOR EXCEPTIONS.
2. U.N.O. ALL GYP. BD. CEILINGS SHALL RECEIVE PF2.

INTERIOR FINISH LEGEND

FLOOR

RST-1 MANUFACTURER: TARKETT
COLLECTION: SOLID COLOR RUBBER - RAISED SQUARE (AT LANDINGS)
TREAD/RISER: RAISED SQUARE VISUALLY IMPAIRED BLACK GRIT TAPE
COLOR: 32 PEBBLE
SIZE: 24" x 24" TILE AT LANDINGS

BASE

RB-1 MANUFACTURER: TARKETT/JOHNSONITE
STYLE: 4" COVE BASE
COLOR: 32 PEBBLE

WALL

ALL PAINT SPECIFICATIONS MUST INCLUDE BOTH A PAINT FINISH PREFIX AND A COLOR NUMBER SUFFIX.
(EXAMPLES: PE-1 OR PF-12)

PAINT FINISH PREFIX DESIGNATIONS:
PE- PRODUCT: INTERIOR LATEX PAINT - EGGSHELL FINISH
PF- PRODUCT: INTERIOR LATEX PAINT - FLAT FINISH
PS- PRODUCT: INTERIOR LATEX PAINT - SEMI GLOSS FINISH
PS- PRODUCT: 0 VOC ACRYLIC PAINT - SEMI GLOSS FINISH
TYPE: PRO INDUSTRIALAPPLICATION: USE ON ALL METAL DOORS, DOOR FRAMES AND MISCELLANEOUS METALS, AS REQUIRED.
PEP- PRODUCT: LOW-VOC EPOXY PAINT - EGGSHELL FINISH

PAINT COLOR NUMBER SUFFIX DESIGNATIONS

-1 MANUFACTURER: SHERWIN WILLIAMS
COLOR: TO MATCH BENJAMIN MOORE - HUSHED HUE 1520
LOCATION: FIELD COLOR AND DOOR FRAMES

-2 MANUFACTURER: SHERWIN WILLIAMS
COLOR: SW 7007 CEILING BRIGHT WHITE
LOCATION: GYPSUM BOARD CEILINGS

CEILINGS

ACT-1 MANUFACTURER: ARMSTRONG
PATTERN: ULTIMA #1910
EDGE: SQAURE EDGE LAY-IN 24" X 24" X 3/4"
GRID: PRELUDE 15/16" WHITE

FIRE PROTECTION NOTES

1. FIRE PROTECTION NEW EGRESS STAIR REQUIREMENTS:

   EXTEND NEW FIRE SPRINKLER BRANCH PIPING FROM EXISTING WET SPRINKLER SYSTEM INTO NEW HEATED EGRESS STAIR. INSTALL SPRINKLER HEADS AS REQUIRED. SYSTEM TO MEET ALL REQUIREMENTS OF NFPA-13 AND THE AUTHORITY HAVING JURSDICTION.

KEYNOTES - STAIR DEMO & NEW PLANS

1. DEMOLISH AND PROPERLY DISPOSE OF PAVERS AND SIDEWALK
2. DEMOLISH AND PROPERLY DISPOSE OF CONCRETE STAIRS, PAD AND STAIR RAILINGS.
3. REMOVE AND PROPERLY DISPOSE OF EXISTING DOOR, FRAME AND HARDWARE. REPLACE WITH RATED DOOR. REFER TO DOOR SCHEDULE FOR RATINGS.
4. 1'-0" MIN HAND RAIL EXTENSION AT TOP
5. ONE TREAD DEPTH MIN HAND RAIL EXTENSION AT BOTTOM
6. DOWNSPOUT. SEE ELEVATION AND ROOF PLAN
7. NEW SIDEWALK. SEE CIVIL DRAWINGS
8. AREA OF REFUGE INSTRUCTIONAL SIGNAGE AND CALL BOX. SEE DETAIL 3 ON THIS SHEET
9. PLUMBING FIXTURES TO REMAIN. V.I.F
10. DEMOLISH EXTERIOR WALL FROM MASONRY VENEER THROUGH SHEATHING. CFMF OR CMU BACKUP TO REMAIN. REMOVE ENOUGH VENEER TO EXPOSE A MINIMUM OF 8 INCHES OF EXISTING BARRIER ON THE EXTERIOR SIDE OF THE EXTERIOR FACE OF THE NEW CONSTRUCTION SHEATHING. COORDINATE WITH OWNER TO MINIMIZE THE IMPACT ON INTERIOR SPACES. INSTALL ALL INTERIOR TEMPORARY WATERPROOF BARRIERS TO MAINTAIN BUILDING ENVELOPE AFTER DEMOLITION PRIOR TO OPENING THE BUILDING'S ENVELOPE.
11. PROVIDE AND INSTALL A 2000W WALL MOUNTED UNIT HEATER
12. REMOVE EXISTING AREA DRAIN. REMOVE PIPING A MINIMUM OF 12" BELOW SLAB AND CAP.
13. INSTALL NEW OVERFLOW ROOF DRAIN ON ROOF ABOVE EQUAL TO JR SMITH MODEL 1800 WITH 2" WATER DAM. ROUTE 4" OVERFLOW PIPING ABOVE EXISTING CEILING TO EXTERIOR. DRAIN PIPING TO BE NO HUB CAST IRON PIPE WITH 1" FIBERGLASS INSULATION ON DRAIN BODY AND HORIZONTAL RUN.
14. TERMINATE ROOF DRAIN OVERFLOW HIGH THRU EXTERIOR WALL WITH DOWNSPOUT NOZZLE EQUAL TO JR SMITH MODEL 1770
15. DEMOLISH WALL IN ITS ENTIRETY
16. EXISTING SPRINKLER MAIN BELOW GRADE, VERIFY LOCATION AND RELOCATE AS REQUIRED. SEE CIVIL DOCS FOR MORE INFORMATION.
17. REMOVE AND SALVAGE EXISTING FIRE EXTINGUISHER CABINET. DEMO FURRING WALLS. REPLACE FIRE EXTINGUISHER CABINET IN NEW CONSTRUCTION. SEE DETAIL 5/A9.1.1c.
18. DEMOLISH EXISTING 1/2" GYPSUM BOARD FOR FULL EXTENTS OF WALL. REMOVE, SALVAGE AND REINSTALL LOCKERS AS REQUIRED FOR NEW GYPSUM BOARD INSTALLATION.
19. AREA OF REFUGE IDENTIFICATION SIGNAGE. SEE DETAIL 3 THIS SHEET

CONSTRUCTION LEGEND

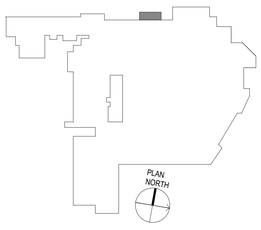
HOURLY RATING FOR PARTITIONS

- 1 HOUR RATED
- 1 HOUR SMOKE RATED
- 2 HOUR RATED
- 2 HOUR SMOKE RATED
- 3 HOUR RATED
- 3 HOUR SMOKE/RATED
- 4 HOUR RATED
- 4 HOUR SMOKE/RATED
- SMOKE PARTITION (NO WALL DESIGNATION)

- NOT IN SCOPE
- NEW CONSTRUCTION - EXTEND TO UNDERSIDE OF STRUCTURE ABOVE
- EXISTING CONSTRUCTION TO REMAIN
- AO — DOOR HARDWARE TAG, REFER TO DOOR SCHEDULE FOR MORE INFORMATION
- A — WINDOW TAG, REFER TO WINDOW ELEVATIONS FOR MORE INFORMATION
- G04-1SDa — PARTITION TYPE DESIGNATION - SEE PARTITION TYPE SHEET
- UNOBSTRUCTED WALL AREA NO WALL MOUNTED DEVICES TO BE INSTALLED
- CENTERLINE OF STRETCHER/ RECLINER

0' 2' 4' 8' 16' GRAPHIC SCALE @ 1/4"=1'-0"

KEY PLAN



CERTIFICATE OF AUTHORIZATION NO.: 20560

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SOUTH COUNTY HEALTH

EGRESS STAIR

100 Kenyon Ave, Wakefield, RI 02879

SOUTH COUNTY HEALTH

No	DESCRIPTION	DATE
	Construction Documents	5-1-2020

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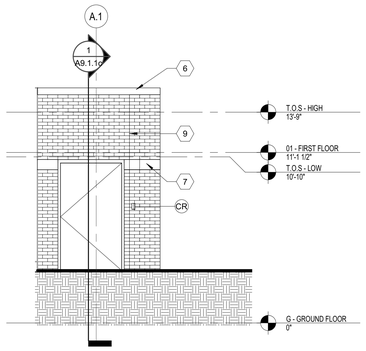
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RBL	RWE

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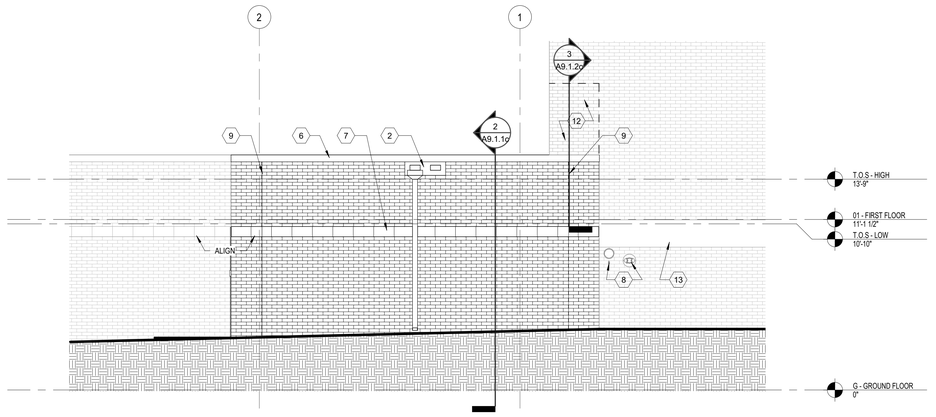
GROUND FLOOR PLAN

A2.1c
SHEET NUMBER

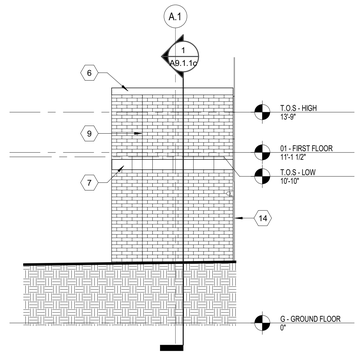
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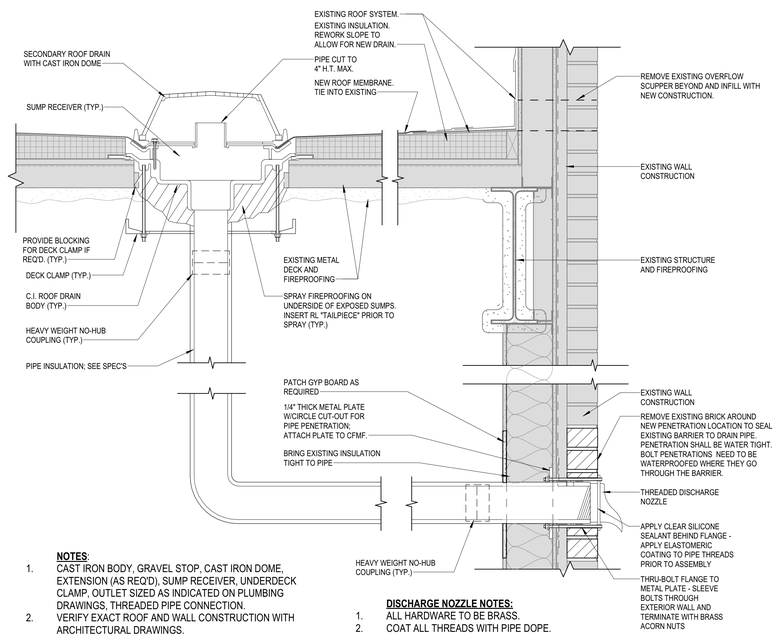
5 EAST ELEVATION - STAIR
1/4" = 1'-0"



4 NORTH ELEVATION - STAIR
1/4" = 1'-0"



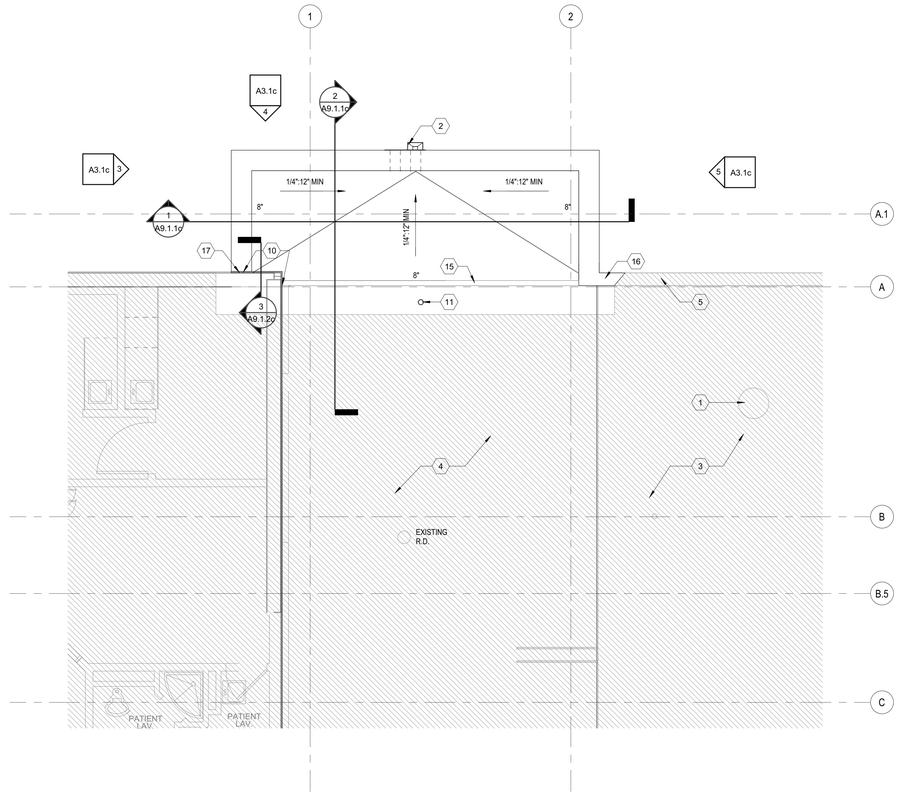
3 WEST ELEVATION - STAIR
1/4" = 1'-0"



NOTES:
1. CAST IRON BODY, GRAVEL STOP, CAST IRON DOME, EXTENSION (AS REQ'D), SUMP RECEIVER, UNDERDECK CLAMP, OUTLET SIZED AS INDICATED ON PLUMBING DRAWINGS, THREADED PIPE CONNECTION.
2. VERIFY EXACT ROOF AND WALL CONSTRUCTION WITH ARCHITECTURAL DRAWINGS.

DISCHARGE NOZZLE NOTES:
1. ALL HARDWARE TO BE BRASS.
2. COAT ALL THREADS WITH PIPE DOPE.

2 TYPICAL ROOF DRAIN DETAILS
1 1/2" = 1'-0"



1 ROOF PLAN
1/4" = 1'-0"

KEYNOTES - STAIR ROOF & ELEVATIONS

1. EXISTING EXH FAN TO REMAIN
2. ROOF DRAIN DOWNSPOUT AND OVERFLOW SCUPPER.
3. EXISTING HIGH ROOF
4. EXISTING LOW ROOF
5. EXISTING PARAPET AND COPING TO REMAIN
6. COPING
7. TRENDSTONE GROUND CONCRETE MASONRY UNIT TO MATCH EXISTING. VERIFY ELEVATION IN FEILD.
8. PLUMBING FIXTURES TO REMAIN. V.I.F.
9. CONTROL JOINT
10. EXPANSION JOINT AND COVER. CONTINUE 1" EXPANSION JOINT TO FACE OF STAIR
11. NEW 4" ROOF OVERFLOW DRAIN. INFILL EXISTING OVERFLOW SCUPPER.
12. REMOVE AND SALVAGE EXISTING BRICK UP TO NEXT BRICK SHELF AFTER NEW STAIR ROOF. ADD NEW CORNER LINTEL. REPLACE BRICK DOWN TO NEW ROOF LEVEL.
13. EXISTING PRE-CAST PANEL
14. 1" EXPANSION JOINT
15. THINNER COPING ON EXISTING PARAPET
16. NEW COPING TO JOIN TO EXISTING PARAPET COPING TO REMAIN. BRING THINNER COPING ON EXISTING PARAPET TO THE PERIMETER COPING. JOINTS SHALL BE WATER RESISTANT. DETAIL THIS JOINT IN THE SHOP DRAWING.
17. COPING SADDLE REQUIRED. REFER TO TYPICAL DETAIL. COORDINATE FOR EXPANSION JOINT BENEATH COPING.

ELEVATION GENERAL NOTES & LEGEND

EXISTING BUILDING

GENERAL NOTES

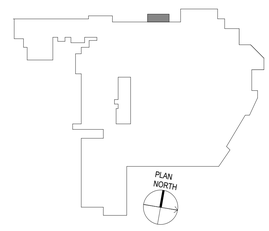
1. ROOF INSULATION AT ROOF DRAIN LOCATIONS ABOVE HEATED SPACES SHALL BE A MIN R-30.
2. ROOF INSULATION AT ROOF DRAIN LOCATIONS NOT ABOVE HEATED SPACES (E.G. CANOPIES) SHALL BE A MIN 3" THICK.
3. MIN SLOPE OF ROOF INSULATION SHALL BE 1/4"/FT.

ROOF LEGEND

	NOT IN SCOPE
+ 12.5"	APPROXIMATE ROOF INSULATION THICKNESS
RD	ROOF DRAIN
OD	OVERFLOW DRAIN
EJ	ROOF EXPANSION JOINT

GRAPHIC SCALE @ 1/4"=1'-0"
0' 2' 4' 8' 16'

KEY PLAN



CERTIFICATE OF AUTHORIZATION NO.: 20560

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SOUTH COUNTY HEALTH

EGRESS STAIR

100 Kenyon Ave, Wakefield, RI 02879

SOUTH COUNTY HEALTH

No	DESCRIPTION	DATE
	Construction Documents	5-1-2020

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ROOF PLAN

A3.1c
SHEET NUMBER

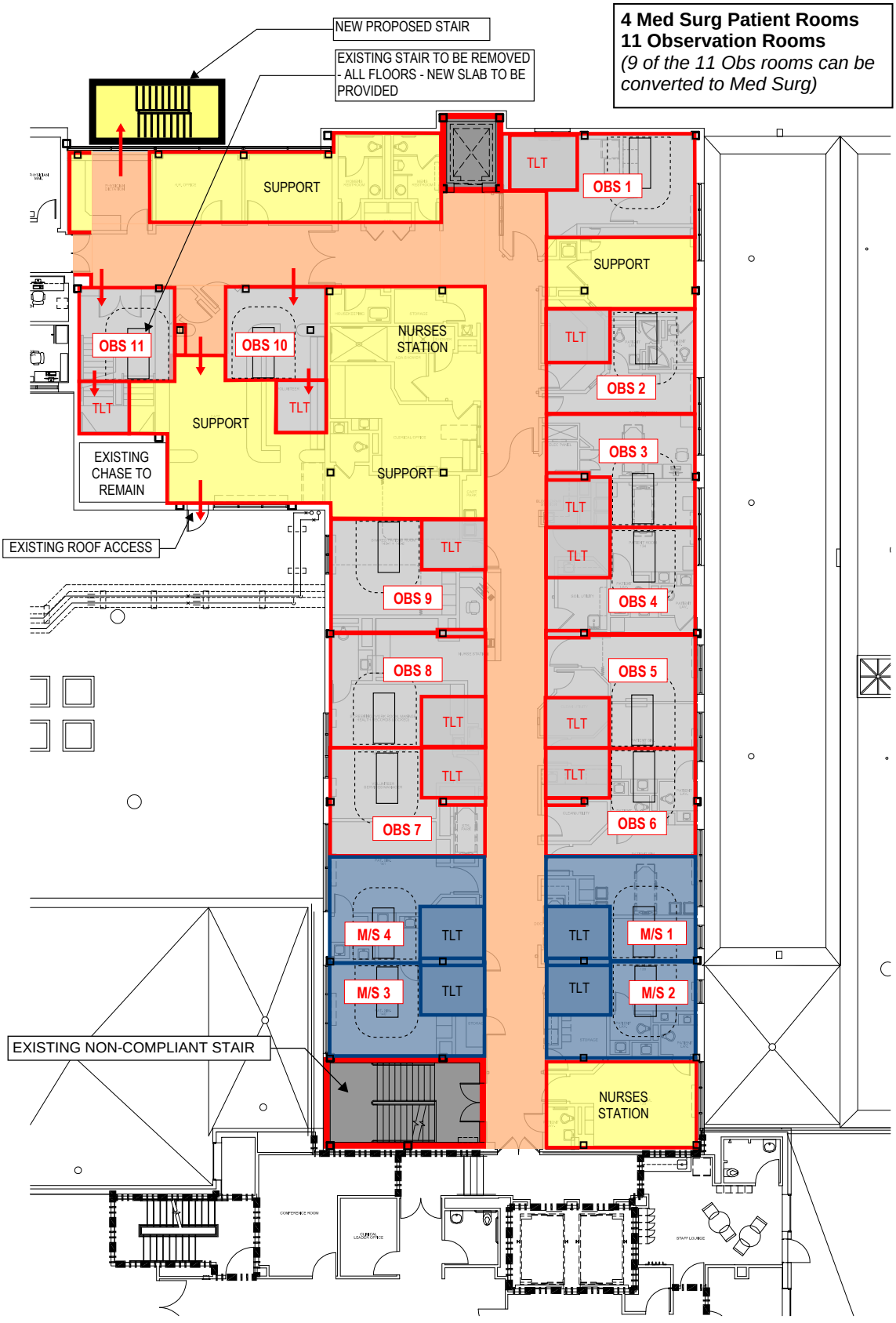
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EXHIBIT A

Borda 1 Renovation (M/S & Observation)

South County Hospital - Wakefield, RI

4 Med Surg Patient Rooms
11 Observation Rooms
(9 of the 11 Obs rooms can be converted to Med Surg)



July 30, 2020

FreemanWhite
a Haskell Company

EXHIBIT B

Person of Size Patient Room Conversion

South County Hospital - Wakefield, RI



FIRST FLOOR

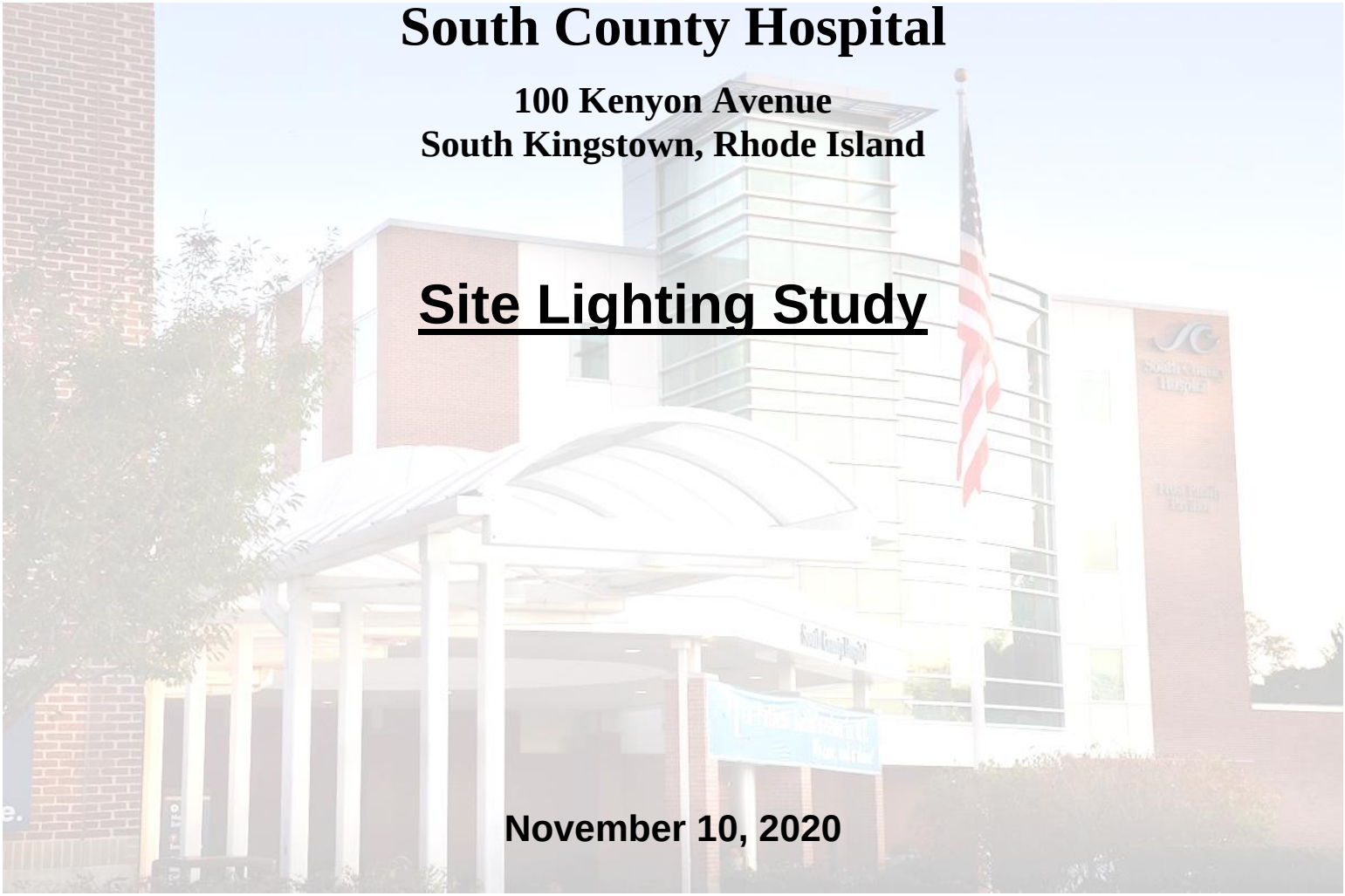
SOUTH COUNTY HOSPITAL
Person of Size Patient Room Options
July 30, 2020

FreemanWhite
a Haskell Company

SOUTH COUNTY HEALTH

South County Hospital

100 Kenyon Avenue
South Kingstown, Rhode Island



Site Lighting Study

November 10, 2020

Prepared By:

Thompson engineering company inc.
FOUNDED 1935
CONSULTING ENGINEERS

SOUTH COUNTY HOSPITAL
SITE LIGHTING STUDY

October 30, 2020

Thompson Engineering Company performed a walk-through inspection of the site lighting in August 2020. The following are TEC's observations and recommendations of the current state of the site lighting system.

EXISTING CONDITIONS NARRATIVE

The campus site lighting was installed over the past 20 years during various new construction and renovations projects. Some fixtures were replaced with LED fixtures during a utility company retrofit project. LED lamp retrofit kits have been installed in other fixtures. Many fixtures around the rear of the campus use HID metal halide lamps.

All site lighting is controlled by local photocells. In many areas, there is a photocell on each fixture. Most site lighting was illuminated by 6:45 PM. It appears that the photocells have been set for a high foot-candle level, lighting was on at least 60-90 minutes before it was needed.

TEC did not verify if any of the site lighting is connected to emergency power.

Main Entrance - Parking Lot #1

- The parking lot pole mounted lighting fixtures were upgraded to LED fixtures during a utility retrofit project.
- Fixtures mounted on 30'-0" poles including fixtures along the property line. Poles are too high.
- Parking lot is evenly illuminated but the FC level are too high - 7 to 10 FC.
- The 30'-0" poles along the property line is problematic. There is a twin head fixture installed incorrectly that is illuminating the abutting neighborhood and playground. There does not appear to be any back house shields to control spill lighting and therefore the abutting properties are illuminated by the parking lot lighting.
- Building mounted lighting at the main entrance and emergency entrance is a combination of wall mounted wall packs, downlighting and linear fixtures under the various canopies.
- The wall packs and canopy fixtures do not use the same color temperature. All wall packs use 4000K or 5000K and the canopy fixtures use a 3000K color temperature.
- The wall packs create glare and is overwhelming to the adjacent lighting for entrances.
- Better lighting at the main entrance and emergency entrance is required to focus travel to these entrances.

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Photos

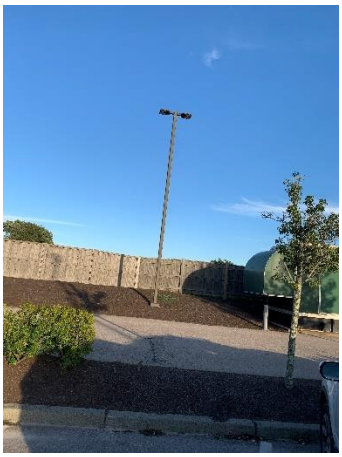




Canopies

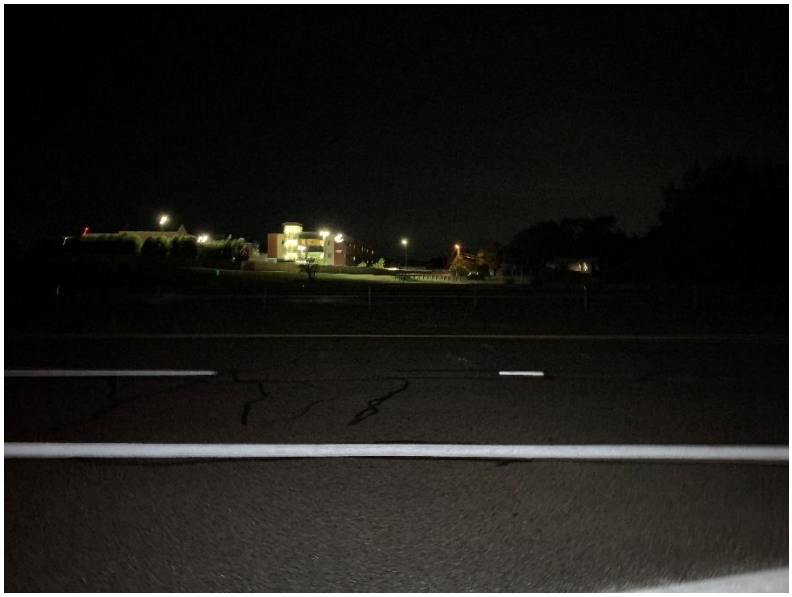



At night. Different color temps, glare from wall packs and dark walls that should be illuminated.




Fixture installed improperly and the illumination on the playground

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From Rt. 1 NB ramp

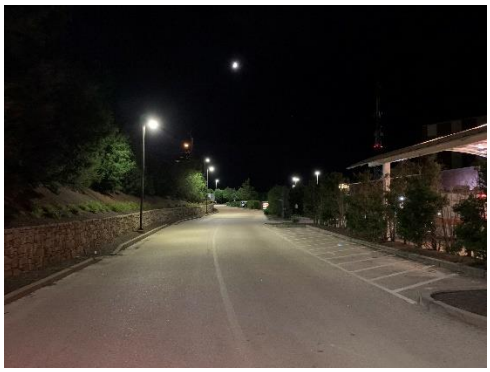
Ambulance Entrance – Roadway

- The roadway pole mounted lighting fixtures were upgraded to LED fixtures during a utility retrofit project.
- The roadway fixtures are mounted on 16'-0" or 20'-0" poles including fixtures along the property line. These pole heights are better suited for installation along the property line.
- Building mounted lighting at the ambulance entrance is a combination of wall mounted wall packs, downlighting and linear fixtures under the canopy.
- Downlight light levels at door are low.
- Overall, the lighting quality and levels are acceptable for an ambulance only entrance except for the downlighting area.

Photos







Roadway

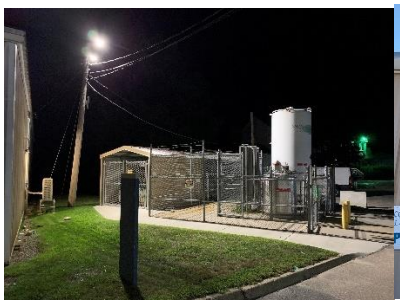


Not spill light behind fixture

Parking Lot #2 and Warehouse Building

- Parking lot is under illuminated especially compared to the adjacent lot #1.
- The lot is mostly served by wall or pole mounted flood lighting. Warehouse lighting is also used to illuminate the parking lot.
- Without poles in the middle of the lot, illumination levels are very low.
- Warehouse exterior is illuminated by wall packs.







Parking lot flood

Kenyon Avenue

- The doors along this area are egress only.
- The lighting consists of full cut off wall mounted fixtures and bollards along the walkway.
- One bollard has a broken lens.

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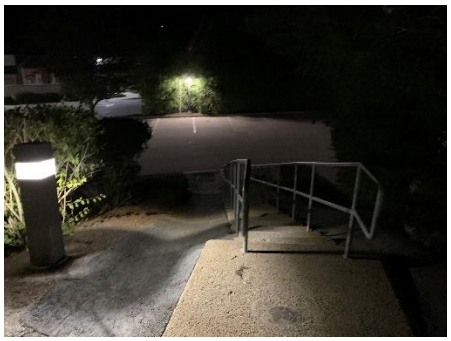
Broken lens



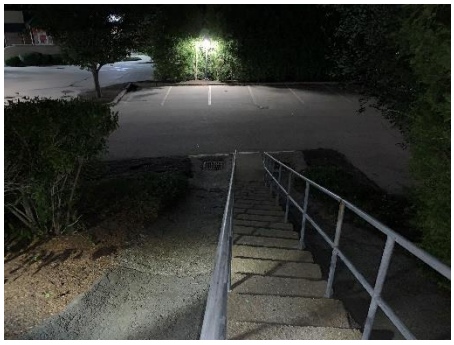
Cut off fixture on Kenyon Ave.

Potter Entrance - Parking Lot #3

- Building mounted lighting is used to illuminate pedestrian walkways along the building. The fixtures are wall packs with no glare control.
- Building mounted lighting is used to illuminate the driveway along the building. The fixtures are wall packs with no glare control.
- Lighting fixtures at brick piers were not illuminated.
- A walkway in the parking lot is served by carriage type residential fixtures.
- Parking lot has a combination of LED fixtures on approximately 15’-0” poles and HID metal halide on higher poles.
- Parking lot is not properly illuminated since a few fixtures were not operational during the visit. One fixture was missing the housing or glass shield.



Stair to lot #4



Dark landing

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Radiation Therapy - Parking Lots #4 and #4A

- Building mounted lighting is used to illuminate pedestrian walkways and the driveway along the building. The fixtures are wall packs with no glare control.

- Parking lot #4 lighting consists of two types pole mounted lighting fixtures. First are large cone shape fixtures on 10”-0’ poles and HID metal halide flood lighting fixtures on 20’-0” poles.

- Parking lot #4A lighting also consists of two types pole mounted lighting fixtures A combination of bollards and wall packs on 20’-0” poles.

- Parking lot #4A is located along the property line. There is at least one flood lighting directed along the property line. While there is adequate tree cover along the property line, it is safe to say that there is glare lighting in the neighbors back yards. TEC drove down Hillcrest Road to observe spill light but did not enter backyards to verify.



Lighting on at 6:30


Lot #4


Lot #4



Taken from car to show glare on roadway

Bacon - Parking Lot #5

- Building mounted lighting is used to illuminate pedestrian walkways and the driveway along the building. The fixtures are wall packs with no glare control. There is one fixture at driver eye level that causes glare at a roadway intersection.

- Parking lot #5 and walkway lighting consists of four types pole mounted lighting fixtures. There are building mounted wall packs, glass globes on 10"-0' poles, bollards and HID metal halide fixtures flood lighting on 20'-0" poles.

- Parking lot #5 is located along the property line. There is at least one flood lighting and building wall pack directed along the property line. While there is adequate tree cover along the property line, it is safe to say that there is glare lighting in the neighbors back yards. TEC drove down Hillcrest Road to observe spill light but did not enter backyards to verify.

- There is a wall pack that is failing – green light.



Glare toward roadway



Glass globe



Fixture needs replacement



Pole fixture and bollard

Parking Lot #6 – Helicopter Pad

- Building mounted lighting is used to illuminate the parking lot.
- The are flood lighting fixtures on short poles around the perimeter of the lot.
- New lighting would be required to illuminate the lot if the helicopter pad is not used.



With flood light for lot #7

Parking Lot #7

- There are no lighting fixtures in this parking lot. There is one flood light on a pole in lot #6 directed toward this lot.
- This lot appears to a over flow lot used only during the day.



No fixtures but illuminated by one flood light and spill light from other fixtures.

OBSERVATIONS

- There are multiple color temperatures used. – 3000K, 4000K, and 5700K
- Lighting illumination is not equal over the site.
- Wall packs create glare especially at entrances.
- Fixtures along property line do not have back house shields.
- Many fixtures are aimed toward property lines.
- Playground and Dobson Road are illuminated by the site lighting.
- Site is not flat. There are many elevation changes that create glare and spill lighting across the property lines. Hospital campus is the area high elevation. 30'-0" poles are not accepted in this location.
- Parking lot usage is greatly lower at night. There are areas where lighting could be turned off or dimmed while unoccupied.
- There is no central lighting control system.
- There are multiple different types of lighting fixtures on the campus.
- The lighting system does not "direct" pedestrian to entrances.
- Walls around entrance are not illuminated. Current wall packs do the opposite with glare. Illuminated walls at doors provide a more inviting and secure entrance by removing dark spaces. In addition, creates opportunity for better signage and travel.

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RECOMMENDATIONS

Master Plan

- Develop a site lighting strategy that uses one family of fixtures to create better organized travel from entrance to parking to front door.

- Add linear wall washing fixtures under canopies and overhangs to eliminate dark walls and to provide opportunities for better signage at entrances.

- Add new or additional lighting in the main, emergency and ambulance entrances to raise light levels.

- Install a lighting control system that allows for centralized control. System should be capable of proving dimming controls, time clock controls, occupancy sensor on/off/dimming and wireless control. Recommend using a wireless control system, this will allow for reusing existing circuitry. Recommend Lithonia nLight Air system.

- The recommended wireless control system would allow for the existing branch circuits to be reused thus saving money. In addition, the manufacture's data indicates that the occupancy sensor dimming will save approximately 40% to 50% on the annual site lighting electric usage costs.

- Lighting control after installation – The proposed wireless lighting control system can dim every fixture separately. If there is an area with higher than expected light levels, the fixtures light levels in this area can be individually adjusted by Bluetooth connection.

- Provide full cut off LED fixtures with dimming capabilities and occupancy sensors. Lithonia D0 or D1 series and Radean series fixtures.

- New site lighting fixtures and controls should be designed per LEED requirements, dark sky compliance, and utility incentive programs.cc

- Determine each parking lot usage at night and program the lighting control system based on this data.

- Provide house back shields on all fixtures along the perimeter.

- Maximum pole height should be between 16'-0" and 20'-0" above finished grade depending on elevations.

- Select one color temperature for all site lighting to create an uniform illumination and remove the distraction of uneven color temperature.

Short term

- Parking lot #1 – Install house back shield on fixtures along the perimeter wall.

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- Parking lot #1 – Twin head fixture improperly installed. Remove one head and rotate the other head 90 degrees.

- Relocate or re-aim any fixture pointed towards the property line.

- Replace all wall mounted wall packs with a full cut off fixtures especially at the main and emergency entrances. Remove the glare. Lithonia WDGE LED series with nLight Air.

- Add linear wall washing fixtures under canopies and overhangs to eliminate dark walls and to provide opportunities for better signage at entrances.

END OF SECTION

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ATTACHMENTS

Existing site plan

Proposed Site Plan

Proposed fixture spec sheets

Additional site photos

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Project Name:

South County Hospital

South Kingstown, RI

SITE LIGHTING STUDY

Prepared By:

thompson engineering company, inc.
CONSULTING ENGINEERS
80 NEWBURY STREET · DANVERS · MASSACHUSETTS 01923

Description:	Date:	Rev:

Stamp:

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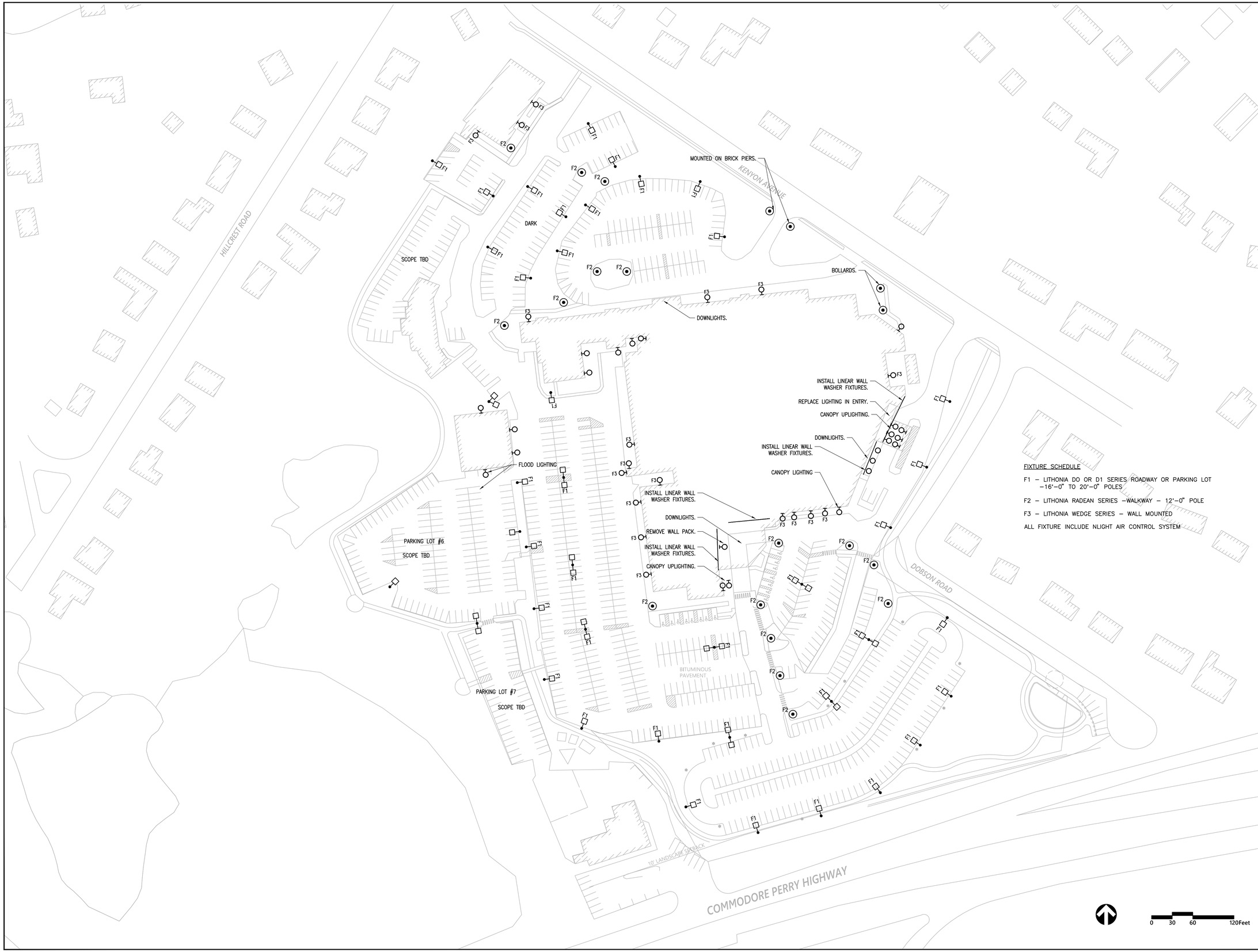
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Site Lighting Existing Plan

Dwg No:

E-1

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FIXTURE SCHEDULE

F1 – LITHONIA DO OR D1 SERIES ROADWAY OR PARKING LOT –16'–0" TO 20'–0" POLES

F2 – LITHONIA RADEAN SERIES –WALKWAY – 12'–0" POLE

F3 – LITHONIA WEDGE SERIES – WALL MOUNTED

ALL FIXTURE INCLUDE NLIGHT AIR CONTROL SYSTEM

Project Name:

South County Hospital

South Kingstown, RI

SITE LIGHTING STUDY

Prepared By:

thompson engineering company, inc.
CONSULTING ENGINEERS
80 NEWBURY STREET · DANVERS · MASSACHUSETTS 01923

Rev:	Date:	Description:

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REVIEW SET

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Dwg Name:

Proposed Site Lighting Plan

Dwg No:

E-2

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Outdoor LED Luminaires with Embedded Wireless Controls

The **Next** New Normal

Outdoor LED Luminaires with Embedded Wireless Controls
The Next New Normal

The long life and substantial energy savings provided by today's LED luminaires have transformed the marketplace over the last few years, making them the "new normal" for both new construction and renovation projects. The "next new normal" comes in the form of LED outdoor luminaires with embedded wireless networked controls.

Energy Savings

While today's LED luminaires can provide energy savings of 70-85% when replacing HID luminaires, the low occupancy rates of outdoor spaces (especially in the late-night hours) provide a substantial opportunity to save even more. By investing as little as 15% more now, you can achieve over 50% energy savings over the expected 20-year lifespan of LED luminaires.

No Controls – A Missed Opportunity

LED luminaires at 100% from dusk-to-dawn, regardless of occupancy.

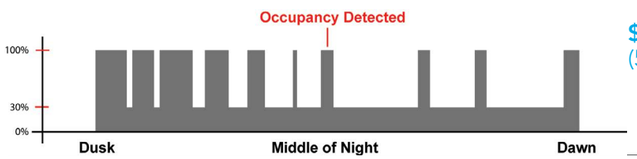


$106/year
(0% savings)*

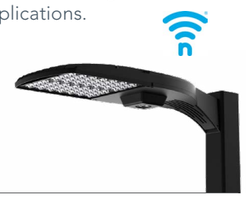


Non-Occupancy Dimming

Outdoor LED luminaires with embedded nLight® AIR wireless controls dim to a specified level when the space is unoccupied, saving substantial energy while providing sufficient illumination for safety and security. Integral motion sensors bring the luminaires to 100% output when occupancy is detected. This is ideal for the majority of commercial applications.



$53/year
(50% savings)*



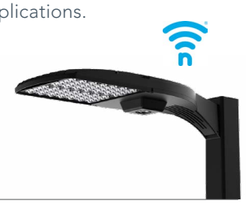
Scheduled Dimming with Motion Sensor Over-ride

Outdoor LED luminaires with embedded nLight Air wireless controls are scheduled to be at 100% during operating hours (regardless of occupancy) and dimming when the business is closed. Motion sensor over-ride brings the luminaires to full light output if occupancy is detected during the scheduled dim periods. This is ideal for retail applications.



$64/year
(40% savings)*





*Figures are based on nighttime use of a 241W DSX1 LED area luminaire at a $0.10/kWh utility rate.

Delivering More Than Just Energy Savings

The substantial energy savings coupled with the low initial cost of nLight® AIR embedded wireless networked controls results in a payback of less than two years! But it goes beyond just energy savings, with wirelessly networked outdoor LED luminaires providing additional benefits now, and in the future.

- The controls are embedded in the luminaire, so they are installed like a normal luminaire. No additional wiring required!
- Light levels and sensor settings can be adjusted from the ground using a smartphone and the free CL***AIR***ITY™ Pro app. This allows the lighting to be "tuned" to the specific needs of the site.
- The luminaires can be wirelessly "grouped" enabling all the luminaires in a group to respond to a single motion sensor detection event.
- When coupled with an nLight ECLYPSE® and free SensorView software, your feature-set expands to include time-based schedules, integrated indoor and outdoor site control, and further BMS integration through BACnet protocols.
- No ongoing fees in the form of licensing or cloud-based services. The CL***AIR***ITY Pro app and SensorView software are free.



Writing the Specification is Easy

Specifying luminaires with wireless networked controls is easy. Get the features that you want while avoiding paying for features that bring little value. Simply adding the language listed below to your specifications will ensure you get energy savings, while assisting in achieving code compliance.

1. **Ensure that the technology is embedded in the luminaires for ease of installation and aesthetics:**

   LED luminaires shall have embedded wireless networked controls that do not require additional wiring in the field.

2. **Ensure that the luminaires can be tuned to the needs of the site:**

   LED luminaires shall have embedded wireless networked controls that can be commissioned from the ground without the need for dedicated equipment.

3. **Ensure that energy savings is achieved, while providing safety and security:**

   LED luminaires shall have embedded wireless networked controls that have integral photocells that provide dusk to dawn operation without additional equipment.

   LED luminaires shall have embedded wireless networked controls that have motion sensors that dim the luminaires to 30% (or other light level) during periods of non-occupancy.

   LED luminaires shall have embedded wireless networked controls that can be wirelessly grouped such that all luminaires go to 100% when there is a single detection event.

4. **Get scheduled dimming with motion sensor over-ride (optional)**

   Wireless networked control system shall be programmed such that the luminaires are on at 100% during building operating hours, and dim to 30% (or other level) during non-operating hours. Luminaires to go to 100% if motion is detected during dimmed periods.

Note: Contact your local lighting agent for more information on nLIGHT enabled fixtures.

nLight® AIR Enabled Outdoor Luminaires

nLight AIR is available in the best-selling Lithonia Lighting® outdoor products



D-Series Area Luminaires



RSX LED Area Luminaires



VCPG LED Parking Garage Luminaires



WST LED Wall Luminaire

Easy Start-Up

Wirelessly group devices and customize control settings in minutes with the free CL***AIR***ITY™ Pro mobile-app. Available for both Apple® and Android™ devices.



System-Wide Networked Platform



nLight is a networked controls system that employs both wired and wireless technologies to connect office, warehousing, manufacturing, parking garage and parking lot lighting on a single platform. The nLight ECLYPSE® is the single device that integrates wired and wireless nLight networks. The entire site can be managed remotely using free SensorView software.

Contact your local lighting agent for more information on outdoor LED luminaires with embedded nLight controls.

One Lithonia Way | Conyers, Georgia 30012 | Phone: 800.535.2465 | www.acuitybrands.com/nlight
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nLight® AIR

Unlock Your Building's Potential



nLight® AIR wireless lighting controls offer indoor and outdoor options that scale with your needs. Start with simple stand-alone networks that aid in complying with energy codes while saving money on deployment costs. Expand nLight AIR to meet more complicated needs such as integration with a suite of software applications, BACnet™, and edge and cloud-based applications. All protected with a robust five-tier security architecture.





Benefits

- Embedded sensors in a wide variety of luminaires* simplify design and installation
- Easily penetrates typical obstructions found in commercial buildings like concrete and steel
- Offers both indoor and outdoor solutions, including for warehouse and parking garage
- Aids in meeting and/or exceeding state and local energy codes for renovation and new construction projects
- Saves energy with occupancy, daylighting, automated timeclock, and native demand response – Up to 82% additional energy savings**
- In space reconfiguration
- Robust 5-tier wireless security architecture

* For more information on NLIGHT enabled fixtures, please contact your local lighting representative
** For reference: http://lightingcontrolsassociation.org/2017/11/22/dlc-estimates-energy-savings-from-networked-lighting-controls/



nLight® AIR

Wireless Lighting
Controls Made Easy!

www.acuitybrands.com/nlightair

What is nLight AIR?

nLight® AIR wireless lighting controls are a smart solution for simplifying installation and aiding in energy code compliance.

With a full portfolio of control and network devices, nLight AIR helps reduce the total install time with fewer devices, no new wires, and the CL***AIR***ITY™ Pro mobile app, which streamlines start-ups.

Building managers benefit from an nLight AIR system too. Whether it's the easy-to-use software, simple energy metering, robust five-tier security, or connection to edge and cloud-based applications, owning an nLight AIR system is easy too!

nLight AIR Makes Controls Easy

- Easy to design, install, commission, and own
- Scalable from small to large and to outdoor
- Connects to other building management systems

Features and Benefits

Features	Benefits
900MHz wireless communication frequency	Easily penetrates typical obstructions found in commercial buildings while having the power to connect up to 750 nLight AIR devices in a large space with a single controller
Embedded sensors	Simplify design and installation by embedding sensors directly into a wide variety* of indoor and outdoor luminaires. No new wires or complicated layouts
CL***AIR***ITY Pro mobile application configuration	Makes configuration easy, no specialized devices or software to learn
Wireless adapter	Enables nLight wired and wireless devices to operate on one platform and utilize one suite of software applications, BACnet™, and cloud-based applications
IP66 rated devices	For indoor and outdoor use
Five-tier security architecture	Delivers peace of mind for building owners and occupants

*For more information on NLIGHT enabled fixtures, please contact your local lighting representative.

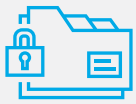
Security made Easy

nLight AIR wireless controls feature a state-of-the-art security architecture, designed to help IT departments maintain the integrity of their systems so building owners, operators, and occupants can rest easy.

- Does not have to be on the LAN
- Uses 900MHz communication not WiFi
- User authentication means only those CL***AIR***ITY Pro users who have been granted access to the site can make changes
- Stores information on Microsoft® Azure® cloud



Robust 5-Tier Security



Limited Anonymity
Communication link does not disclose identity of the devices communicating.



Message Confidentiality
Devices communicate securely using encryption. The communication cannot be monitored (sniffed) by untrusted hosts.



Message Authentication
Confirms that the message came from the valid device (its authenticity) and the integrity of the message is in tact. Provides protections against replay attacks.



Mutual Entity Authentication
Both communicating devices in a session to provide each other with assurance of their identity prior to exchanging data.



Application Data Encryption
Application data is encoded in such a way that only valid devices on a network can decrypt and use the data leveraging AES-128bit encryption.

Easily Scale Inside and Out

nLight® AIR wireless lighting controls can start as a smart, standalone network that simplifies installation and aids in energy code compliance. Easily scale nLight AIR wireless controls across an entire campus, including to outdoor spaces like parking garages and to high bay applications like warehouses and gymnasiums, where wireless controls help to reduce onsite labor costs.

Easy Retrofit Solutions

nLight AIR wireless sensors can embed directly into a wide variety of luminaires to reduce labor costs and install time because it requires no new wiring to install. And with simple mobile app-driven start-ups, contractors can configure a space from the ground without laptops or other specialized devices. So in a fraction of the time, you can easily retrofit a space with the energy-saving controls like occupancy and daylight harvesting.



Lithonia Lighting®
BLT Series* embedded with nLight AIR



nLight AIR
rPODB Wall Switch

Easily Scale from Inside to Outdoors

nLight AIR wireless controls can scale to outdoor spaces like parking lots with IP66-rated devices and by embedding in a variety of outdoor luminaires. And its 900MHz communication can penetrate hard surfaces so contractors can avoid drilling through concrete surfaces in parking garages and stairwells while still delivering energy-saving controls strategies like group response, occupancy, and automated daylighting.



Lithonia Lighting
D-Series LED Area Luminaire embedded with nLight AIR



Lithonia Lighting
VCPG LED Parking Garage Luminaire embedded with nLight AIR



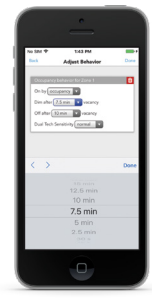
Easily Install and Start-up

Reducing labor costs has never been easier than factory-installing nLight AIR wireless controls directly into LED high bays. Finish the job even faster by using the CL***AIR***ITY Pro mobile app to start-up and commission a job with both feet safely on the ground.

For regions that require advanced controls strategies like scheduling or demand response, nLight AIR easily connects to the nLight® ECLYPSE® to aid in energy code compliance while also increasing the functionality of the system beyond compliance.



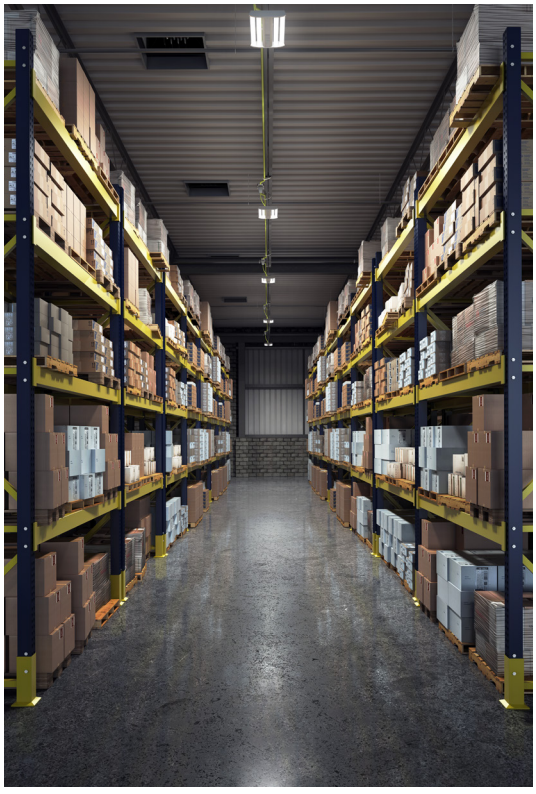
Lithonia Lighting
I-BEAM® LED High Bay embedded with nLight AIR

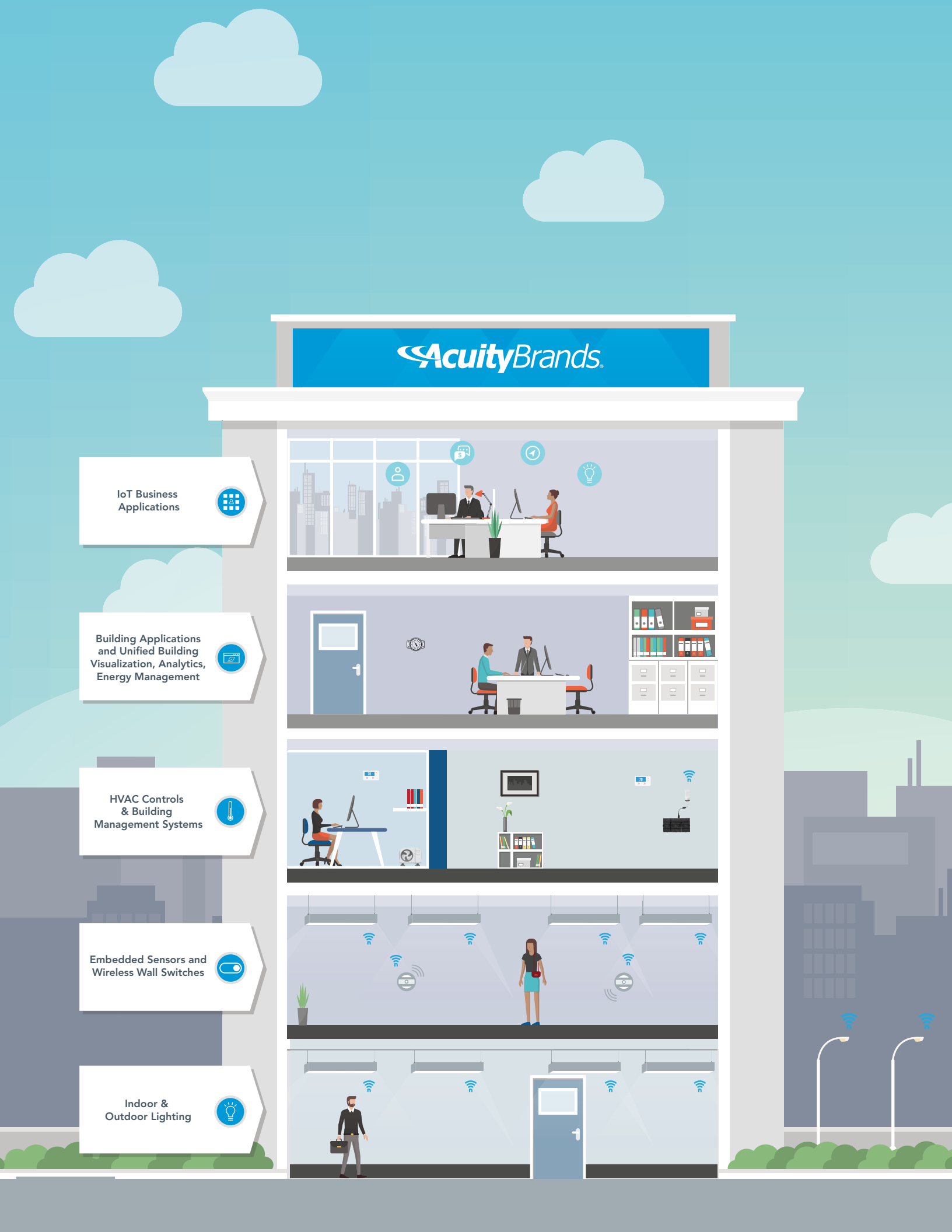


CL***AIR***ITY **PRO**
Mobile App



nLight AIR Adapter
and ECLYPSE



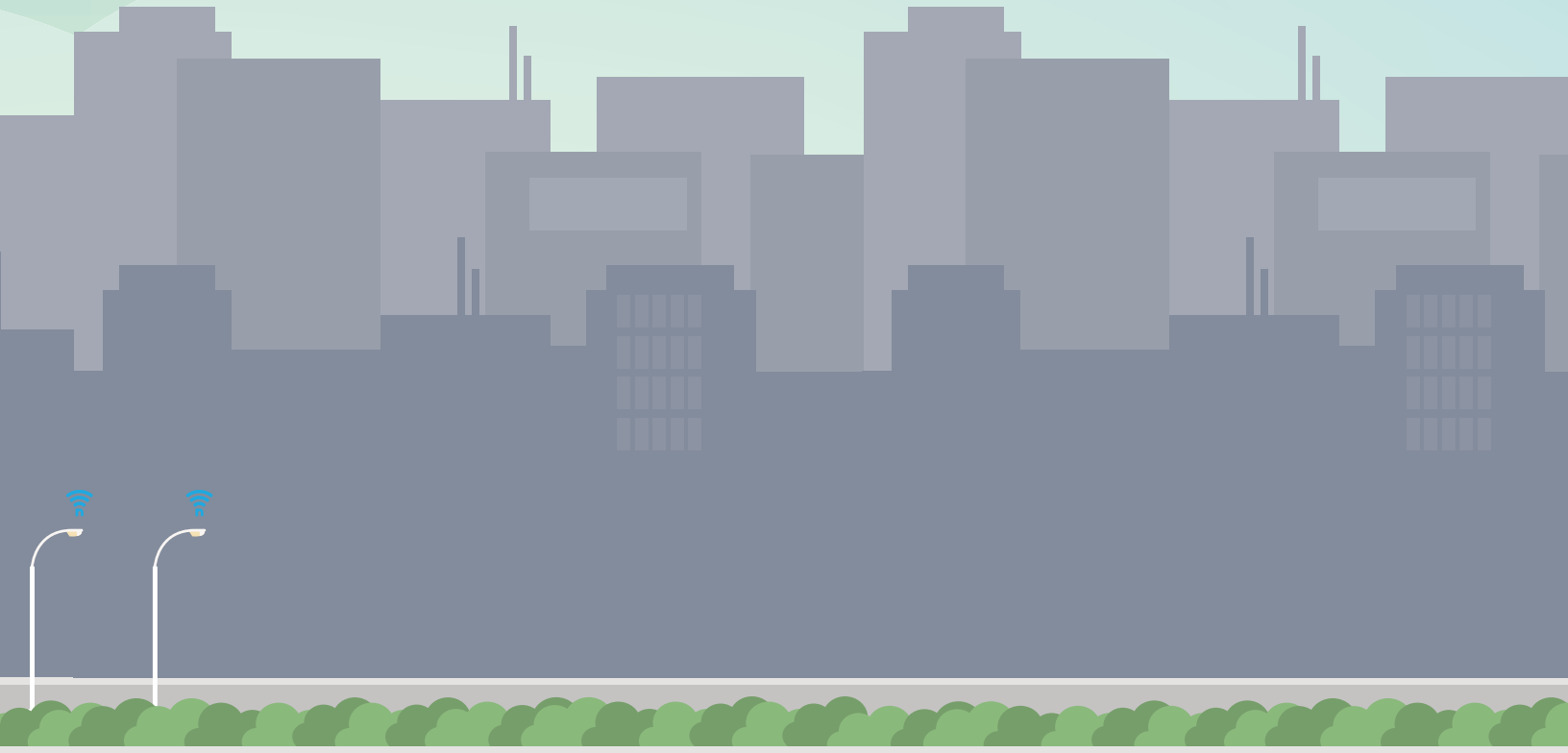

AcuityBrands.
IoT Business Applications
Building Applications and Unified Building Visualization, Analytics, Energy Management
HVAC Controls & Building Management Systems
Embedded Sensors and Wireless Wall Switches
Indoor & Outdoor Lighting

Easy Integration with Complex Systems

As part of the nLight controls platform, an nLight AIR control system easily connects to the nLight ECLYPSE to unlock the power of this advanced controller. So now, a facility manager can simplify the management of their building while owners can build for the future.

The Power of ECLYPSE:

- Operate nLight wired and wireless devices as a single platform
- SensorView control software
- SiteView™ energy metering
- BACnet™ connectivity
- Space Utilization
- Embedded visualization
- IP connectivity
- Conditional logic engine



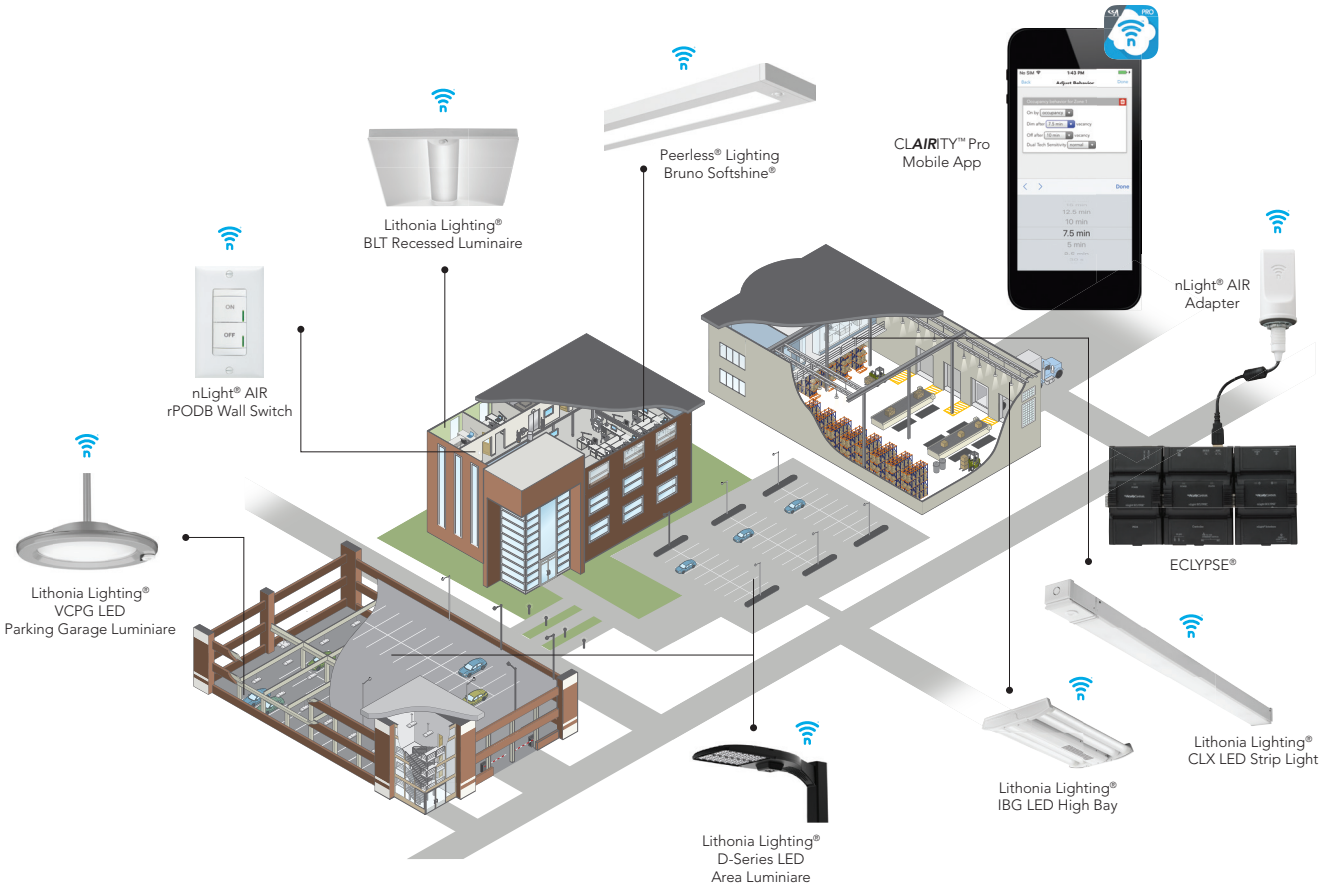
A+ Certified solutions from Acuity Brands help you quickly and confidently select and implement lighting systems, for indoor or outdoor applications, that are both compatible and consistent.

To learn more about nLight AIR wireless controls, please contact your local lighting professional or visit www.acuitybrands.com/nLightAIR



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nLight AIR: Your Site. One System. Indoors and Out.



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D-Series Size 0
LED Area Luminaire

Catalog Number

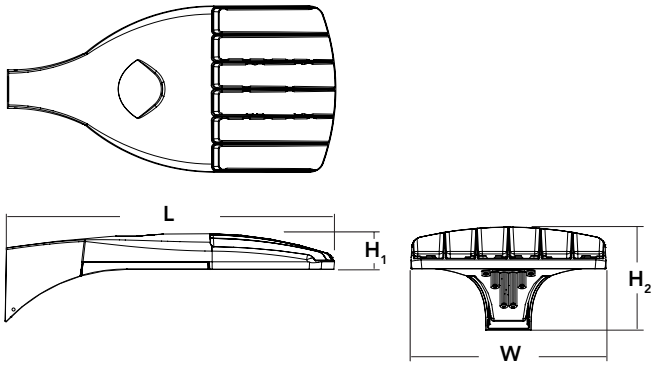
Notes

Type F1

Hit the Tab key or mouse over the page to see all interactive elements.

Specifications

EPA:	0.95 ft² (.09 m²)
Length:	26" (66.0 cm)
Width:	13" (33.0 cm)
Height$_1$:	3" (7.62 cm)
Height$_2$:	7" (17.8 cm)
Weight (max):	16 lbs (7.25 kg)



Introduction

The modern styling of the D-Series is striking yet unobtrusive - making a bold, progressive statement even as it blends seamlessly with its environment. The D-Series distills the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire.

The outstanding photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. It is ideal for replacing up to 400W metal halide with typical energy savings of 70% and expected service life of over 100,000 hours.

Ordering Information

EXAMPLE: DSX0 LED P6 40K T3M MVOLT SPA NLTAIR2 PIRHN DDBXD

DSX0 LED

Series
DSX0 LED

LEDs
Forward optics
P1 P4[1] P7[1]
P2 P5
P3 P6
Rotated optics
P10[2] P12[2]
P11[2] P13[1,2]

Color temperature
30K 3000 K
40K 4000 K
50K 5000 K

Distribution
T1S Type I short (Automotive)
T2S Type II short
T2M Type II medium
T3S Type III short
T3M Type III medium
T4M Type IV medium
TFTM Forward throw medium
T5VS Type V very short[3]
T5S Type V short[3]
T5M Type V medium[3]
T5W Type V wide[3]
BLC Backlight control[4]
LCCO Left corner cutoff[4]
RCCO Right corner cutoff[4]

Voltage
MVOLT[5,6]
120[6]
208[6]
240[6]
277[6]
347[6]
480[6]

Mounting
Shipped included
SPA Square pole mounting
RPA Round pole mounting[7]
WBA Wall bracket[3]
SPUMBA Square pole universal mounting adaptor[8]
RPUMBA Round pole universal mounting adaptor[8]
Shipped separately
KMA8 DDBXD U Mast arm mounting bracket adaptor (specify finish)[9]

Control options
Shipped installed
NLTAIR2 nLight AIR generation 2 enabled[10,11]
PIRHN Network, high/low motion/ambient sensor[12]
PER NEMA twist-lock receptacle only (control ordered separate)[13]
PER5 Five-pin receptacle only (control ordered separate)[13,14]
PER7 Seven-pin receptacle only (leads exit fixture) (control ordered separate)[13,14]
DMG 0-10V dimming extend out back of housing for external control (control ordered separate)[15]
PIR High/low, motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 5fc[16,17]
PIRH High/low, motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 5fc[16,17]
PIR1FC3V High/low, motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 1fc[16,17]
PIRH1FC3V High/low, motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 1fc[16,17]
FAO Field adjustable output[18]

Other options
Shipped installed
HS House-side shield[19]
SF Single fuse (120, 277, 347V)[6]
DF Double fuse (208, 240, 480V)[6]
L90 Left rotated optics[2]
R90 Right rotated optics[2]
DDL Diffused drop lens[19]
HA 50°C ambient operations[1]
Shipped separately
BS Bird spikes[20]
EGS External glare shield

Finish *(required)*
DDBXD Dark bronze
DBLXD Black
DNAXD Natural aluminum
DWHXD White
DDBTXD Textured dark bronze
DBLBXD Textured black
DNATXD Textured natural aluminum
DWHGXD Textured white

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Ordering Information

Accessories

Ordered and shipped separately.

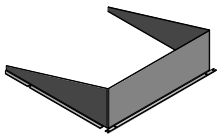
DLL127F 1.5 JU	Photocell - SSL twist-lock (120-277V) [21]
DLL347F 1.5 CUL JU	Photocell - SSL twist-lock (347V) [21]
DLL480F 1.5 CUL JU	Photocell - SSL twist-lock (480V) [21]
DSHORT SBK U	Shorting cap [21]
DSX0HS 20C U	House-side shield for P1,P2,P3 and P4 [19]
DSX0HS 30C U	House-side shield for P10,P11,P12 and P13 [19]
DSX0HS 40C U	House-side shield for P5,P6 and P7 [19]
DSX0DDL U	Diffused drop lens (polycarbonate) [19]
PUMBA DDBXD U*	Square and round pole universal mounting bracket adaptor (specify finish) [22]
KMA8 DDBXD U	Mast arm mounting bracket adaptor (specify finish) [9]
DSX0EGS (FINISH) U	External glare shield

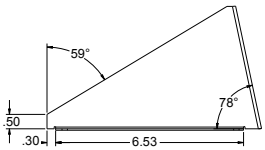
For more control options, visit DTL and ROAM online. Link to nLight Air 2

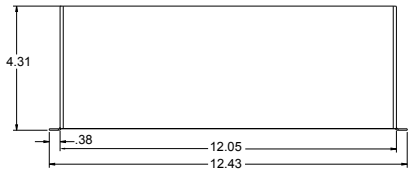
NOTES

1 HA not available with P4, P7, and P13.
2 P10, P11, P12 and P13 and rotated options (L90 or R90) only available together.
3 Any Type 5 distribution with photocell, is not available with WBA.
4 Not available with HS or DDL.
5 MVOLT driver operates on any line voltage from 120-277V (50/60 Hz).
6 Single fuse (SF) requires 120V, 277V or 347V. Double fuse (DF) requires 208V, 240V or 480V.
7 Suitable for mounting to round poles between 3.5" and 12" diameter.
8 Universal mounting brackets intended for retrofit on existing pre-drilled poles only. 1.5 G vibration load rating per ANCI C136.31. Only usable when pole's drill pattern is NOT Lithonia template #8.
9 Must order fixture with SPA mounting. Must be ordered as a separate accessory; see Accessories information. For use with 2-3/8" diameter mast arm (not included).
10 Must be ordered with PIRHN.
11 Sensor cover available only in dark bronze, black, white and natural aluminum colors.
12 Must be ordered with NLTAIR2. For more information on nLight Air 2 visit this link
13 Photocell ordered and shipped as a separate line item from Acuity Brands Controls. See accessories. Shorting Cap included.
14 If ROAM® node required, it must be ordered and shipped as a separate line item from Acuity Brands Controls. Shorting Cap included.
15 DMG not available with PIRHN, PER5, PER7, PIR, PIRH, PIR1FC3V or PIRH1FC3V, FAO.
16 Reference Controls Options table on page 4.
17 Reference Motion Sensor Default Table on page 4 to see functionality.
18 Not available with other dimming controls options.
19 Not available with BLC, LCCO and RCCO distribution.
20 Must be ordered with fixture for factory pre-drilling.
21 Requires luminaire to be specified with PER, PER5 or PER7 option. See Controls Table on page 4.
22 For retrofit use only. Only usable when pole's drill pattern is NOT Lithonia template #8

EGS – External Glare Shield

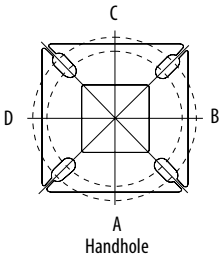




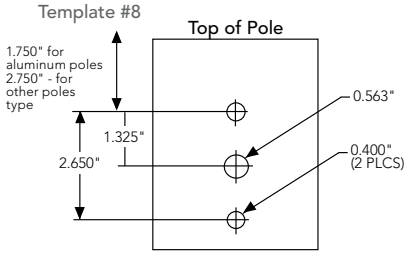


Drilling

HANDHOLE ORIENTATION
(from top of pole)



Template #8



Tenon Mounting Slipfitter

Tenon O.D.	Single Unit	2 at 180°	2 at 90°	3 at 90°	3 at 120°	4 at 90°
2-3/8"	AST20-190	AST20-280	AST20-290	AST20-390	AST20-320	AST20-490
2-7/8"	AST25-190	AST25-280	AST25-290	AST25-390	AST25-320	AST25-490
4"	AST35-190	AST35-280	AST35-290	AST35-390	AST35-320	AST35-490

Mounting Option	Drilling Template	Single	2 @ 180	2 @ 90	3 @ 90	3 @ 120	4 @ 90
Head Location		Side B	Side B & D	Side B & C	Side B, C & D	Round Pole Only	Side A, B, C & D
Drill Nomenclature	#8	DM19AS	DM28AS	DM29AS	DM39AS	DM32AS	DM49AS
		Minimum Acceptable Outside Pole Dimension					
SPA	#8	2-7/8"	2-7/8"	3.5"	3.5"		3.5"
RPA	#8	2-7/8"	2-7/8"	3.5"	3.5"	3"	3.5"
SPUMBA	#5	2-7/8"	3"	4"	4"		4"
RPUMBA	#5	2-7/8"	3.5"	5"	5"	3.5"	5"

DSX0 Area Luminaire - EPA

*Includes luminaire and integral mounting arm. Other tenons, arms, brackets or other accessories are not included in this EPA data.

Fixture Quantity & Mounting Configuration	Single DM19	2 @ 180 DM28	2 @ 90 DM29	3 @ 90 DM39	3 @ 120 DM32	4 @ 90 DM49
Mounting Type						
DSX0 LED	0.950	1.900	1.830	2.850	2.850	3.544

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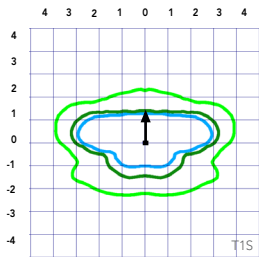
Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's D-Series Area Size 0 homepage.

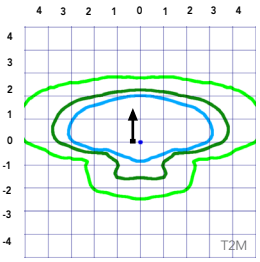
Isofootcandle plots for the DSX0 LED 40C 1000 40K. Distances are in units of mounting height (20').

LEGEND

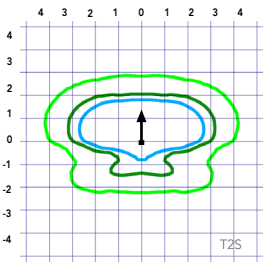
- 0.1 fc
- 0.5 fc
- 1.0 fc



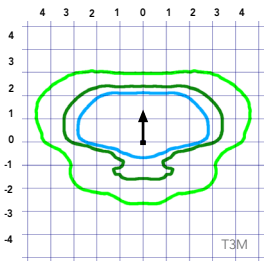
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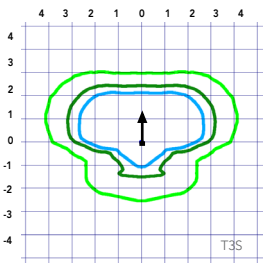
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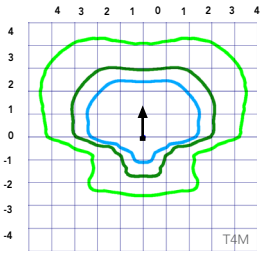
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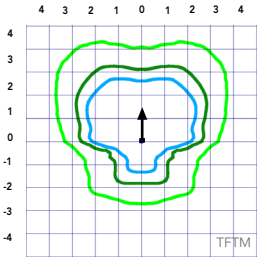
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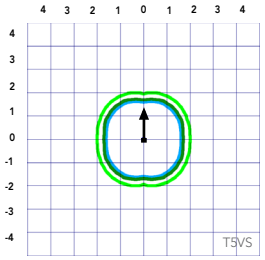
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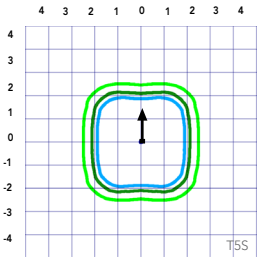
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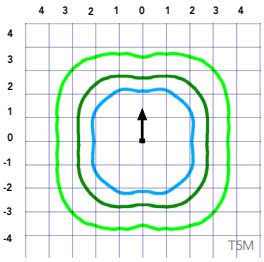
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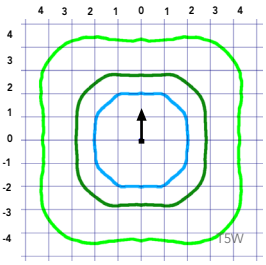
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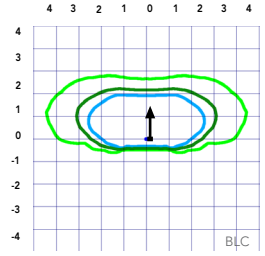
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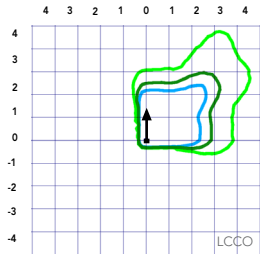
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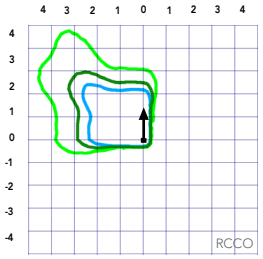
Test No. LTL23451P25 tested in accordance with IESNA LM-79-08.



Test No.



Test No.



Test No.

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Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient		Lumen Multiplier
0°C	32°F	1.04
5°C	41°F	1.04
10°C	50°F	1.03
15°C	50°F	1.02
20°C	68°F	1.01
25°C	**77°C**	**1.00**
30°C	86°F	0.99
35°C	95°F	0.98
40°C	104°F	0.97

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the platforms noted in a **25°C ambient**, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	Lumen Maintenance Factor
25,000	0.96
50,000	0.92
100,000	0.85

Motion Sensor Default Settings						
Option	Dimmed State	High Level (when triggered)	Photocell Operation	Dwell Time	Ramp-up Time	Ramp-down Time
PIR or PIRH	3V (37%) Output	10V (100%) Output	Enabled @ 5FC	5 min	3 sec	5 min
*PIR1FC3V or PIRH1FC3V	3V (37%) Output	10V (100%) Output	Enabled @ 1FC	5 min	3 sec	5 min
*for use with separate Dusk to Dawn or timer.						

Electrical Load

					Current (A)					
	Performance Package	LED Count	Drive Current	Wattage	120	208	240	277	347	480
Forward Optics (Non-Rotated)	P1	20	530	38	0.32	0.18	0.15	0.15	0.10	0.08
	P2	20	700	49	0.41	0.23	0.20	0.19	0.14	0.11
	P3	20	1050	71	0.60	0.37	0.32	0.27	0.21	0.15
	P4	20	1400	92	0.77	0.45	0.39	0.35	0.28	0.20
	P5	40	700	89	0.74	0.43	0.38	0.34	0.26	0.20
	P6	40	1050	134	1.13	0.65	0.55	0.48	0.39	0.29
	P7	40	1300	166	1.38	0.80	0.69	0.60	0.50	0.37
Rotated Optics (Requires L90 or R90)	P10	30	530	53	0.45	0.26	0.23	0.21	0.16	0.12
	P11	30	700	72	0.60	0.35	0.30	0.27	0.20	0.16
	P12	30	1050	104	0.88	0.50	0.44	0.39	0.31	0.23
	P13	30	1300	128	1.08	0.62	0.54	0.48	0.37	0.27

Controls Options

Nomenclature	Description	Functionality	Primary control device	Notes
FAO	Field adjustable output device installed inside the luminaire; wired to the driver dimming leads.	Allows the luminaire to be manually dimmed, effectively trimming the light output.	FAO device	Cannot be used with other controls options that need the 0-10V leads
DS	Drivers wired independently for 50/50 luminaire operation	The luminaire is wired to two separate circuits, allowing for 50/50 operation.	Independently wired drivers	Requires two separately switched circuits. Consider nLight AIR as a more cost effective alternative.
PER5 or PER7	Twist-lock photocell receptacle	Compatible with standard twist-lock photocells for dusk to dawn operation, or advanced control nodes that provide 0-10V dimming signals.	Twist-lock photocells such as DLL Elite or advanced control nodes such as ROAM.	Pins 4 & 5 to dimming leads on driver, Pins 6 & 7 are capped inside luminaire
PIR or PIRH	Motion sensors with integral photocell. PIR for 8-15' mounting; PIRH for 15-30' mounting	Luminaires dim when no occupancy is detected.	Acuity Controls SBGR	Also available with PIRH1FC3V when the sensor photocell is used for dusk-to-dawn operation.
NLTAIR2 PIRHN	nLight AIR enabled luminaire for motion sensing, photocell and wireless communication.	Motion and ambient light sensing with group response. Scheduled dimming with motion sensor over-ride when wirelessly connected to the nLight Eclypse.	nLight Air rSDGR	nLight AIR sensors can be programmed and commissioned from the ground using the CIAIRity Pro app.

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Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Forward Optics

Power Package	LED Count	Drive Current	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)				
					Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
P1	20	530	38W	T1S	4,369	1	0	1	115	4,706	1	0	1	124	4,766	1	0	1	125
				T2S	4,364	1	0	1	115	4,701	1	0	1	124	4,761	1	0	1	125
				T2M	4,387	1	0	1	115	4,726	1	0	1	124	4,785	1	0	1	126
				T3S	4,248	1	0	1	112	4,577	1	0	1	120	4,634	1	0	1	122
				T3M	4,376	1	0	1	115	4,714	1	0	1	124	4,774	1	0	1	126
				T4M	4,281	1	0	1	113	4,612	1	0	2	121	4,670	1	0	2	123
				TFTM	4,373	1	0	1	115	4,711	1	0	2	124	4,771	1	0	2	126
				T5VS	4,548	2	0	0	120	4,900	2	0	0	129	4,962	2	0	0	131
				T5S	4,552	2	0	0	120	4,904	2	0	0	129	4,966	2	0	0	131
				T5M	4,541	3	0	1	120	4,891	3	0	1	129	4,953	3	0	1	130
				T5W	4,576	3	0	2	120	4,929	3	0	2	130	4,992	3	0	2	131
				BLC	3,586	1	0	1	94	3,863	1	0	1	102	3,912	1	0	1	103
				LCCO	2,668	1	0	1	70	2,874	1	0	2	76	2,911	1	0	2	77
				RCCO	2,668	1	0	1	70	2,874	1	0	2	76	2,911	1	0	2	77
P2	20	700	49W	T1S	5,570	1	0	1	114	6,001	1	0	1	122	6,077	2	0	2	124
				T2S	5,564	1	0	2	114	5,994	1	0	2	122	6,070	2	0	2	124
				T2M	5,593	1	0	1	114	6,025	1	0	1	123	6,102	1	0	1	125
				T3S	5,417	1	0	2	111	5,835	1	0	2	119	5,909	2	0	2	121
				T3M	5,580	1	0	2	114	6,011	1	0	2	123	6,087	1	0	2	124
				T4M	5,458	1	0	2	111	5,880	1	0	2	120	5,955	1	0	2	122
				TFTM	5,576	1	0	2	114	6,007	1	0	2	123	6,083	1	0	2	124
				T5VS	5,799	2	0	0	118	6,247	2	0	0	127	6,327	2	0	0	129
				T5S	5,804	2	0	0	118	6,252	2	0	0	128	6,332	2	0	1	129
				T5M	5,789	3	0	1	118	6,237	3	0	1	127	6,316	3	0	1	129
				T5W	5,834	3	0	2	119	6,285	3	0	2	128	6,364	3	0	2	130
				BLC	4,572	1	0	1	93	4,925	1	0	1	101	4,987	1	0	1	102
				LCCO	3,402	1	0	2	69	3,665	1	0	2	75	3,711	1	0	2	76
				RCCO	3,402	1	0	2	69	3,665	1	0	2	75	3,711	1	0	2	76
P3	20	1050	71W	T1S	7,833	2	0	2	110	8,438	2	0	2	119	8,545	2	0	2	120
				T2S	7,825	2	0	2	110	8,429	2	0	2	119	8,536	2	0	2	120
				T2M	7,865	2	0	2	111	8,473	2	0	2	119	8,580	2	0	2	121
				T3S	7,617	2	0	2	107	8,205	2	0	2	116	8,309	2	0	2	117
				T3M	7,846	2	0	2	111	8,452	2	0	2	119	8,559	2	0	2	121
				T4M	7,675	2	0	2	108	8,269	2	0	2	116	8,373	2	0	2	118
				TFTM	7,841	2	0	2	110	8,447	2	0	2	119	8,554	2	0	2	120
				T5VS	8,155	3	0	0	115	8,785	3	0	0	124	8,896	3	0	0	125
				T5S	8,162	3	0	1	115	8,792	3	0	1	124	8,904	3	0	1	125
				T5M	8,141	3	0	2	115	8,770	3	0	2	124	8,881	3	0	2	125
				T5W	8,204	3	0	2	116	8,838	4	0	2	124	8,950	4	0	2	126
				BLC	6,429	1	0	2	91	6,926	1	0	2	98	7,013	1	0	2	99
				LCCO	4,784	1	0	2	67	5,153	1	0	2	73	5,218	1	0	2	73
				RCCO	4,784	1	0	2	67	5,153	1	0	2	73	5,218	1	0	2	73
P4	20	1400	92W	T1S	9,791	2	0	2	106	10,547	2	0	2	115	10,681	2	0	2	116
				T2S	9,780	2	0	2	106	10,536	2	0	2	115	10,669	2	0	2	116
				T2M	9,831	2	0	2	107	10,590	2	0	2	115	10,724	2	0	2	117
				T3S	9,521	2	0	2	103	10,256	2	0	2	111	10,386	2	0	2	113
				T3M	9,807	2	0	2	107	10,565	2	0	2	115	10,698	2	0	2	116
				T4M	9,594	2	0	2	104	10,335	2	0	3	112	10,466	2	0	3	114
				TFTM	9,801	2	0	2	107	10,558	2	0	2	115	10,692	2	0	2	116
				T5VS	10,193	3	0	1	111	10,981	3	0	1	119	11,120	3	0	1	121
				T5S	10,201	3	0	1	111	10,990	3	0	1	119	11,129	3	0	1	121
				T5M	10,176	4	0	2	111	10,962	4	0	2	119	11,101	4	0	2	121
				T5W	10,254	4	0	3	111	11,047	4	0	3	120	11,186	4	0	3	122
				BLC	8,036	1	0	2	87	8,656	1	0	2	94	8,766	1	0	2	95
				LCCO	5,979	1	0	2	65	6,441	1	0	2	70	6,523	1	0	3	71
				RCCO	5,979	1	0	2	65	6,441	1	0	2	70	6,523	1	0	3	71

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Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Forward Optics

Power Package	LED Count	Drive Current	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)				
					Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
P5	40	700	89W	T1S	10,831	2	0	2	122	11,668	2	0	2	131	11,816	2	0	2	133
				T2S	10,820	2	0	2	122	11,656	2	0	2	131	11,803	2	0	2	133
				T2M	10,876	2	0	2	122	11,716	2	0	2	132	11,864	2	0	2	133
				T3S	10,532	2	0	2	118	11,346	2	0	2	127	11,490	2	0	2	129
				T3M	10,849	2	0	2	122	11,687	2	0	2	131	11,835	2	0	2	133
				T4M	10,613	2	0	3	119	11,434	2	0	3	128	11,578	2	0	3	130
				TFTM	10,842	2	0	2	122	11,680	2	0	2	131	11,828	2	0	2	133
				T5VS	11,276	3	0	1	127	12,148	3	0	1	136	12,302	3	0	1	138
				T5S	11,286	3	0	1	127	12,158	3	0	1	137	12,312	3	0	1	138
				T5M	11,257	4	0	2	126	12,127	4	0	2	136	12,280	4	0	2	138
				T5W	11,344	4	0	3	127	12,221	4	0	3	137	12,375	4	0	3	139
				BLC	8,890	1	0	2	100	9,576	1	0	2	108	9,698	1	0	2	109
				LCCO	6,615	1	0	3	74	7,126	1	0	3	80	7,216	1	0	3	81
				RCCO	6,615	1	0	3	74	7,126	1	0	3	80	7,216	1	0	3	81
P6	40	1050	134W	T1S	14,805	3	0	3	110	15,949	3	0	3	119	16,151	3	0	3	121
				T2S	14,789	3	0	3	110	15,932	3	0	3	119	16,134	3	0	3	120
				T2M	14,865	3	0	3	111	16,014	3	0	3	120	16,217	3	0	3	121
				T3S	14,396	3	0	3	107	15,509	3	0	3	116	15,705	3	0	3	117
				T3M	14,829	2	0	3	111	15,975	3	0	3	119	16,177	3	0	3	121
				T4M	14,507	2	0	3	108	15,628	3	0	3	117	15,826	3	0	3	118
				TFTM	14,820	2	0	3	111	15,965	3	0	3	119	16,167	3	0	3	121
				T5VS	15,413	4	0	1	115	16,604	4	0	1	124	16,815	4	0	1	125
				T5S	15,426	3	0	1	115	16,618	4	0	1	124	16,828	4	0	1	126
				T5M	15,387	4	0	2	115	16,576	4	0	2	124	16,786	4	0	2	125
				T5W	15,506	4	0	3	116	16,704	4	0	3	125	16,915	4	0	3	126
				BLC	12,151	1	0	2	91	13,090	1	0	2	98	13,255	1	0	2	99
				LCCO	9,041	1	0	3	67	9,740	1	0	3	73	9,863	1	0	3	74
				RCCO	9,041	1	0	3	67	9,740	1	0	3	73	9,863	1	0	3	74
P7	40	1300	166W	T1S	17,023	3	0	3	103	18,338	3	0	3	110	18,570	3	0	3	112
				T2S	17,005	3	0	3	102	18,319	3	0	3	110	18,551	3	0	3	112
				T2M	17,092	3	0	3	103	18,413	3	0	3	111	18,646	3	0	3	112
				T3S	16,553	3	0	3	100	17,832	3	0	3	107	18,058	3	0	3	109
				T3M	17,051	3	0	3	103	18,369	3	0	3	111	18,601	3	0	3	112
				T4M	16,681	3	0	3	100	17,969	3	0	3	108	18,197	3	0	3	110
				TFTM	17,040	3	0	3	103	18,357	3	0	4	111	18,590	3	0	4	112
				T5VS	17,723	4	0	1	107	19,092	4	0	1	115	19,334	4	0	1	116
				T5S	17,737	4	0	2	107	19,108	4	0	2	115	19,349	4	0	2	117
				T5M	17,692	4	0	2	107	19,059	4	0	2	115	19,301	4	0	2	116
				T5W	17,829	5	0	3	107	19,207	5	0	3	116	19,450	5	0	3	117
				BLC	13,971	2	0	2	84	15,051	2	0	2	91	15,241	2	0	2	92
				LCCO	10,396	1	0	3	63	11,199	1	0	3	67	11,341	1	0	3	68
				RCCO	10,396	1	0	3	63	11,199	1	0	3	67	11,341	1	0	3	68

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Performance Data

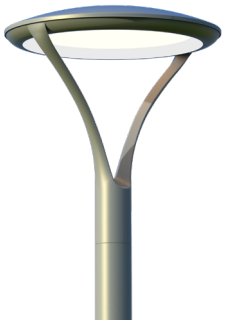
Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Rotated Optics

Power Package	LED Count	Drive Current	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)				
					Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
P10	30	530	53W	T1S	6,727	2	0	2	127	7,247	3	0	3	137	7,339	3	0	3	138
				T2S	6,689	3	0	3	126	7,205	3	0	3	136	7,297	3	0	3	138
				T2M	6,809	3	0	3	128	7,336	3	0	3	138	7,428	3	0	3	140
				T3S	6,585	3	0	3	124	7,094	3	0	3	134	7,183	3	0	3	136
				T3M	6,805	3	0	3	128	7,331	3	0	3	138	7,424	3	0	3	140
				T4M	6,677	3	0	3	126	7,193	3	0	3	136	7,284	3	0	3	137
				TFTM	6,850	3	0	3	129	7,379	3	0	3	139	7,472	3	0	3	141
				T5VS	6,898	3	0	0	130	7,431	3	0	0	140	7,525	3	0	0	142
				T5S	6,840	2	0	1	129	7,368	2	0	1	139	7,461	2	0	1	141
				T5M	6,838	3	0	1	129	7,366	3	0	2	139	7,460	3	0	2	141
				T5W	6,777	3	0	2	128	7,300	3	0	2	138	7,393	3	0	2	139
				BLC	5,626	2	0	2	106	6,060	2	0	2	114	6,137	2	0	2	116
				LCCO	4,018	1	0	2	76	4,328	1	0	2	82	4,383	1	0	2	83
				RCCO	4,013	3	0	3	76	4,323	3	0	3	82	4,377	3	0	3	83
P11	30	700	72W	T1S	8,594	3	0	3	119	9,258	3	0	3	129	9,376	3	0	3	130
				T2S	8,545	3	0	3	119	9,205	3	0	3	128	9,322	3	0	3	129
				T2M	8,699	3	0	3	121	9,371	3	0	3	130	9,490	3	0	3	132
				T3S	8,412	3	0	3	117	9,062	3	0	3	126	9,177	3	0	3	127
				T3M	8,694	3	0	3	121	9,366	3	0	3	130	9,484	3	0	3	132
				T4M	8,530	3	0	3	118	9,189	3	0	3	128	9,305	3	0	3	129
				TFTM	8,750	3	0	3	122	9,427	3	0	3	131	9,546	3	0	3	133
				T5VS	8,812	3	0	0	122	9,493	3	0	0	132	9,613	3	0	0	134
				T5S	8,738	3	0	1	121	9,413	3	0	1	131	9,532	3	0	1	132
				T5M	8,736	3	0	2	121	9,411	3	0	2	131	9,530	3	0	2	132
				T5W	8,657	4	0	2	120	9,326	4	0	2	130	9,444	4	0	2	131
				BLC	7,187	3	0	3	100	7,742	3	0	3	108	7,840	3	0	3	109
				LCCO	5,133	1	0	2	71	5,529	1	0	2	77	5,599	1	0	2	78
				RCCO	5,126	3	0	3	71	5,522	3	0	3	77	5,592	3	0	3	78
P12	30	1050	104W	T1S	12,149	3	0	3	117	13,088	3	0	3	126	13,253	3	0	3	127
				T2S	12,079	4	0	4	116	13,012	4	0	4	125	13,177	4	0	4	127
				T2M	12,297	3	0	3	118	13,247	3	0	3	127	13,415	3	0	3	129
				T3S	11,891	4	0	4	114	12,810	4	0	4	123	12,972	4	0	4	125
				T3M	12,290	3	0	3	118	13,239	4	0	4	127	13,407	4	0	4	129
				T4M	12,058	4	0	4	116	12,990	4	0	4	125	13,154	4	0	4	126
				TFTM	12,369	4	0	4	119	13,325	4	0	4	128	13,494	4	0	4	130
				T5VS	12,456	3	0	1	120	13,419	3	0	1	129	13,589	4	0	1	131
				T5S	12,351	3	0	1	119	13,306	3	0	1	128	13,474	3	0	1	130
				T5M	12,349	4	0	2	119	13,303	4	0	2	128	13,471	4	0	2	130
				T5W	12,238	4	0	3	118	13,183	4	0	3	127	13,350	4	0	3	128
				BLC	10,159	3	0	3	98	10,944	3	0	3	105	11,083	3	0	3	107
				LCCO	7,256	1	0	3	70	7,816	1	0	3	75	7,915	1	0	3	76
				RCCO	7,246	3	0	3	70	7,806	4	0	4	75	7,905	4	0	4	76
P13	30	1300	128W	T1S	14,438	3	0	3	113	15,554	3	0	3	122	15,751	3	0	3	123
				T2S	14,355	4	0	4	112	15,465	4	0	4	121	15,660	4	0	4	122
				T2M	14,614	3	0	3	114	15,744	4	0	4	123	15,943	4	0	4	125
				T3S	14,132	4	0	4	110	15,224	4	0	4	119	15,417	4	0	4	120
				T3M	14,606	4	0	4	114	15,735	4	0	4	123	15,934	4	0	4	124
				T4M	14,330	4	0	4	112	15,438	4	0	4	121	15,633	4	0	4	122
				TFTM	14,701	4	0	4	115	15,836	4	0	4	124	16,037	4	0	4	125
				T5VS	14,804	4	0	1	116	15,948	4	0	1	125	16,150	4	0	1	126
				T5S	14,679	3	0	1	115	15,814	3	0	1	124	16,014	3	0	1	125
				T5M	14,676	4	0	2	115	15,810	4	0	2	124	16,010	4	0	2	125
				T5W	14,544	4	0	3	114	15,668	4	0	3	122	15,866	4	0	3	124
				BLC	7919	3	0	3	62	8531	3	0	3	67	8639	3	0	3	67
				LCCO	5145	1	0	2	40	5543	1	0	2	43	5613	1	0	2	44
				RCCO	5139	3	0	3	40	5536	3	0	3	43	5606	3	0	3	44

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Radean Post Top
LED Area Luminaire

Catalog Number

Notes

Type F2

Hit the Tab key or mouse over the page to see all interactive elements.

Specifications

EPA: 1.02 ft² (0.105 m²)

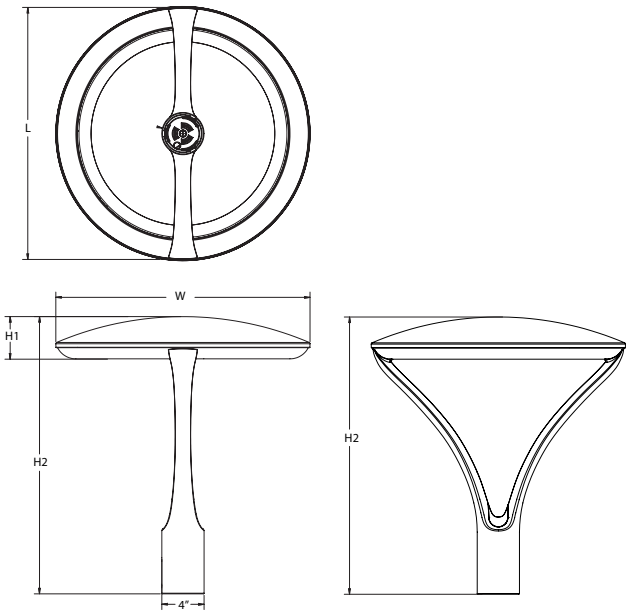
Length: 24" (61cm)

Width: 24" (61cm)

H1 Luminaire Height: 4" (10.16cm)

H2 Luminaire Height: 26" (66.04cm)

Weight: 38lbs (17.24Kg)



Introduction

The architecturally-inspired shape of the RADEAN™ post top area luminaire embodies the grace and strength of the RADEAN family. The twin copper-core cast aluminum arms support the slender superstructure, creating a beautiful sculpture by day transforming into a beacon of comfort by night. Triangular arms redirect reflection maintaining its visually quiet appearance. With sleek lines and simple silhouettes, these LED luminaires use specialized lighting and visual comfort to transform common areas like courtyards, outdoor retail locations, universities and corporate campuses into pedestrian-friendly nighttime environments.

Ordering Information

EXAMPLE: RADPT LED P3 30K SYM MVOLT PT4 PIR DNAXD

RADPT LED

Series	Performance package	Color temperature	Distribution	Voltage	Mounting *(required)*
RADPT LED	P1 3,000 Lumens P2 5,000 Lumens P3 7,000 Lumens P4 10,000 Lumens P5 15,000 Lumens	27K 2700K 30K 3000K 35K 3500K 40K 4000K 50K 5000K	SYM Symmetric type V ASY Asymmetric type IV PATH Pathway Type III	MVOLT[1] 277[1] 120[1] 347 208[1] 480 240[1]	PT4[2] Slips inside a 4" OD round metal pole RADPT20 Slips over a 2 3/8" diameter tenon RADPT25 Slips over a 2 7/8" diameter tenon

Control options	Other options		Finish *(required)*	
Shipped installed	SF Single Fuse [1]	**Shipped installed**	DDBXD Dark bronze	DDBTXD Textured dark bronze
NLTAIR2 nLight AIR 2.0 enabled [3]	DF Double Fuse [1]	HS Houseside shield [10]	DBLXD Black	DBLBXD Textured black
PIR Bi-level motion/sensor (100% to 30%) [4,5,6,7]	R90 Rotated optics [9]		DNAXD Natural aluminum	DNATXD Textured natural aluminum
PE Button photocell [6]			DWHXD White	DWHGXD Textured white
FAO Field adjustable output [4,8]				

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Ordering Information

Accessories

Ordered and shipped separately.

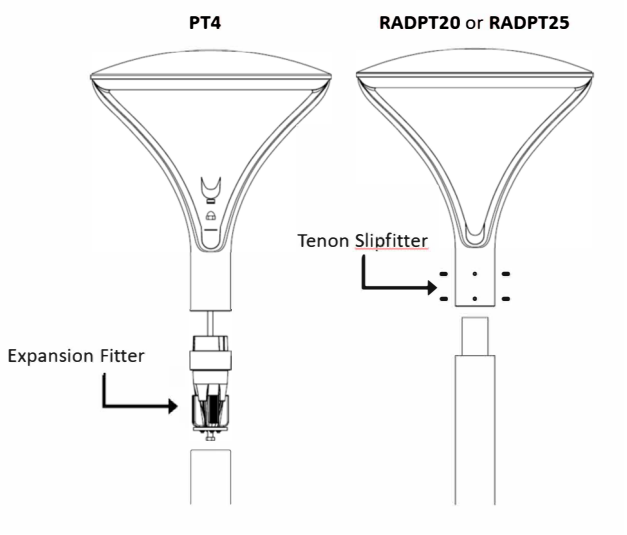
RADHS	Houseside shield (shield is white)
RADCS DDBXD U	Decorative clamshell base for 4" RSS pole (specify finish)
RADFBC DDBXD U	Full base cover for 4" RSS pole (specify finish)

For more control options, visit DTL and ROAM online.

NOTES

1 MVOLT driver operates on any line voltage from 120-277V (50/60 Hz). Single fuse (SF) requires 120, 277 or 347 voltage option. Double fuse (DF) requires 208, 240 or 480 voltage option.
2 Required nominal 4" round straight metal pole.
3 NLTAIR2 not available with PIR, PE or FAO. Must link to external nLight Air network.
4 PIR will work with FAO, if adjustable low-end trim is required.
5 PIR must specify 120V, 277V, 347V or 480V. Not available in MVOLT, 208V or 240V.
6 PE and PIR are available together.
7 PIR for use on mounting heights under 20'.
8 Field adjustable high-end trim.
9 For left rotation, select R90 and rotate luminaire 180° on pole.
10 Also available as a separate accessory; see Accessories information at left. HS not available with R90. Shield is field rotatable shield in 180° increments.

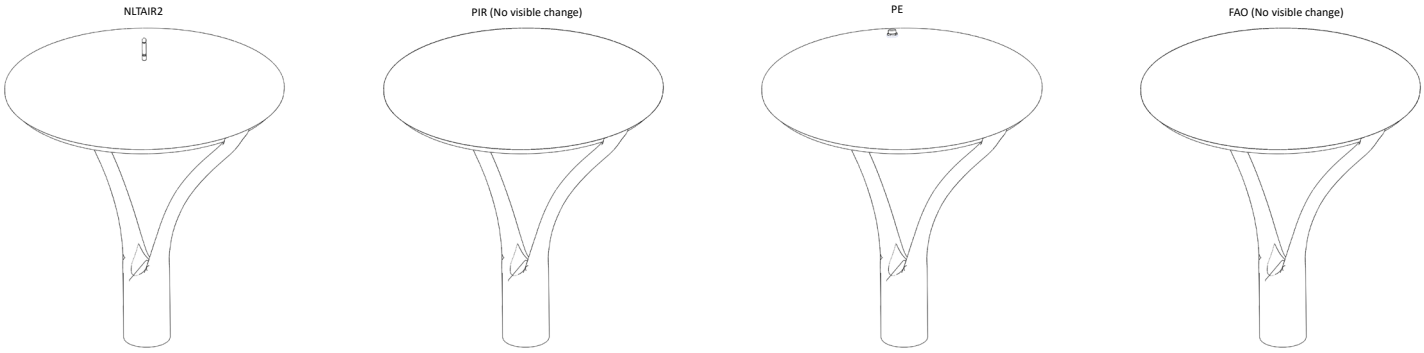
Mounting



Recommended Poles for use with RADEAN RADPT LED Luminaires.			
Acuity Part Number	**Description**	**For luminaires**	**Used with Mounting**
RSS 10 4B PT DDBXD	10' Round Straight Steel - 4" O.D. - Open Top	RADPT LED	PT4
RSS 12 4B PT DDBXD	12' Round Straight Steel - 4" O.D. - Open Top	RADPT LED	PT4
RSS 14 4B PT DDBXD	14' Round Straight Steel - 4" O.D. - Open Top	RADPT LED	PT4
RSS 16 4B PT DDBXD	16' Round Straight Steel - 4" O.D. - Open Top	RADPT LED	PT4
RSS 18 4B PT DDBXD	18' Round Straight Steel - 4" O.D. - Open Top	RADPT LED	PT4
RSS 20 4B PT DDBXD	20' Round Straight Steel - 4" O.D. - Open Top	RADPT LED	PT4
RSS 25 4B PT DDBXD	25' Round Straight Steel - 4" O.D. - Open Top	RADPT LED	PT4
RSS 10 4B T20 DDBXD	10' Round Straight Steel - 4" O.D. - Tenon Top	RADPT LED	RADPT20
RSS 12 4B T20 DDBXD	12' Round Straight Steel - 4" O.D. - Tenon Top	RADPT LED	RADPT20
RSS 14 4B T20 DDBXD	14' Round Straight Steel - 4" O.D. - Tenon Top	RADPT LED	RADPT20
RSS 16 4B T20 DDBXD	16' Round Straight Steel - 4" O.D. - Tenon Top	RADPT LED	RADPT20
RSS 18 4B T20 DDBXD	18' Round Straight Steel - 4" O.D. - Tenon Top	RADPT LED	RADPT20
RSS 20 4B T20 DDBXD	20' Round Straight Steel - 4" O.D. - Tenon Top	RADPT LED	RADPT20
RSS 25 4B T20 DDBXD	25' Round Straight Steel - 4" O.D. - Tenon Top	RADPT LED	RADPT20

* Customer must verify pole loading per required design criteria and specified wind speed. Consult pole specification sheet for additional details.

Control Options



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Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown. Contact factory for performance data on any configurations not shown here.

Performance Package	Input Wattage	Distribution	2700K					3000K					3500K					4000K					5000K				
			Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
P1	25	ASY	2,924	2	1	2	115	3,022	2	2	2	119	3,095	2	2	2	122	3,168	2	2	2	125	3,168	2	2	2	125
		PATH	2,529	2	1	2	100	2,613	2	2	2	103	2,676	2	2	2	105	2,739	2	2	2	108	2,739	2	2	2	108
		SYM	3,086	2	1	1	121	3,189	2	1	1	126	3,266	2	1	1	129	3,344	2	1	1	132	3,344	2	1	1	132
P2	38	ASY	4,521	3	2	3	119	4,672	3	2	3	123	4,785	3	2	3	126	4,898	3	2	3	129	4,898	3	2	3	129
		PATH	3,909	2	2	2	103	4,040	2	2	2	106	4,137	2	2	2	109	4,235	3	2	3	111	4,235	3	2	3	111
		SYM	4,772	2	2	1	126	4,931	3	2	1	130	5,050	3	2	1	133	5,169	3	2	1	136	5,169	3	2	1	136
P3	54	ASY	6,387	3	2	3	119	6,600	3	2	3	123	6,760	3	2	3	126	6,919	3	2	3	129	6,919	3	2	3	129
		PATH	5,523	3	2	3	103	5,707	3	2	3	106	5,845	3	2	3	109	5,983	3	2	3	112	5,983	3	2	3	112
		SYM	6,741	3	2	2	126	6,966	3	2	2	130	7,135	3	2	2	133	7,303	3	2	2	136	7,303	3	2	2	136
P4	86	ASY	10,150	4	2	4	118	10,489	4	2	4	122	10,742	4	2	4	125	10,996	4	2	4	128	10,996	4	2	4	128
		PATH	8,777	3	2	3	102	9,070	3	2	3	106	9,289	3	2	3	108	9,509	3	2	3	111	9,509	3	2	3	111
		SYM	10,713	3	2	2	125	11,071	3	2	2	129	11,338	3	2	2	132	11,606	3	2	2	135	11,606	3	2	2	135
P5	123	ASY	14,250	4	2	4	116	14,724	4	2	4	120	15,081	4	3	4	123	15,437	4	3	4	126	15,437	4	3	4	126
		PATH	12,322	4	2	4	101	12,733	4	3	4	104	13,041	4	3	4	106	13,349	4	3	4	109	13,349	4	3	4	109
		SYM	15,040	4	2	3	123	15,541	4	2	3	127	15,917	4	2	3	130	16,293	4	2	3	133	16,293	4	2	3	133

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient		LAT Factor
0°C	32°F	1.06
5°C	41°F	1.05
10°C	50°F	1.04
15°C	59°F	1.02
20°C	68°F	1.01
25°C	**77°F**	**1.00**
30°C	86°F	0.99
35°C	95°F	0.98
40°C	104°F	0.96

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the **RADPT LED** platform in a **25°C ambient**, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Projected LED Lumen Maintenance				
	0	25,000	50,000	100,000
P1	1.00	0.96	0.91	0.82
P2	1.00	0.96	0.91	0.82
P3	1.00	0.96	0.91	0.82
P4	1.00	0.96	0.91	0.82
P5	1.00	0.95	0.89	0.78

Electrical Load

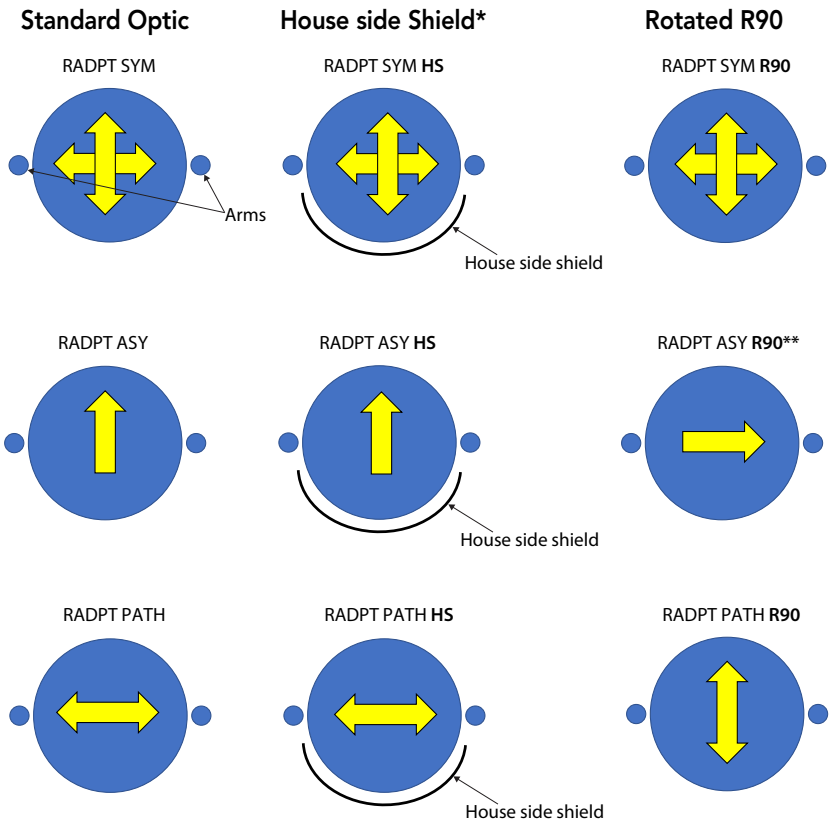
Lumen Package	LED Drive Current	Voltage	Wattage		Current (A)					
					120	208	240	277	347	480
P1	500	42.8	21.4	Input Current	0.22	0.13	0.11	0.1	0.08	0.06
				System Watts	26	26	26	27	25	26
P2	770	43	33.1	Input Current	0.33	0.19	0.16	0.14	0.11	0.08
				System Watts	39	39	39	39	38	38
P3	1100	43.2	47.5	Input Current	0.46	0.26	0.23	0.2	0.16	0.12
				System Watts	55	54	54	54	54	54
P4	900	87.3	78.6	Input Current	0.73	0.42	0.36	0.32	0.25	0.18
				System Watts	87	86	86	86	86	86
P5	1250	88.2	110.2	Input Current	1	0.58	0.5	0.44	0.35	0.25
				System Watts	120	119	119	119	120	120

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Orientation Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's RADPT LED homepage.

Isofootcandle plots are considered to be representative of available optical distributions.



*HS not available with R90
**For L90, use R90 and rotate luminaire 180° on pole

FEATURES & SPECIFICATIONS

INTENDED USE
Pedestrian areas such as parks, campuses, pathways, courtyards and pedestrians malls.

CONSTRUCTION
Single-piece die-cast aluminum housing with nominal wall thickness of 0.125" on a 6mm thick acrylic waveguide is fully gasketd with a single piece tubular silicone gasket.

FINISH
Exterior parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a minimum 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling. Standard Super Durable colors include dark bronze, black, natural aluminum and white. Available in textured and non-textured finishes.

OPTICS
6MM thick acrylic waveguide with 360° flexible LED board. Available in 2700K, 3000K, 3500K, 4000K and 5000K (70CRI) CCT configurations.

ELECTRICAL
Light engine consists of 96 high-efficacy LEDs mounted to a flexible circuit board and aluminum heat sink, ensuring optimal thermal management and long life. Class 1 electronic driver has a power factor >90%, THD <20%, and has an expected life of 100,000 hours with <1% failure rate. Easily-serviceable 10kV surge protection device meets a minimum Category C Low for operation (per ANSI/IEEE C62.41.2).

INSTALLATION
Standard post-top mounting configuration fits into a 4" OD open pole top (round pole only). Alternate tenon (2-3/8" or 2-7/8") mounting also available.

LISTINGS
CSA certified to U.S. and Canadian standards. Luminaire is IP65 rated. Rated for -40°C minimum ambient.

DesignLights Consortium® (DLC) Premium qualified product and DLC qualified product. Not all versions of this product may be DLC Premium qualified or DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.

International Dark-Sky Association (IDA) Fixture Seal of Approval (FSA) is available for all products on this page utilizing 3000K color or less.

WARRANTY
5-year limited warranty. Complete warranty terms located at:
www.acuitybrands.com/support/customer-support/terms-and-conditions

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.

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FEATURES & SPECIFICATIONS

INTENDED USE
The sleek design of the D-Series Size 0 reflects the embedded high performance LED technology. It is ideal for many commercial and municipal applications, such as parking lots, plazas, campuses, and pedestrian areas.

CONSTRUCTION
Single-piece die-cast aluminum housing has integral heat sink fins to optimize thermal management through conductive and convective cooling. Modular design allows for ease of maintenance and future light engine upgrades. The LED driver is mounted in direct contact with the casting to promote low operating temperature and long life. Housing is completely sealed against moisture and environmental contaminants (IP65). Low EPA (0.95 ft^2) for optimized pole wind loading.

FINISH
Exterior parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a minimum 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling. Available in both textured and non-textured finishes.

OPTICS
Precision-molded proprietary acrylic lenses are engineered for superior area lighting distribution, uniformity, and pole spacing. Light engines are available in 3000 K, 4000 K or 5000 K (70 CRI) configurations. The D-Series Size 0 has zero uplight and qualifies as a Nighttime Friendly™ product, meaning it is consistent with the LEED® and Green Globes™ criteria for eliminating wasteful uplight.

ELECTRICAL
Light engine(s) configurations consist of high-efficacy LEDs mounted to metal-core circuit boards to maximize heat dissipation and promote long life (up to L85/100,000 hours at 25°C). Class 1 electronic drivers are designed to have a power factor >90%, THD <20%, and an expected life of 100,000 hours with <1% failure rate. Easily serviceable 10kV surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).

STANDARD CONTROLS
The DSX0 LED area luminaire has a number of control options. DSX Size 0, comes standard with 0-10V dimming driver. Dusk to dawn controls can be utilized via optional NEMA twist-lock photocell receptacles. Integrated motion sensors with on-board photocells feature field-adjustable programing and are suitable for mounting heights up to 30 feet.

nLIGHT AIR CONTROLS
The DSX0 LED area luminaire is also available with nLight® AIR for the ultimate in wireless control. This powerful controls platform provides out-of-the-box basic motion sensing and photocontrol functionality and is suitable for mounting heights up to 40 feet. Once commissioned using a smartphone and the easy-to-use CLAIRITY app, nLight AIR equipped luminaries can be grouped, resulting in motion sensor and photocell group response without the need for additional equipment. Scheduled dimming with motion sensor over-ride can be achieved when used with the nLight Eclypse. Additional information about nLight Air can be found here.

INSTALLATION
Included mounting block and integral arm facilitate quick and easy installation. Stainless steel bolts fasten the mounting block securely to poles and walls, enabling the D-Series Size 0 to withstand up to a 3.0 G vibration load rating per ANSI C136.31. The D-Series Size 0 utilizes the AERIS™ series pole drilling pattern (template #8). Optional terminal block and NEMA photocontrol receptacle are also available.

LISTINGS
UL Listed for wet locations. Light engines are IP66 rated; luminaire is IP65 rated. Rated for -40°C to 50°C ambient with HA option. U.S. Patent No. D672,492 S. International patent pending.

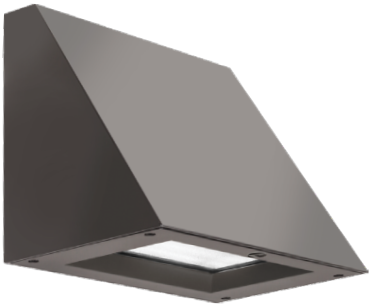
DesignLights Consortium® (DLC) Premium qualified product and DLC qualified product. Not all versions of this product may be DLC Premium qualified or DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.

International Dark-Sky Association (IDA) Fixture Seal of Approval (FSA) is available for all products on this page utilizing 3000K color temperature only.

WARRANTY
5-year limited warranty. Complete warranty terms located at:
www.acuitybrands.com/support/customer-support/terms-and-conditions

Note: Actual performance may differ as a result of end-user environment and application.
All values are design or typical values, measured under laboratory conditions at 25 °C.
Specifications subject to change without notice.

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WDGE2 LED
Architectural Wall Sconce

Catalog Number

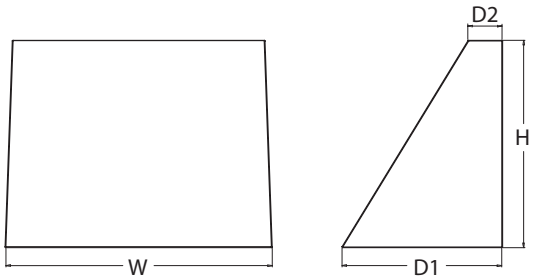
Notes

Type F3

Hit the Tab key or mouse over the page to see all interactive elements.

Specifications

Depth (D1): 7"
Depth (D2): 1.5"
Height: 9"
Width: 11.5"
Weight: (without options) 13.5 lbs



Introduction

The WDGE LED family is designed to meet specifier's every wall-mounted lighting need in a widely accepted shape that blends with any architecture. The clean rectilinear design comes in four sizes with lumen packages ranging from 1,200 to 25,000 lumens, providing a true site-wide solution. Embedded with nLight® AIR wireless controls, the WDGE family provides additional energy savings and code compliance.

WDGE2 delivers up to 6,000 lumens with a soft, non-pixelated light source, creating a visually comfortable environment. When combined with multiple integrated emergency battery backup options, including an 18W cold temperature option, the WDGE2 becomes the ideal wall-mounted lighting solution for pedestrian scale applications in any environment.

WDGE LED Family Overview

Luminaire	Standard EM, 0°C	Cold EM, -20°C	Sensor	Lumens (4000K)					
				P1	P2	P3	P4	P5	P6
WDGE1 LED	4W	--	--	1,200	2,000	--	--	--	--
WDGE2 LED	10W	18W	Standalone / nLight	1,200	2,000	3,000	4,500	6,000	--
WDGE3 LED	15W	18W	Standalone / nLight	7,500	8,500	10,000	12,000	--	--
WDGE4 LED	--	--	Standalone / nLight	12,000	16,000	18,000	20,000	22,000	25,000

Ordering Information

EXAMPLE: WDGE2 LED P3 40K 80CRI VF MVOLT SRM DDBXD

Series	Package		Color Temperature	CRI	Distribution	Voltage	Mounting	
WDGE2 LED	P1[1]	P1SW	27K 2700K	80CRI	VF Visual comfort forward throw	MVOLT	**Shipped included**	**Shipped separately**
	P2[1]	P2SW	30K 3000K	90CRI	VW Visual comfort wide	347[3]	SRM Surface mounting bracket	AWS 3/8inch Architectural wall spacer
	P3[1]	P3SW	35K 3500K			480[3]	ICW Indirect Canopy/Ceiling Washer bracket (dry/damp locations only)[7]	PBBW S urface-mounted back box (top, left, right conduit entry)
	P4[1]	Door with small window (SW) is required to accommodate sensors. See page 2 for more details.	40K 4000K					
	P5[1]		50K[2] 5000K					

Options

E4WH	Emergency battery backup, CEC compliant (4W, 0°C min)
E10WH	Emergency battery backup, CEC compliant (10W, 5°C min)
E20WC	Emergency battery backup, CEC compliant (18W, -20°C min)
PE[4]	Photocell, Button Type
DS[5]	Dual switching (comes with 2 drivers and 2 light engines; see page 3 for details)
DMG[6]	0-10V dimming wires pulled outside fixture (for use with an external control, ordered separately)
BCE	Bottom conduit entry for back box (PBBW). Total of 4 entry points.

Standalone Sensors/Controls (only available with P1SW, P2SW & P3SW)

PIR	Bi-level (100/35%) motion sensor for 8-15' mounting heights. Intended for use on switched circuits with external dusk to dawn switching.
PIRH	Bi-level (100/35%) motion sensor for 15-30' mounting heights. Intended for use on switched circuits with external dusk to dawn switching
PIR1FC3V	Bi-level (100/35%) motion sensor for 8-15' mounting heights with photocell pre-programmed for dusk to dawn operation.
PIRH1FC3V	Bi-level (100/35%) motion sensor for 15-30' mounting heights with photocell pre-programmed for dusk to dawn operation.

Networked Sensors/Controls (only available with P1SW, P2SW & P3SW)

NLTAIR2 PIR	nLightAIR Wireless enabled bi-level motion/ambient sensor for 8-15' mounting heights.
NLTAIR2 PIRH	nLightAIR Wireless enabled bi-level motion/ambient sensor for 15-30' mounting heights.

See page 4 for out of box functionality

Finish

DDBXD	Dark bronze
DBLXD	Black
DNAXD	Natural aluminum
DWHXD	White
DSSXD	Sandstone
DDBTXD	Textured dark bronze
DBLBXD	Textured black
DNATXD	Textured natural aluminum
DWHGXD	Textured white
DSSTXD	Textured sandstone

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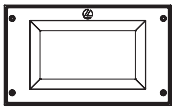
Accessories

Ordered and shipped separately.

WDGEAWS DDBXD U	WDGE 3/8inch Architectural Wall Spacer (specify finish)
WDGE2PBBW DDBXD U	WDGE2 surface-mounted back box (specify finish)

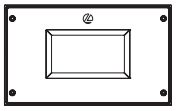
NOTES

1 P1-P5 not available with sensors/controls. Sensors/controls only available with P1SW, P2SW and P3SW.
2 50K not available in 90CRI
3 347V and 480V not available with E4WH, E10WH, E20WC or DS.
4 PE not available in 480V or with sensors/controls
5 DS option not available with E4WH, E10WH, E20WC or sensors/controls.
6 DMG option not available with sensors/controls
7 Not qualified for DLC. Not available with emergency battery backup or sensors/controls



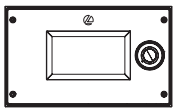
Default configuration with no sensors/controls.

Power Packages: P1, P2, P3, P4, P5



Small Window (SW) configuration

Power Packages: P1SW, P2SW, P3SW



Configuration with sensors/controls

Power Packages: P1SW, P2SW, P3SW

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Performance Package	System Watts	Dist. Type	27K (2700K, 80 CRI)					30K (3000K, 80 CRI)					35K (3500K, 80 CRI)					40K (4000K, 80 CRI)					50K (5000K, 80 CRI)				
			Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G
P1 / P1SW	10W	VF	1,166	119	0	0	0	1,209	123	0	0	0	1,251	128	0	0	0	1,256	128	0	0	0	1,254	128	0	0	0
		VW	1,197	122	0	0	0	1,241	126	0	0	0	1,284	131	0	0	0	1,289	131	0	0	0	1,286	131	0	0	0
P2 / P2SW	15W	VF	1,878	129	1	0	0	1,947	134	1	0	0	2,015	139	1	0	0	2,023	139	1	0	0	2,019	139	1	0	0
		VW	1,927	133	1	0	0	1,997	137	1	0	0	2,067	142	1	0	0	2,075	143	1	0	0	2,071	143	1	0	0
P3 / P3SW	23W	VF	2,908	129	1	0	0	3,015	134	1	0	0	3,119	138	1	0	0	3,132	139	1	0	0	3,126	139	1	0	0
		VW	2,983	132	1	0	0	3,093	137	1	0	0	3,200	142	1	0	0	3,213	143	1	0	0	3,206	142	1	0	0
P4	35W	VF	4,096	117	1	0	1	4,247	121	1	0	1	4,394	126	1	0	1	4,412	126	1	0	1	4,403	126	1	0	1
		VW	4,202	120	1	0	0	4,357	125	1	0	1	4,508	129	1	0	1	4,526	129	1	0	1	4,517	129	1	0	1
P5	48W	VF	5,567	115	1	0	1	5,772	119	1	0	1	5,972	123	1	0	1	5,996	124	1	0	1	5,984	124	1	0	1
		VW	5,711	118	1	0	1	5,921	122	1	0	1	6,127	126	1	0	1	6,151	127	1	0	1	6,139	127	1	0	1

Electrical Load

Performance Package	System Watts	Current (A)					
		120V	208V	240V	277V	347V	480V
P1 / P1SW	10W	0.082	0.049	0.043	0.038	--	--
	13W	--	--	--	--	0.046	0.033
P2 / P2SW	15W	0.132	0.081	0.072	0.064	--	--
	18W	--	--	--	--	0.056	0.041
P3 / P3SW	23W	0.195	0.114	0.100	0.088	--	--
	26W	--	--	--	--	0.079	0.058
P4	35W	0.302	0.175	0.152	0.134	--	--
	38W	--	--	--	--	0.115	0.086
P5	48W	0.434	0.241	0.211	0.184	--	--
	52W	--	--	--	--	0.157	0.119

Lumen Multiplier for 90CRI

CCT	Multiplier
27K	0.845
30K	0.867
35K	0.845
40K	0.885
50K	0.898

Lumen Output in Emergency Mode (4000K, 80 CRI)

Option	Dist. Type	Lumens
E4WH	VF	646
	VW	647
E10WH	VF	1,658
	VW	1,701
E20WC	VF	2,840
	VW	2,913

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient		Lumen Multiplier
0°C	32°F	1.03
10°C	50°F	1.02
20°C	68°F	1.01
25°C	77°F	1.00
30°C	86°F	0.99
40°C	104°F	0.98

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the platforms noted in a 25°C ambient, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	0	25,000	50,000	100,000
Lumen Maintenance Factor	1.0	>0.96	>0.95	>0.91

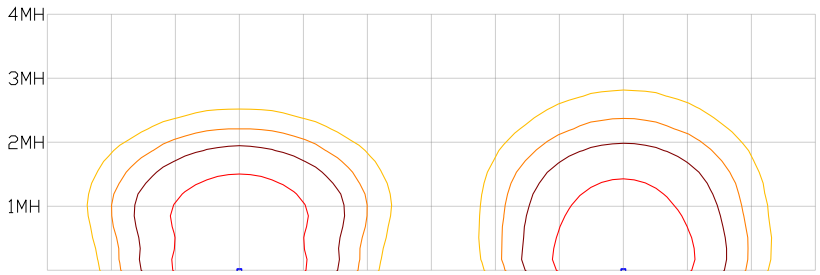
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Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit the Lithonia Lighting WDGE LED homepage. Tested in accordance with IESNA LM-79 and LM-80 standards.

LEGEND
- 0.25 fc
- 0.5 fc
- 1.0 fc
- 3.0 fc

MH = 10ft
Grid = 10ft x 10ft



WDGE2 LED P3 40K 80CRI VW

WDGE2 LED P3 40K 80CRI VF

Emergency Egress Options

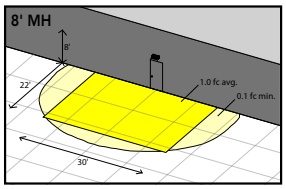
Emergency Battery Backup

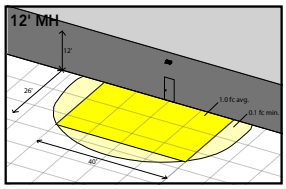
The emergency battery backup is integral to the luminaire — no external housing required! This design provides reliable emergency operation while maintaining the aesthetics of the product. All emergency battery backup configurations include an independent secondary driver with an integral relay to immediately detect loss of normal power and automatically energize the luminaire. The emergency battery will power the luminaire for a minimum duration of 90 minutes (maximum duration of three hours) from the time normal power is lost and maintain a minimum of 60% of the light output at the end of 90minutes.

Applicable codes: NFPA 70/NEC – section 700.16, NFPA 101 Life Safety Code Section 7.9

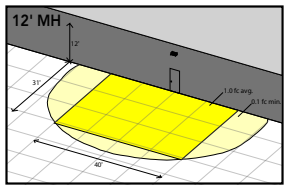
The examples below show illuminance of 1 fc average and 0.1 fc minimum in emergency mode with E10WH or E20WC and VF distribution.

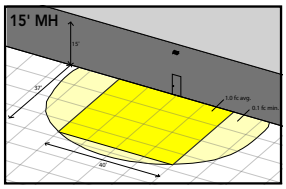
Grid = 10ft x 10ft





WDGE2 LED xx 40K 80CRI VF MVOLT E10WH



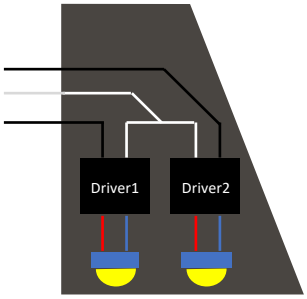


WDGE2 LED xx 40K 80CRI VF MVOLT E20WC

Dual Switching (DS) Option

The dual switching option offers operational redundancy that certain codes require. With this option the luminaire comes integrated with two drivers and two light engines. These work completely independent to each other so that a failure of any individual component does not cause the whole luminaire to go dark. This option is typically used with a back generator or inverter providing emergency power.

Applicable codes: NFPA 70/NEC – section 700.16, NFPA 101 Life Safety Code Section 7.9



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Control / Sensor Options

Motion/Ambient Sensor (PIR_, PIRH_)

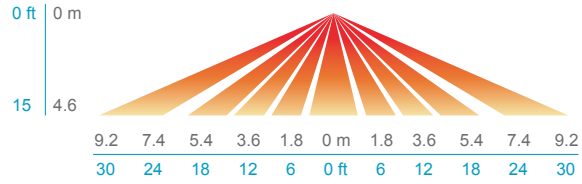
Motion/Ambeint sensor (Sensor Switch MSOD) is integrated into the the luminaire. The sensor provides both Motion and Daylight based dimming of the luminaire. For motion detection, the sensor utilizes 100% Digital Passive Infrared (PIR) technology that is tuned for walking size motion while preventing false tripping from the environment. The integrated photocell enables additional energy savings during daytime periods when there is sufficient daylight. Optimize sensor coverage by either selecting PIR or PIRH option. PIR option comes with a sensor lens that is optimized to provide maximum coverage for mounting heights between 8-15ft, while PIRH is optimized for 15-40ft mounting height.

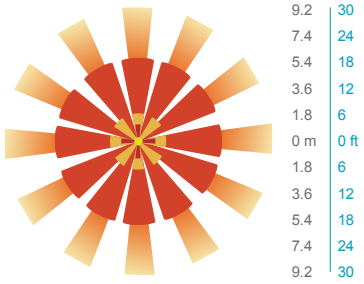
Networked Control (NLTAIR2)

nLight® AIR is a wireless lighting controls platform that allows for seamless integration of both indoor and outdoor luminaires. Five-tier security architecture, 900 MHz wireless communication and app (CLAIRITY™ Pro) based configurability combined together make nLight® AIR a secure, reliable and easy to use platform.

PIR

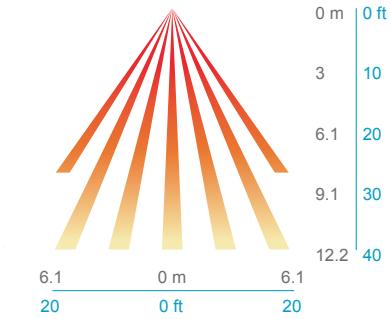
HIGH VIEW



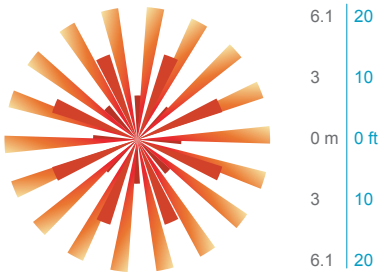


PIRH

SIDE VIEW



TOP VIEW



Option	Dim Level	High Level (when triggered	Photocell Operation	Motion Time Delay	Ramp-down Time	Ramp-up Time
PIR or PIRH	Motion - 3V (37% of full output) Photocell - 0V (turned off)	10V (100% output)	Enabled @ 5fc	5 min	5 min	Motion - 3 sec Photocell - 45 sec
PIR1FC3V, PIRH1FC3V	Motion - 3V (37% of full output) Photocell - 0V (turned off)	10V (100% output)	Enabled @ 1fc	5 min	5 min	Motion - 3 sec Photocell - 45 sec
NLTAIR2 PIR, NLTAIR2 PIRH (out of box)	Motion - 3V (37% of full output) Photocell - 0V (turned off)	10V (100% output)	Enabled @ 5fc	7.5 min	5 min	Motion - 3 sec Photocell - 45 sec

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Mounting, Options & Accessories



NLTAIR2 PIR – nLight AIR Motion/Ambient Sensor

D = 7"

H = 11"

W = 11.5"



PBBW – Surface-Mounted Back Box

D = 1.75"

H = 9"

W = 11.5"



AWS – 3/8inch Architectural Wall Spacer

D = 0.38"

H = 4.4"

W = 7.5"

FEATURES & SPECIFICATIONS

INTENDED USE
Common architectural look, with clean rectilinear shape, of the WDGE LED was designed to blend with any type of construction, whether it be tilt-up, frame or brick. Applications include commercial offices, warehouses, hospitals, schools, malls, restaurants, and other commercial buildings.

CONSTRUCTION
The single-piece die-cast aluminum housing integrates secondary heat sinks to optimize thermal transfer from the internal light engine heat sinks and promote long life. The driver is mounted in direct contact with the casting for a low operating temperature and long life. The die-cast door frame is fully gasketed with a one-piece solid silicone gasket to keep out moisture and dust, providing an IP66 rating for the luminaire.

FINISH
Exterior painted parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling. Standard Super Durable colors include dark bronze, black, natural aluminum, sandstone and white. Available in textured and non-textured finishes.

OPTICS
Well crafted reflector optics allow the light engine to be recessed within the luminaire, providing visual comfort, superior distribution, uniformity, and spacing in wall-mount applications. The WDGE LED has zero uplight and qualifies as a Nighttime Friendly™ product, meaning it is consistent with the LEED® and Green Globes™ criteria for eliminating wasteful uplight.

ELECTRICAL
Light engine consists of high-efficacy LEDs mounted to metal-core circuit boards to maximize heat dissipation and promote long life (up to L91/100,000 hours at 25°C). The electronic driver has a power factor of >90%, THD <20%. Luminaire comes with built in 6kV surge protection, which meets a minimum Category C low exposure (per ANSI/IEEE C62.41.2).

INSTALLATION
A universal mounting plate with integral mounting support arms allows the fixture to hinge down for easy access while making wiring connections. The 3/8" Architectural Wall Spacer (AWS) can be used to create a floating appearance or to accommodate small imperfections in the wall surface. The ICW option can be used to mount the luminaire inverted for indirect lighting in dry and damp locations. Design can withstand up to a 1.5 G vibration load rating per ANSI C136.31.

LISTINGS
CSA certified to U.S. and Canadian standards. Luminaire is IP66 rated. PIR options are rated for wet location. Rated for -40°C minimum ambient. DesignLights Consortium® (DLC) Premium qualified product and DLC qualified product. Not all versions of this product may be DLC Premium qualified or DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified. International Dark-Sky Association (IDA) Fixture Seal of Approval (FSA) is available for all products on this page utilizing 2700K and 3000K color temperature only and SRM mounting only.

WARRANTY
5-year limited warranty. Complete warranty terms located at:
www.acuitybrands.com/support/warranty/terms-and-conditions

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.

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Precision Optics



WDGE4 LED
25,000 lumens
15' - 25' height



WDGE3 LED
12,000 lumens
10' - 20' height



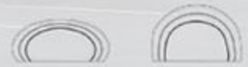
Visually Comfortable Optics



WDGE2 LED
6,000 lumens
8' - 15' height



WDGE1 LED
2,000 lumens
8' - 10' height



EM Emergency Egress

nLight® AIR


IMG_8778


IMG_8779


IMG_8780


IMG_8781


IMG_8782


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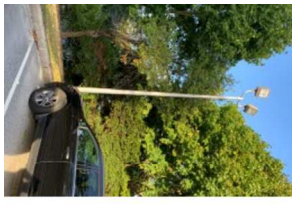

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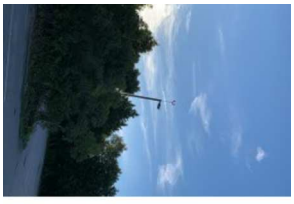

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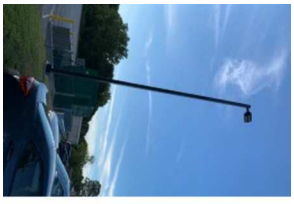

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South County Hospital Transportation Master Plan

South Kingstown, Rhode Island

PREPARED FOR

South County Hospital
100 Kenyon Avenue
Wakefield, RI 02879

PREPARED BY

1 Cedar Street, Suite 400
Providence, RI 02903
401.272.8100

April 2021

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1

Introduction

The following report represents the Parking and Traffic Circulation Element of the South County Hospital's 2020 Transportation Master Plan. The Transportation Master Plan includes information regarding the following parking and transportation/circulation topics:

- Existing and Proposed Parking conditions
- Existing and Proposed Vehicular Access

The Parking and Circulation Elements of the Transportation Master Plan 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, which discusses the project.

Section 2 discusses existing conditions on the Hospital Campus, 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 included in other documents provided by the hospital including details of the hospital's 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 as part of its overall Master Plan. This forecast was prepared using statistical projections on patient volume through the year 2025. It should be noted that the elements of the new Master Plan do not add any new services, but rather relocate and expand existing services in response to demonstrated (and projected) demand. The Master Plan also calls for decanting some services off-site which will result in a reduction in vehicle trips to and from the campus and the demand for parking.

2

Existing Conditions

Existing roadway and traffic conditions in the study area were determined based on field visits and traffic counts. Due to the Governor's "Stay at Home Order and Phased Reopening of the State", current traffic conditions are not representative of normal conditions. In order to represent normal traffic conditions, traffic counts were adjusted to project pre-COVID-19 conditions. Based on discussions with RIDOT, a comparison of traffic data from 2019 and 2020 Traffic in Rhode Island showed that traffic volumes decreased as much as 30 to 40 percent during the peak of the Governor's "Stay at Home Order" but that more recent data taken during the study period showed that the "Phased Reopening" has resulted in an increase in traffic volumes to approximately 90 percent of pre-COVID volumes with volumes continuing to increase slowly. In order to remain conservative, VHB has increased traffic volumes by 10% to reflect pre-covid-19 traffic conditions.

It should also be noted that based on discussions with the hospital, activities at the hospital were back to approximately 90 percent of pre-COVID 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 Hospital, 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 Hospital Driveway
- Kenyon Avenue at Enter Only Driveway
- Kenyon Avenue at Exit Only Driveway
- Kenyon Avenue at Eastern Hospital 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 Hospital.

Intersections

Kenyon Avenue at Silver Lake Avenue

Silver Lake Avenue intersects Kenyon Avenue northwest of the South County Hospital. 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 Hospital Drive West 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 Hospital 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 South County Hospital 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 Hospital Driveway

The Western Hospital 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 Hospital 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 Hospital 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 Hospital Driveway

The Eastern Highway 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 Hospital 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 Hospital Driveway approach consists of a single left/right-turn lane.

Observed Traffic Volumes

Manual turning movement counts (TMCs) were conducted in July 2020 at the Kenyon Avenue intersections with Salt Pond Road, Christopher Street, Silver Lake Avenue, Hospital East Drive, Hospital West Drive, and the Hospital Visitor's Drive (see Appendix A). The traffic counts were conducted during a typical weekday peak period from 6:45 AM to 8:45 AM and 2:00 PM to 5:00 PM, coinciding with evening peak commuter traffic activity and the peak site generated activity.

It was determined that the peak hours of the adjacent roadways and intersections occurred from 7:15 AM to 8:15 AM and 2:45 PM and 3:45 PM Since traffic volumes fluctuate monthly during an average year, the Rhode Island Department of Transportation (RIDOT) traffic volume adjustment factors were utilized for an "urban area with recreational influences". The adjustment factors indicated that traffic volumes on a Wednesday in July are approximately 20 percent higher than traffic volumes on an average day of the year. However, due to the Governor's "Stay at Home Order and Phased Reopening", traffic conditions do not currently reflect normal traffic volumes. VHB has reviewed the available traffic data in the vicinity of the site to determine if there is a way to calibrate traffic data to reflect normal conditions. It was determined that there are no available traffic counts in the area that can be used to calibrate the count data.

Based on discussions with RIDOT, a comparison of traffic data from 2019 and 2020 Traffic in Rhode Island showed that traffic volumes decreased as much as 30 to 40 percent during the peak of the Governor's "Stay at Home Order". RIDOT also stated that

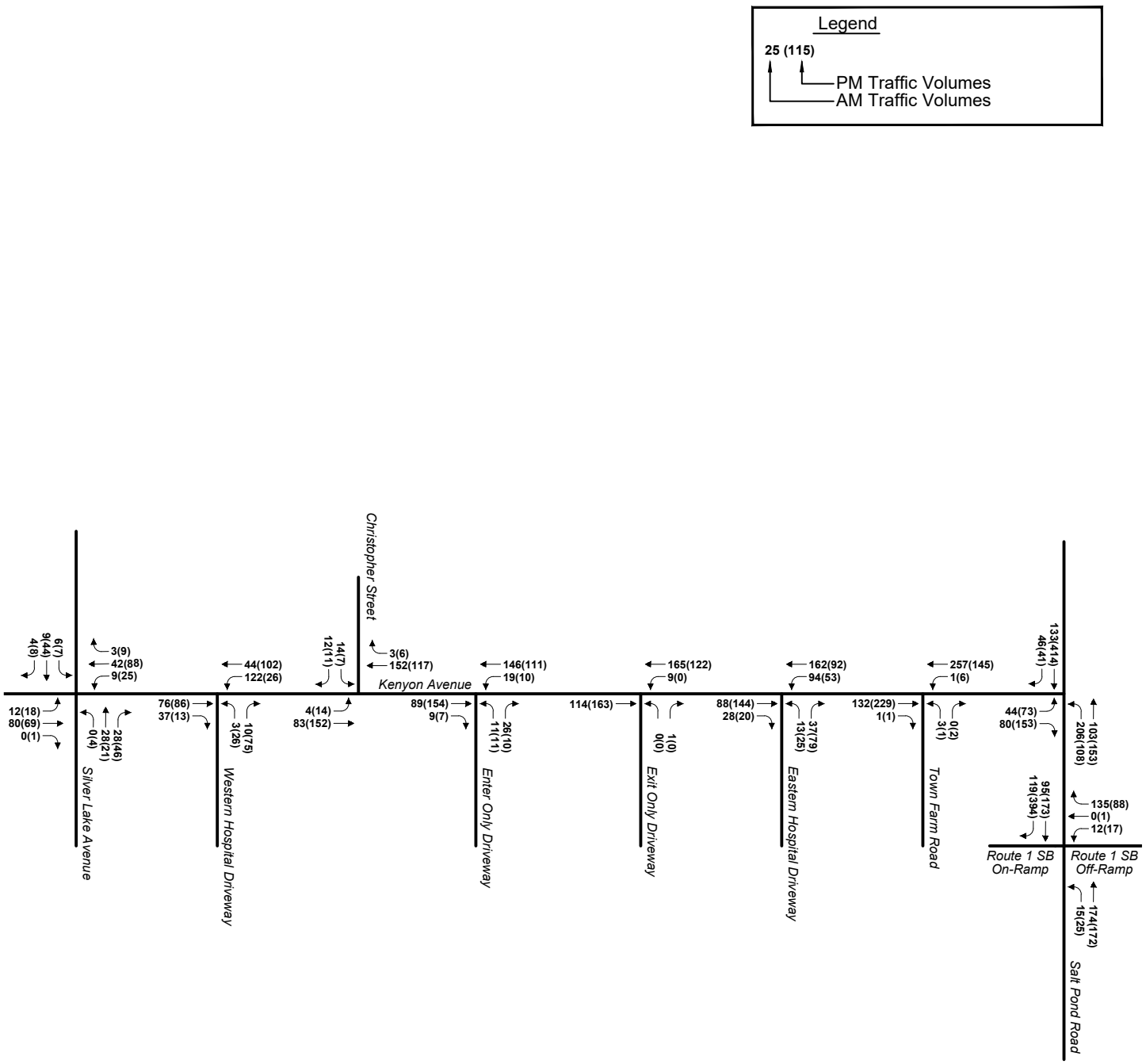
more recent data shows that the "Phased Reopening" has resulted in an increase in traffic volumes to approximately 90 percent of pre-COVID volumes with volumes continuing to increase slowly. In order to remain conservative, VHB has increased traffic volumes by 10% to reflect pre-covid-19 traffic conditions. It should also be noted that based on discussions with the hospital, activities at the hospital were back to approximately 90 percent of pre-COVID conditions. The 2020 Existing Weekday Evening Peak Hour traffic flow network for the study area is shown in **Figure 1**.

Automatic traffic recorder (ATR) counts were also performed on Kenyon Avenue between Town Fam Road and Salt Pond Road. The ATR counts were performed for a period of 72 hours from July 14th to July 16th. A Summary of the ATR data is presented in **Table 1**.

Table 1 Automatic Traffic Recorder Volumes

Location	Day	2020 Existing	2020 Pre-COVID-19 (10% increase)
Kenyon Avenue	Tuesday	4,231	4654
(east of Town Farm Road)	Wednesday	4,103	4513
	Thursday	4,353	4788
	Average	4,229	4652

Source: Automated Traffic Recorder (ATR) Counts performed by Precision Data Industries, LLC from July 14, 2020 to July 16, 2020



Not to Scale

2020 Existing Conditions
Peak Hour Traffic Volumes
South County Hospital Transportation Master Plan
South Kingstown, Rhode Island

Figure 1

Trip Distribution

All access to the hospital is currently provided along Kenyon Avenue. Existing traffic counts have shown that 40% of the traffic generated by the existing facility travel to and from the northwest along Kenyon Avenue. The remaining 60% of the existing hospital 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
- 15% to/from the northeast along Route 1
- 30% to/from the southwest along Route 1

Table 2 shows the usage of the various Hospital Driveways during the afternoon peak hour under 2020 pre-covid-19 conditions.

Table 2 Hospital Drive Traffic Volumes[1]

Location	Peak Hour	2020* Existing
Western Way		
	Enter	39
	Exit	101
	Total	140
Enter/Exit Only Driveways		
	Enter	17
	Exit	21
	Total	38
Eastern Way		
	Enter	73
	Exit	104
	Total	177

* - Based on 2020 TMC's performed in July 2020 with 10% increase due to COVID-19

Parking Inventory and Data Collection

Parking Inventory

Currently there where 771 parking spaces characterized among the various parking lots. The lot layout could be improved by:

- 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 Hospital in August 2020. 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	Available Spaces
Regular (no restrictions)	723
Accessible	35
Other	13
Total	**771**

* Required spaces = sum of individual lot peaks plus all restricted spaces.

Parking Data Collection

The data collection program included a 10.5-hour parking occupancy count conducted between the hours of 6:30 AM and 5:00 PM on Wednesday August 5, 2020. Summer is the busiest season at South County Hospital for inpatient and outpatient activity, and related parking. Employee parking remains constant throughout the year.

It should be noted that it is difficult to obtain an accurate representation of parking demand due to the COVID-19 restrictions imposed at the hospital and that the actual parking needs are globally higher than the peak number of cars observed during this study. The August 2020 parking data was therefore increased to account for the current reduction in parking demand due to the Covide-19 restrictions. These parking accumulation data were used to assess current parking demand. Future parking demand was estimated using an estimated annual growth in parking determined by comparing the patient-day volumes for 2020 with projected 2025 activity.

Counts of parked vehicles in each lot were performed every hour from 6:30 AM to 5:00 PM on Wednesday August 5, 2020. The complete counts are provided in the Appendix. A summary of the findings is presented below.

The overall campus parking typically peaks at about 10:30 AM. The lots were observed to exceed 80% of their capacity at different points in the day. The maximum peak accumulation of parked cars occurred at 10:30 AM on Wednesday August 5, 2020 when 633 vehicles were parked at South County Hospital (82% occupied).

As stated previously, the restrictions imposed by the hospital due to COVID-19 have resulted in a reduction in demand for parking as compared with normal conditions. The parking demand is estimated to be approximately 10% less than normal conditions. Increasing the parking demand to represent pre-COVID-19 peak summer parking conditions results in the parking lots exceeding 90% of their capacity. These near-capacity conditions increase the amount of time visitors and staff must spend to find an open parking space.

The pre-COVID-19 peak parking demand is projected to be 696 vehicles. Even though the 696 vehicles is less than the Hospital's 771 parking spaces (90% occupancy), cars were 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-delineated 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. Some people were just looking for a location in the shade to park. The projected Pre-COVID-19 parking occupancy is presented in **Table 4**.

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 considerably higher than the peak number of cars that park on the campus. The number of required parking spaces, 744, was estimated by totaling the pre-covid-19 peak parking demand of the parking demand and any restricted-use spaces.

Table 4: Projected Peak Parking Demand – Pre-COVID-19

Type of Parking Spaces	Available Spaces	Required Spaces*
Regular (no restrictions)	723	696
Accessible	35	35
Other	13	13
	771	**744**

* Required spaces = sum of peak demand plus all restricted spaces.

As shown in **Table 4** the required parking spaces is at 97 percent of the available spaces. It should be noted that a portion of the projected 696 spaces required during the peak period will be using the accessible and other parking spaces; however, this methodology provides a conservative assessment (overestimating the required parking). It should also be noted that the dirt lots are also not included in the total number of existing parking spaces.

Profile of Parkers

It was very difficult to estimates of the parking accumulation for employee and non-employees during the peak periods. This is primarily because parking restrictions are not clearly signed and delineated by user type and any current parking restrictions and policies are not enforced. Based on previous parking studies performed on the campus, approximately 50 percent of the parking demand is attributable to patients and visitors, and 50 percent is related to physicians and hospital employees. There are also a significant number of unoccupied parking spaces that are reserved for specific users.

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 2025, which reflects a five-year planning horizon over the July 2020 existing counts. As previously discussed, the July 2020 traffic counts have been adjusted to represent pre-COVID-19 traffic conditions. Independent of the proposed project, traffic volumes on the roadway network in 2025 will include all existing traffic and any new traffic resulting from background traffic growth to develop the 2025 No-Build traffic network. Anticipated site-generated traffic volumes superimposed upon 2025 No-Build traffic network reflect 2025 Build conditions with the proposed project.

Similarly, the future parking demands were also projected based on existing parking demand and projected future growth. 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 (2020 - 2025), historic traffic data and projected population growth are typically reviewed. The Strategic Facility Master Plan states that the 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. Applying the 0.75 percent growth factor to the 2020 Existing Weekday Morning and Evening Peak Hour Traffic Volume networks, the 2025 No-Build Weekday Evening Peak Hour Traffic Volume network is established as shown in **Figure 2**.

Forecast of Hospital Activity (2020 – 2025)

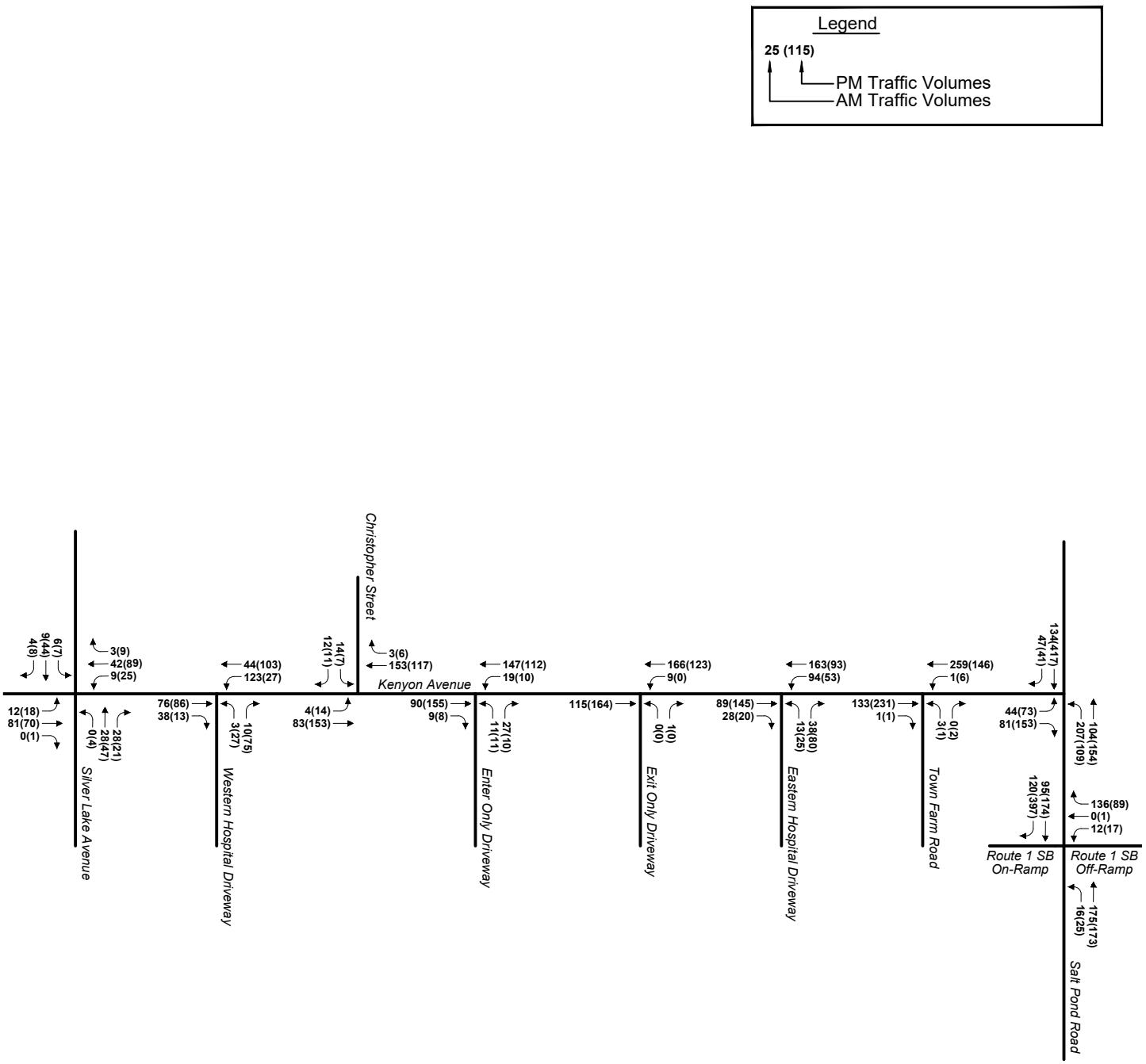
VHB prepared this Transportation Element of the Master Plan to project future traffic and parking conditions. This forecast was prepared using statistical projections on patient volume through the year 2025. It should be noted that the elements of the new Master Plan do not add any new services, but rather relocate, upgrade, and expand existing services in response to demonstrated (and projected) demand. The Master Plan also calls for decanting some services off-site which will result in a reduction in vehicle trips to and from the campus and demand for parking which will offset some of the projected growth. No specific locations

The Strategic Facility Master Plan reviewed historic and projected inpatient discharge trends and market use rate projections. This Master Plan reviews a blended rate of service lines including the following:

- 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, including the new parking area on the ball field (Area "A").

Based on this assessment, the annual growth rate is projected to be 1.10% per year over the next 5 years. It should be noted that there are plans to decant some of the outpatient and other services to off-site facilities; therefore, the projected annual increase in parking demand and peak hour traffic volumes is not projected to be as high as 1.10%. In order to project a conservative assessment of future conditions



Not to Scale

2025 No-Build Conditions
Peak Hour Traffic Volumes
South County Hospital Transportation Master Plan
South Kingstown, Rhode Island

Figure 2

(overestimating projected demand), the 1.10% per year annual growth rate was used to project 2025 peak hour traffic volumes and peak parking demand. The projected future 2025 traffic and parking conditions are discussed below.

2025 Build Traffic Volumes

The Strategic Facility Master Plan reviews historic and projected inpatient discharge trends and market use rate projections. This Master Plan reviews a blended rate of service lines which resulted in a projected annual growth rate of patient trips to and from the hospital. Based on this assessment, the annual growth rate is projected to be 1.10% per year over the next 5 years. It should be noted that there are plans to decant some of the outpatient and other services to off-site facilities; therefore, the projected annual increase is not projected to be as high as 1.10%. In order to project a conservative assessment of future parking demand (overestimating projected parking demand), the 1.10% per year annual growth rate was used.

As previously stated, 40% of the traffic generated by the existing facility travel to and from the northwest along Kenyon Avenue. The remaining 60% of the existing hospital traffic travels along Kenyon Avenue to and from the southeast and can be further distributed on the adjacent roadway systems as follows:

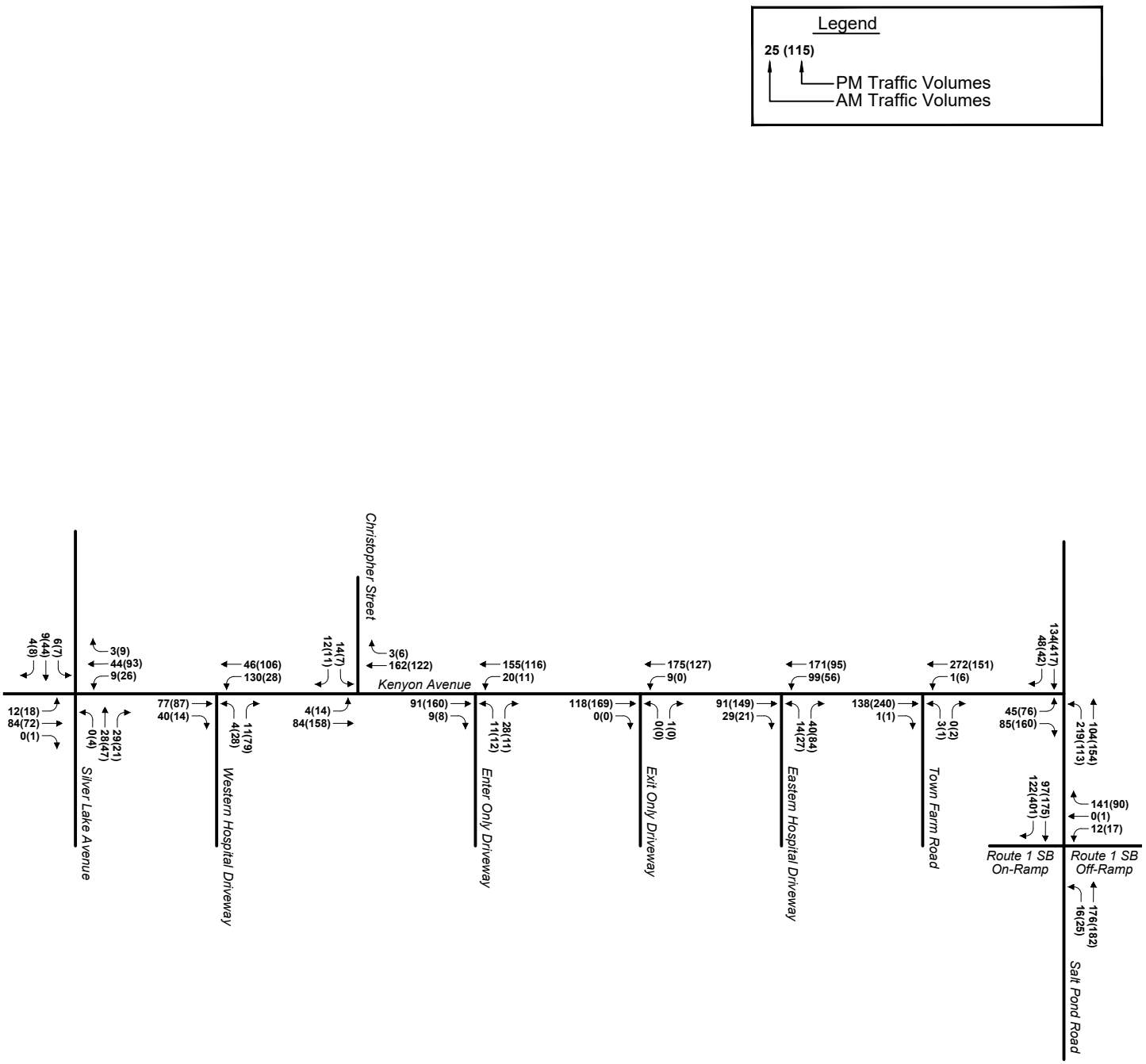
- 15% to/from the northeast along Woodruff Avenue and Salt Pond Road
- 15% to/from the northeast along Route 1
- 30% to/from the southwest along Route 1

It was assumed that the additional traffic generated by the Hospital Master Plan expansion will follow similar traffic patterns. These traffic volumes were then added to the 2025 No-Build Weekday Evening Peak Hour Traffic Volumes to generate the 2025 Build Weekday Evening Peak Hour Traffic Volumes shown in **Figure 3**.

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.



Not to Scale

2025 Proposed Conditions
Peak Hour Traffic Volumes
South County Hospital Transportation Master Plan
South Kingstown, Rhode Island

Figure 3

The results of the unsignalized intersection capacity analysis are summarized in **Tables 5 and 6** for the morning and afternoon peak periods, respectively. Supporting documentation for the HCS analysis is contained in the Appendix.

Table 5 AM Peak - Unsignalized Intersection Capacity Analysis

Location	Critical Movement	2020 Existing Condition				2025 No-Build Condition				2025 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	56	8	A	-	56	8	A	-	57	8	A	-
	WB L/T/R	19	8	A	-	21	8	A	-	21	8	A	-
	NB L/T/R	54	8	A	-	54	8	A	-	56	8	A	-
	SB L/T/R	92	8	A	-	93	8	A	-	96	8	A	-
Kenyon Avenue at Christopher Street	SB L/R	26	10	A	3	26	10	A	3	26	10	B	3
Kenyon Avenue at Town Farm Road	NB L/R	3	11	B	1	3	11	B	1	3	11	B	1
Kenyon Avenue at Salt Pond Road	EB L/R	124	16	C	32	125	16	C	32	130	16	C	35
Salt Pond Road at Route 1 Off-Ramp	WB L/T	12	12	B	2	12	12	B	2	12	12	B	2
	WB R	135	11	B	18	136	11	B	18	141	11	B	19
Kenyon Avenue at Western Hospital Driveway	NB L/R	13	10	B	3	13	10	B	3	15	10	B	3
Kenyon Avenue at Enter Only Driveway	NB L/R	37	10	A	5	38	10	A	5	39	10	A	5
Kenyon Avenue at Exit Only Driveway	NB L/R	1	10	B	0	1	10	B	0	1	10	B	0
Kenyon Avenue at Eastern Hospital Driveway	NB L/R	50	11	B	8	51	11	B	8	54	11	B	9

Source: VHB using Synchro 10 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 6 PM Peak - Unsignalized Intersection Capacity Analysis

Location	Critical Movement	2020 Existing Condition				2025 No-Build Condition				2025 Proposed 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	71	8	A	-	72	8	A	-	72	8	A	-
	WB L/T/R	59	8	A	-	59	8	A	-	59	8	A	-
	NB L/T/R	122	9	A	-	123	9	A	-	128	9	A	-
	SB L/T/R	88	9	A	-	89	9	A	-	91	9	A	-
Kenyon Avenue at Christopher Street	SB L/R	18	10	A	2	18	10	A	2	18	10	A	2
Kenyon Avenue at Town Farm Road	NB L/R	3	10	B	1	3	10	B	1	3	10	B	1
Kenyon Avenue at Salt Pond Road	EB L/R	226	40	E	149	226	41	E	152	236	46	E	172
Salt Pond Road at Route 1 Off-Ramp	WB L/T	18	16	C	5	18	17	C	5	17	17	C	5
	WB R	88	10	B	11	89	10	B	11	91	10	B	11
Kenyon Avenue at Western Hospital Driveway	NB L/R	101	11	B	25	102	11	B	26	107	11	B	27
Kenyon Avenue at Enter Only Driveway	NB L/R	21	10	B	3	21	10	B	3	23	10	B	4
Kenyon Avenue at Exit Only Driveway	NB L/R	0	0	A	0	0	0	A	0	0	0	A	0
Kenyon Avenue at Eastern Hospital Driveway	NB L/R	104	11	B	19	105	11	B	20	111	11	B	21

Source: VHB using Synchro 10 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 morning and afternoon peak periods under 2020 Existing conditions. Under the future 2025 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 A during the morning and afternoon peak periods under 2020 Existing conditions. Under the future 2025 No-Build conditions the intersection is projected to continue to operate at LOS A. Under 2025 Build conditions the intersection is projected to operate at LOS B during the morning peak period and LOS A during the afternoon peak period under the 2025 conditions. It should be noted that the increase in average delay will be less than one second during the morning peak period; however, it results in a change in the LOS from A to B.
- The intersection of Kenyon Avenue and Town Farm Road currently operates at LOS B during the morning and evening peak periods. The intersection is expected to continue to operate at LOS B under the 2025 No-Build and Build conditions.
- The intersection of Kenyon Avenue and Salt Pond Road currently operates at a LOS C during the morning peak and LOS E during the evening peak periods. Under the future 2025 No-Build and Build conditions the intersection is projected to continue to operate at LOS C during the morning peak and LOS E during the evening peak periods.
- The intersection of Salt Pond Road and the Route 1 South Off-Ramp currently operates at LOS B during the morning peak and LOS C during evening peak periods. The intersection is expected to continue to operate at LOS B during the morning peak and LOS C during evening peak periods under the 2025 No-Build and Build conditions.
- All the intersections created by the Hospital Drives along Kenyon Avenue currently operate at LOS B or better during the morning and evening peak periods. The intersections are projected to continue to operate at the same levels of service under the 2025 No-Build and Build conditions.

2025 Parking Conditions

As stated in the existing conditions, there are a total of 771 parking spaces (regular spaces plus accessible and other). Based on the site survey described previously, peak parking demand is approximately 696 spaces during the peak summer months (assuming that the August 2020 data are increased to account for the impacts of the COVID-19 restrictions). Adding in the accessible and other parking spaces, the required parking is 744 spaces.

The following methodology was used to project the future 2025 parking demand and required parking. Based on the Strategic Facility Master Plan the modifications to the South County Hospital that are projected to occur over the next five years include constructing a new parking area on the Town Farm Park property though it will require an amendment to the Institutional Master Plan for its approval. The construction of a

new parking area on the Town Farm Park property. will create approximately 171 new parking spaces increasing the total number of available parking spaces to 942 spaces (including accessible and other spaces).

As discussed in the 2025 Build Traffic Conditions section, the Strategic Facility Master Plan reviewed historic and projected inpatient discharge trends and market use rate projections. This Master Plan reviewed a blended rate of service lines which resulted in a projected annual growth rate of patient trips to and from the hospital. Based on this assessment, the annual growth rate is projected to be 1.10% per year over the next 5 years. It should be noted that there are plans to decant some of the outpatient and other services to off-site facilities; therefore, the projected annual increase in parking demand and peak hour traffic volumes is not projected to be as high as 1.10%. In order to project a conservative assessment of future parking demand (overestimating projected parking demand), the 1.10% per year annual growth rate was used. This results in a projected demand of 735 parking spaces during peak summer conditions under future 2025 conditions. Adding the accessible and other parking spaces, the required parking is 783 spaces.

Table 7: 2025 Projected Peak Parking Demand

Type of Parking Spaces	Required Spaces
Regular (no restrictions)	735
Accessible	35
Other	13
Total*	**783**

* Required spaces = sum of individual lot peaks plus all restricted spaces.

With the new parking area on the Town Farm Park property, the campus is projected to be at 81 percent capacity using the required spaces (783 spaces) and proposed supply (942 spaces). The projected 83 percent capacity is an improvement to the existing 97% capacity. Traffic conditions should continue to be monitored and the hospital should consider moving some services off campus. The hospital can also valet cars and stack some vehicles to use the parking areas more efficiently. It should be noted that the 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 new construction projects that will occur beyond the five-year horizon of this study.

4

Findings

Based on the traffic and parking data collected and projected future 2025 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 July 2020 to represent peak summer conditions; however, traffic conditions are estimated to be 10 percent less due to COVID-19 restrictions. The peak hour traffic data was therefore increased to represent pre-Covid-19 conditions. Future No-Build and Build conditions were developed using growth projections and planned projects on campus discussed in the Strategic Facility Master Plan including the new parking area on the Town Farm Park property.

All hospital driveway intersections with Kenyon Avenue currently operate at LOS B or better during the morning and afternoon peak periods based on pre-COVID-19 peak summer traffic conditions. All driveways are projected to continue to operate at LOS B or better under future 2025 No-Build and Build conditions with negligible increase in delay.

The other study area intersections currently operate at LOS C or better during the morning and evening peak periods except for the Kenyon Avenue intersection with Salt Pond Road which operates at LOS E during the afternoon peak period. These intersections are projected to operate at the same level of service under future 2025 No-Build and Build conditions with minimal increase in delays.

Parking

The parking lot layout of the campus could be improved by implementing the following measures:

- Better signage
- Clearly defining and 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.
- Enforcement of vehicles parked in areas that are not striped.

There are also current issues with vehicles driving the wrong way into and out of the one-way entrance and exit only driveways in the front of the hospital that should be addressed.

Based on this Transportation Master Plan, efficient access to the campus can be provided if future conditions are monitored and some of the above recommendations are implemented. It should also be noted that if some services are moved off campus and if the hospital considers off-site parking for employees with shuttle services, this will reduce future traffic traveling to and from the campus.

The maximum peak accumulation of parked cars occurred at 10:30 AM on Wednesday August 5, 2020 when 633 vehicles were parked at South County Hospital. The parking demand is estimated to be approximately 10% less than normal conditions due to the COVID-19 restrictions. The pre-COVID-19 peak parking demand is projected to be 696 vehicles (exceeding 90% of the total capacity). Adding in the accessible and other parking spaces, the campus is projected to be at 97 percent capacity using the required spaces (744 spaces) and existing supply (771 spaces). These near-capacity conditions increase the amount of time visitors and staff must spend to find an open parking space. Even though the demand is less than the supply, cars were 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. Another reason is 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 of parking restrictions.

The future demand for parking is projected to increase by a 1.10% per year annual growth rate resulting in a future demand of 735 parking spaces under future 2025 peak summer conditions. Adding the accessible and other parking spaces (35 spaces and 13, respectively), the required parking is 783 spaces.

The future plans include the construction of a new parking area on the Town Farm Park property. resulting in approximately 171 new parking spaces or a future supply of 966 total parking spaces.

With the new parking area on the Town Farm Park property, the campus is projected to be at 83 percent capacity using the required spaces (783 spaces) and proposed supply

(942 spaces). The projected 83 percent capacity is an improvement to the existing 97% capacity. Traffic conditions should continue to be monitored and the hospital should consider moving some services off campus. The hospital can also valet cars and stack some vehicles to use the parking areas more efficiently. It should be noted that the 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 hospital renovations and future new construction projects that will occur beyond the five-year horizon of this study.

Based on this assessment the campus is currently and will continue to be below capacity. The following measures should be considered in the future, beyond the five-year horizon of this study:

- During future peak periods, patients/visitors should be encouraged to use valet services to maximize the parking on campus.
- Consider ways to increase parking on campus by reconfiguring the lots in a more efficient layout, including striping the dirt areas.
- Move services off-campus to reduce peak demand.
- Consider off-site parking for employees with shuttle services to free up available parking on campus.
- Consider keeping some of the COVID-19 restrictions in place to reduce traffic and parking demands by visitors

Based on this Transportation Master Plan, adequate parking can be provided if future conditions are monitored and some of the above recommendations are implemented.

South County Hospital Transportation Master Plan

South Kingstown, Rhode Island

PREPARED FOR

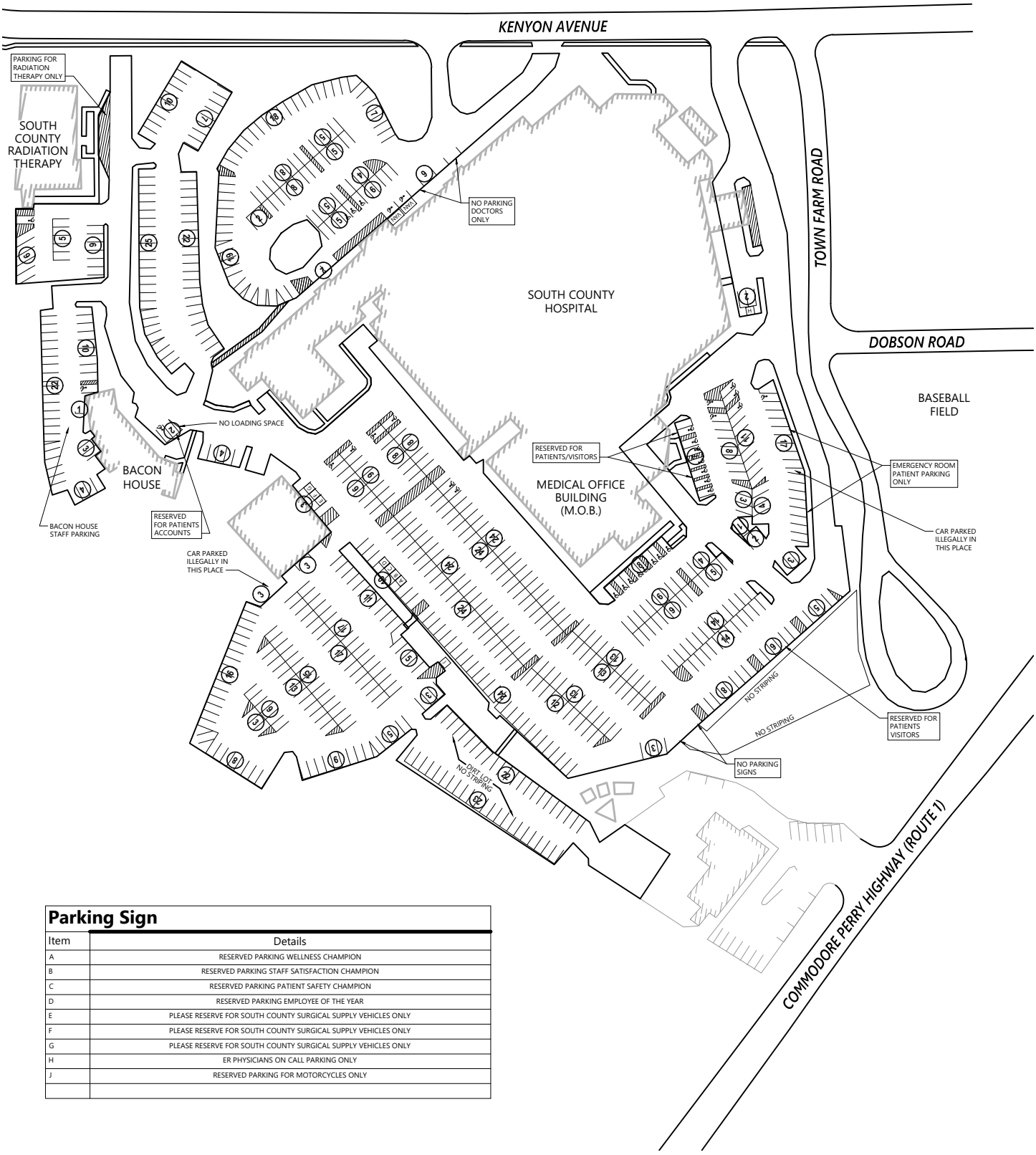
South County Hospital
100 Kenyon Avenue
Wakefield, RI 02879

PREPARED BY

1 Cedar Street, Suite 400
Providence, RI 02903
401.272.8100

April 2021

Appendix A - Parking Study



Parking Sign	
Item	Details
A	RESERVED PARKING WELLNESS CHAMPION
B	RESERVED PARKING STAFF SATISFACTION CHAMPION
C	RESERVED PARKING PATIENT SAFETY CHAMPION
D	RESERVED PARKING EMPLOYEE OF THE YEAR
E	PLEASE RESERVE FOR SOUTH COUNTY SURGICAL SUPPLY VEHICLES ONLY
F	PLEASE RESERVE FOR SOUTH COUNTY SURGICAL SUPPLY VEHICLES ONLY
G	PLEASE RESERVE FOR SOUTH COUNTY SURGICAL SUPPLY VEHICLES ONLY
H	ER PHYSICIANS ON CALL PARKING ONLY
J	RESERVED PARKING FOR MOTORCYCLES ONLY

Existing Parking Conditions
South County Hospital Transportation Master Plan
South Kingstown, Rhode Island

0 75 150 Feet

South County Hospital Parking Capacity

	Capacity	6:30 AM	7:30 AM	8:30 AM	9:30 AM	10:30 AM	11:30 AM	12:30 PM	1:30 PM	2:30 PM	3:30 PM	4:30 PM	5:00 PM
8/5/2020	**771**	247	389	536	590	633	625	604	613	571	504	386	313
		32%	50%	70%	77%	82%	81%	78%	80%	74%	65%	50%	41%
2020 pre-COVID	**Factor**	**1.1**											
	771	272	428	590	649	696	688	664	674	628	554	425	344
		35%	55%	76%	84%	90%	89%	86%	87%	81%	72%	55%	45%
					Required	**0.965**							
2025 Future Build		1.011	1.056223	net gain	87								
	858	287	452	623	685	735	726	702	712	663	586	448	364
		33%	53%	73%	80%	86%	85%	82%	83%	77%	68%	52%	42%
					Required	**91%**							

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@pdillc.com

PRECISION DATA INDUSTRIES, LLC

(9) 6:45-8:45am/ 2-5pm TMCs
** 2 VCUs @ H

(1) 72HR (v/c/s) ATR (Tues-Thurs)



Client:	Engineer:	Site Code:	Date:	PDI Job #	City, State:
VHB	Z. Tiang	84090.19	Tues 7/14 thru Thurs 7/16/2020	207568	South Kingstown, RI

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

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	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	
Time	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
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Email: datarequests@pdillc.com

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

Start	WB				EB				Combined				Tue 07/14/20
Time	A.M.		P.M.		A.M.		P.M.		A.M.		P.M.		Tue
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			

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

Start	WB				EB				Combined				Wed 07/15/20
Time	A.M.		P.M.		A.M.		P.M.		A.M.		P.M.		Wed
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		

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Date End: Thu 07/16/20

Start	WB				EB				Combined				Thu 07/16/20
Time	A.M.		P.M.		A.M.		P.M.		A.M.		P.M.		Thu
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			

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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
07/14/2														
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

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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
07/15/2														
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

PRECISION
D A T A
INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
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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
07/16/2														
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

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207568 A Class
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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
07/14/2														
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

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EB

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07/15/2														
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

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07/16/2														
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

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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%

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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%

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

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%

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

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	9	28	25
01:00	0	0	4	3	1	1	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	5	27	23
03:00	0	2	2	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	6	34	30
05:00	0	1	7	5	4	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	29	34	28
07:00	0	2	29	41	**29**	4	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	110	30	26
09:00	1	12	53	48	21	5	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	**172**	28	25
11:00	0	**14**	46	65	28	**6**	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	159	30	25
13:00	**6**	5	45	64	24	4	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	189	30	25
15:00	1	**23**	**77**	70	29	3	**1**	0	0	0	0	0	0	204	29	25
16:00	0	7	68	**91**	**43**	7	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	156	31	27
18:00	0	5	37	50	17	3	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	92	32	27
20:00	0	2	16	20	7	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	24	33	29
22:00	0	5	7	7	5	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	39	31	26
Total	18	139	691	865	392	65	3	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%			
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%

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

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
07/15/ 20	0	1	6	3	1	1	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	2	23	22
02:00	0	0	2	1	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	4	31	27
04:00	0	0	2	1	3	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	11	34	27
06:00	0	1	6	14	9	2	0	**1**	0	0	0	0	0	33	32	28
07:00	1	8	30	45	**27**	1	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	96	31	27
09:00	0	12	51	**58**	17	**4**	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	**161**	28	24
11:00	1	**16**	55	46	17	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	148	30	26
13:00	1	10	54	62	14	3	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	173	30	26
15:00	1	9	**70**	84	47	8	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	**235**	31	27
17:00	**3**	6	40	71	50	**12**	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	98	30	25
19:00	0	2	13	29	16	3	**2**	0	0	0	0	0	0	65	32	28
20:00	0	6	15	14	9	2	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	30	32	27
22:00	0	2	9	9	5	1	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	40	32	28
Total	18	137	669	824	406	63	5	1	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%			
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%

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

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:

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

Cars and Heavy Vehicles (Combined)

	Kenyon Avenue from North					Silver Lake Avenue from East					Kenyon Avenue from South					Silver Lake Avenue from West					
	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	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 from North					Silver Lake Avenue from East					Kenyon Avenue from South					Silver Lake Avenue from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:45 AM	0	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:

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

Cars

	Kenyon Avenue from North					Silver Lake Avenue from East					Kenyon Avenue from South					Silver Lake Avenue from West					
	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	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 from North					Silver Lake Avenue from East					Kenyon Avenue from South					Silver Lake Avenue from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:45 AM	0	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**

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

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

	Kenyon Avenue from North					Silver Lake Avenue from East					Kenyon Avenue from South					Silver Lake Avenue from West					
	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
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 from North					Silver Lake Avenue from East					Kenyon Avenue from South					Silver Lake Avenue from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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:

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

Buses

	Kenyon Avenue from North					Silver Lake Avenue from East					Kenyon Avenue from South					Silver Lake Avenue from West					
	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
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 from North					Silver Lake Avenue from East					Kenyon Avenue from South					Silver Lake Avenue from West					
	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
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 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**

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

Class: **Single-Unit Trucks**

	Kenyon Avenue from North					Silver Lake Avenue from East					Kenyon Avenue from South					Silver Lake Avenue from West					
	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
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 from North					Silver Lake Avenue from East					Kenyon Avenue from South					Silver Lake Avenue from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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**

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

Class: **Articulated Trucks**

	Kenyon Avenue from North					Silver Lake Avenue from East					Kenyon Avenue from South					Silver Lake Avenue from West					
	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
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 from North					Silver Lake Avenue from East					Kenyon Avenue from South					Silver Lake Avenue from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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**
Class:

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

Bicycles (on Roadway and Crosswalks)

	Kenyon Avenue from North							Silver Lake Avenue from East							Kenyon Avenue from South							Silver Lake Avenue 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
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	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	1	2
Total	0	0	0	0	0	0	0	0	1	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	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	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 from North							Silver Lake Avenue from East							Kenyon Avenue from South							Silver Lake Avenue 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	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	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	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	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	0.000	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:

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

Pedestrians

	Kenyon Avenue from North							Silver Lake Avenue from East							Kenyon Avenue from South							Silver Lake Avenue 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
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	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	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	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
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	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 from North							Silver Lake Avenue from East							Kenyon Avenue from South							Silver Lake Avenue 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	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	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:

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

Cars and Heavy Vehicles (Combined)

	Kenyon Avenue from North					Silver Lake Avenue from East					Kenyon Avenue from South					Silver Lake Avenue from West					
	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	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 from North					Silver Lake Avenue from East					Kenyon Avenue from South					Silver Lake Avenue from West					
	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
2:45 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**
Class:

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

Cars

	Kenyon Avenue from North					Silver Lake Avenue from East					Kenyon Avenue from South					Silver Lake Avenue from West					
	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	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 from North					Silver Lake Avenue from East					Kenyon Avenue from South					Silver Lake Avenue from West					
	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
2:45 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**

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

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

	Kenyon Avenue from North					Silver Lake Avenue from East					Kenyon Avenue from South					Silver Lake Avenue from West					
	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	1	0	0	1	1
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	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	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	1	2	0	0	3	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	6
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	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 from North					Silver Lake Avenue from East					Kenyon Avenue from South					Silver Lake Avenue from West					
	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	1	0	0	1	1
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	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	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total Volume	1	2	0	0	3	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	6
% 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	1
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	3
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	1
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:

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

Buses

	Kenyon Avenue from North					Silver Lake Avenue from East					Kenyon Avenue from South					Silver Lake Avenue from West					
	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	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 from North					Silver Lake Avenue from East					Kenyon Avenue from South					Silver Lake Avenue from West					
	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	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:

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

Single-Unit Trucks

	Kenyon Avenue from North					Silver Lake Avenue from East					Kenyon Avenue from South					Silver Lake Avenue from West					
	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	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 from North					Silver Lake Avenue from East					Kenyon Avenue from South					Silver Lake Avenue from West					
	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
3:00 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 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**

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

Class:

Articulated Trucks

	Kenyon Avenue from North					Silver Lake Avenue from East					Kenyon Avenue from South					Silver Lake Avenue from West					
	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	1	0	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
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	1	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
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 from North					Silver Lake Avenue from East					Kenyon Avenue from South					Silver Lake Avenue from West					
	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	1	0	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
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	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 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:

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

Bicycles (on Roadway and Crosswalks)

	Kenyon Avenue from North							Silver Lake Avenue from East							Kenyon Avenue from South							Silver Lake Avenue 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
2:00 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	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	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 from North							Silver Lake Avenue from East							Kenyon Avenue from South							Silver Lake Avenue 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
2:15 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	2	0	0	1	0	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	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	0.000	0.000	0.000	0.250	0.000	0.250	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	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:

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

Pedestrians

	Kenyon Avenue from North							Silver Lake Avenue from East							Kenyon Avenue from South							Silver Lake Avenue 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
2:00 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	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	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	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	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	1	1	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
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	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	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	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	0	5	4	9	10
Approach %	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	100	0		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	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 from North							Silver Lake Avenue from East							Kenyon Avenue from South							Silver Lake Avenue 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
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	1	0	1	0	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	1	0	1	0	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	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:

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

Cars and Heavy Vehicles (Combined)

	Driveway from North					Kenyon Avenue from East					Hospital West Driveway from South					Kenyon Avenue from West					
	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	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 from North					Kenyon Avenue from East					Hospital West Driveway from South					Kenyon Avenue from West					
	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	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**

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

Class: **Cars**

	Driveway from North					Kenyon Avenue from East					Hospital West Driveway from South					Kenyon Avenue from West					
	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	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 from North					Kenyon Avenue from East					Hospital West Driveway from South					Kenyon Avenue from West					
	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	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**

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

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

	Driveway from North					Kenyon Avenue from East					Hospital West Driveway from South					Kenyon Avenue from West					
	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
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 from North					Kenyon Avenue from East					Hospital West Driveway from South					Kenyon Avenue from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	0	0	0	0	0	0	0	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**

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

Class: **Buses**

	Driveway from North					Kenyon Avenue from East					Hospital West Driveway from South					Kenyon Avenue from West					
	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
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 from North					Kenyon Avenue from East					Hospital West Driveway from South					Kenyon Avenue from West					
	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
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**

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

Class:

Single-Unit Trucks

	Driveway from North					Kenyon Avenue from East					Hospital West Driveway from South					Kenyon Avenue from West					
	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
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 from North					Kenyon Avenue from East					Hospital West Driveway from South					Kenyon Avenue from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	0	0	0	0	0	0	0	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:

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

Articulated Trucks

	Driveway from North					Kenyon Avenue from East					Hospital West Driveway from South					Kenyon Avenue from West					
	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
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 from North					Kenyon Avenue from East					Hospital West Driveway from South					Kenyon Avenue from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:45 AM	0	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 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**
Class:

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

Bicycles (on Roadway and Crosswalks)

	Driveway from North							Kenyon Avenue from East							Hospital West Driveway from South							Kenyon Avenue 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
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	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	1	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	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	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	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	3
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 from North							Kenyon Avenue from East							Hospital West Driveway from South							Kenyon Avenue 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
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	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	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	1	0	0	0	0	1	0	0	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	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	0.250	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	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**
Class:

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

Pedestrians

	Driveway from North							Kenyon Avenue from East							Hospital West Driveway from South							Kenyon Avenue 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
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	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 from North							Kenyon Avenue from East							Hospital West Driveway from South							Kenyon Avenue 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
7:15 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:

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

Cars and Heavy Vehicles (Combined)

	Driveway from North					Kenyon Avenue from East					Hospital West Driveway from South					Kenyon Avenue from West					
	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	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 from North					Kenyon Avenue from East					Hospital West Driveway from South					Kenyon Avenue from West					
	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
2:45 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**
Class:

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

Cars

	Driveway from North					Kenyon Avenue from East					Hospital West Driveway from South					Kenyon Avenue from West					
	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	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 from North					Kenyon Avenue from East					Hospital West Driveway from South					Kenyon Avenue from West					
	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
2:45 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**

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

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

	Driveway from North					Kenyon Avenue from East					Hospital West Driveway from South					Kenyon Avenue from West					
	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	1	0	0	1	1
2:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	2	0	0	3	4
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	1	3	0	0	4	5
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	3	4	0	0	7	16
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	1	2	0	0	3	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	33.3	50.0	0.0	0.0	42.9	18.8
Exiting Leg Total					0					2					1					0	3
Single-Unit Trucks	0	0	0	0	0	0	1	4	0	5	4	0	0	0	4	2	2	0	0	4	13
% 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	66.7	50.0	0.0	0.0	57.1	81.3
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 from North					Kenyon Avenue from East					Hospital West Driveway from South					Kenyon Avenue from West					
	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
3:00 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:

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

Buses

	Driveway from North					Kenyon Avenue from East					Hospital West Driveway from South					Kenyon Avenue from West					
	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	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 from North					Kenyon Avenue from East					Hospital West Driveway from South					Kenyon Avenue from West					
	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	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:

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

Single-Unit Trucks

	Driveway from North					Kenyon Avenue from East					Hospital West Driveway from South					Kenyon Avenue from West					
	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	1	0	0	1	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	1	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 from North					Kenyon Avenue from East					Hospital West Driveway from South					Kenyon Avenue from West					
	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
3:00 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					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:

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

Articulated Trucks

	Driveway from North					Kenyon Avenue from East					Hospital West Driveway from South					Kenyon Avenue from West					
	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	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 from North					Kenyon Avenue from East					Hospital West Driveway from South					Kenyon Avenue from West					
	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	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:

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

Bicycles (on Roadway and Crosswalks)

	Driveway from North							Kenyon Avenue from East							Hospital West Driveway from South							Kenyon Avenue 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
2:00 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	2	0	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	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		
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 from North							Kenyon Avenue from East							Hospital West Driveway from South							Kenyon Avenue 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
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	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
Total Volume	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
% 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	0.375
Entering Leg	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
Exiting Leg							0							2							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:

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

Pedestrians

	Driveway from North							Kenyon Avenue from East							Hospital West Driveway from South							Kenyon Avenue 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
2:00 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	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	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 from North							Kenyon Avenue from East							Hospital West Driveway from South							Kenyon Avenue 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
2:00 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	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 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	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**

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

Class:

Cars and Heavy Vehicles (Combined)

	Kenyon Avenue from East				Hospital Front Drive (Entrance) from South				Kenyon Avenue from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	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 from East				Hospital Front Drive (Entrance) from South				Kenyon Avenue from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	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**

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

Class: **Cars**

	Kenyon Avenue from East				Hospital Front Drive (Entrance) from South				Kenyon Avenue from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	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 from East				Hospital Front Drive (Entrance) from South				Kenyon Avenue from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	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**

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

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

	Kenyon Avenue from East				Hospital Front Drive (Entrance) from South				Kenyon Avenue from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	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 from East				Hospital Front Drive (Entrance) from South				Kenyon Avenue from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	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**

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

Class:

Buses

	Kenyon Avenue from East				Hospital Front Drive (Entrance) from South				Kenyon Avenue from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	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 from East				Hospital Front Drive (Entrance) from South				Kenyon Avenue from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	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**

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

Class: **Single-Unit Trucks**

	Kenyon Avenue from East				Hospital Front Drive (Entrance) from South				Kenyon Avenue from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	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 from East				Hospital Front Drive (Entrance) from South				Kenyon Avenue from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	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**

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

Class: **Articulated Trucks**

	Kenyon Avenue from East				Hospital Front Drive (Entrance) from South				Kenyon Avenue from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	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 from East				Hospital Front Drive (Entrance) from South				Kenyon Avenue from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	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	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	1	0	0	1	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	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	1	0	1	2
Exiting Leg				1				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**

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

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

	Kenyon Avenue from East						Hospital Front Drive (Entrance) from South						Kenyon Avenue 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	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	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	1	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	1	0	0	0	1	1	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
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	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:

7:00 AM	Kenyon Avenue from East						Hospital Front Drive (Entrance) from South						Kenyon Avenue 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	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	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	1	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	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	0.250	0.500
Entering Leg	0	0	0	0	0	0	0	1	0	0	0	1	1	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:

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

Pedestrians

	Kenyon Avenue from East						Hospital Front Drive (Entrance) from South						Kenyon Avenue 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	Total
6:45 AM	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	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
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
Total	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	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
8:30 AM	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	3
Total	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	7	9	16	0	0	0	0	0	0	17
Approach %	0	0	0	0	100		0	0	0	43.75	56.25		0	0	0	0	0		
Total %	0	0	0	0	5.8824	5.8824	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 from East						Hospital Front Drive (Entrance) from South						Kenyon Avenue 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	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:

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

Cars and Heavy Vehicles (Combined)

	Kenyon Avenue from East				Hospital Front Drive (Entrance) from South				Kenyon Avenue from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	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 from East				Hospital Front Drive (Entrance) from South				Kenyon Avenue from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	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:

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

Cars

	Kenyon Avenue from East				Hospital Front Drive (Entrance) from South				Kenyon Avenue from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	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 from East				Hospital Front Drive (Entrance) from South				Kenyon Avenue from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	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**

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

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

	Kenyon Avenue from East				Hospital Front Drive (Entrance) from South				Kenyon Avenue from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	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 from East				Hospital Front Drive (Entrance) from South				Kenyon Avenue from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	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:

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

Buses

	Kenyon Avenue from East				Hospital Front Drive (Entrance) from South				Kenyon Avenue from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	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 from East				Hospital Front Drive (Entrance) from South				Kenyon Avenue from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	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**

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

Class:

Single-Unit Trucks

	Kenyon Avenue from East				Hospital Front Drive (Entrance) from South				Kenyon Avenue from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	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 from East				Hospital Front Drive (Entrance) from South				Kenyon Avenue from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	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:

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

Articulated Trucks

	Kenyon Avenue from East				Hospital Front Drive (Entrance) from South				Kenyon Avenue from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	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 from East				Hospital Front Drive (Entrance) from South				Kenyon Avenue from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	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**

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

Class:

Bicycles (on Roadway and Crosswalks)

	Kenyon Avenue from East						Hospital Front Drive (Entrance) from South						Kenyon Avenue 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	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	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 from East						Hospital Front Drive (Entrance) from South						Kenyon Avenue 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	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	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:

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

Pedestrians

	Kenyon Avenue from East						Hospital Front Drive (Entrance) from South						Kenyon Avenue 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	Total
2:00 PM	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	1	3	4	0	0	0	0	0	0	4
2:30 PM	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	2	0	2	0	0	0	0	0	0	2
Total	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
3:15 PM	0	0	0	0	1	1	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
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	1	1	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	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	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
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	1	1	2	0	0	0	0	0	0	2
Grand Total	0	0	0	0	1	1	0	0	0	6	7	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	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 from East						Hospital Front Drive (Entrance) from South						Kenyon Avenue 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	Total
2:00 PM	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	1	3	4	0	0	0	0	0	0	4
2:30 PM	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	2	0	2	0	0	0	0	0	0	2
Total Volume	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	5	6	11	0	0	0	0	0	0	11
Exiting Leg						0						11						0	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:

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

Cars and Heavy Vehicles (Combined)

	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
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	30	1	0	31	0	0	0	0	0	0	17	1	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	30	70
7:30 AM	0	0	0	0	0	0	42	0	0	42	1	0	0	0	1	0	23	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	32	78
Total	0	0	0	0	0	6	152	1	0	159	1	0	0	0	1	0	102	1	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	20	50
8:15 AM	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	0	23	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	26	52
Total	0	0	0	0	0	4	79	0	0	83	0	0	0	0	0	0	68	1	0	69	152
Grand Total	0	0	0	0	0	12	304	1	0	317	1	0	0	0	1	0	187	2	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	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	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	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	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	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					
	from North					from East					from South					from West					
	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	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	30	1	0	31	0	0	0	0	0	0	17	1	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	30	70
7:30 AM	0	0	0	0	0	0	42	0	0	42	1	0	0	0	1	0	23	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	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	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	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	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	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	85	270
Heavy Enter Leg	0	0	0	0	0	0	2	1	0	3	1	0	0	0	1	0	3	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	88	277
Cars Exiting Leg					5					84					0					181	270
Heavy Exiting Leg					0					4					1					2	7
Total Exiting Leg					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**

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

Class: **Cars**

	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
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	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
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
Total Volume	0	0	0	0	0	4	181	0	0	185	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	84	1	0	85	270
Exiting Leg					5					84					0					181	270
Total					5					269					0					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**

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

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

	Driveway from North					Kenyon Avenue from East					Hospital Front Driveway (Exit) from South					Kenyon Avenue from West					
	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
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	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 from North					Kenyon Avenue from East					Hospital Front Driveway (Exit) from South					Kenyon Avenue from West					
	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
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
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**

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

	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
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	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**

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

Class:

Single-Unit Trucks

	Driveway from North					Kenyon Avenue from East					Hospital Front Driveway (Exit) from South					Kenyon Avenue from West					
	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
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 from North					Kenyon Avenue from East					Hospital Front Driveway (Exit) from South					Kenyon Avenue from West					
	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
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
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**

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

Class:

Articulated Trucks

	Driveway from North					Kenyon Avenue from East					Hospital Front Driveway (Exit) from South					Kenyon Avenue from West					
	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
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 from North					Kenyon Avenue from East					Hospital Front Driveway (Exit) from South					Kenyon Avenue from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:45 AM	0	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 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:

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

Bicycles (on Roadway and Crosswalks)

	Driveway from North							Kenyon Avenue from East							Hospital Front Driveway (Exit) from South							Kenyon Avenue 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
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	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
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 from North							Kenyon Avenue from East							Hospital Front Driveway (Exit) from South							Kenyon Avenue 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
7:00 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	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
Exiting Leg							0							0							1							0	1
Total							0							0							2							0	2

PDI File #: **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:

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

Pedestrians

	Driveway from North							Kenyon Avenue from East							Hospital Front Driveway (Exit) from South							Kenyon Avenue 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
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	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 from North							Kenyon Avenue from East							Hospital Front Driveway (Exit) from South							Kenyon Avenue 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
7:15 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:

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

Cars and Heavy Vehicles (Combined)

	Driveway from North					Kenyon Avenue from East					Hospital Front Driveway (Exit) from South					Kenyon Avenue from West					
	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	15	0	0	15	0	0	0	0	0	0	30	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	30	57
2:30 PM	0	0	0	0	0	0	32	0	0	32	0	0	0	0	0	0	38	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	31	66
Total	0	0	0	0	0	0	107	0	0	107	1	0	1	0	2	0	128	1	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	30	65
3:15 PM	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	0	30	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	58	76
3:45 PM	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	41	0	0	41	55
Total	0	0	0	0	0	0	90	0	0	90	0	0	0	0	0	0	159	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	46	69
4:15 PM	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	39	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	46	73
4:45 PM	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	0	29	0	0	29	51
Total	0	0	0	0	0	0	87	0	0	87	0	0	0	0	0	0	160	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	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	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	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	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	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	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 from North					Kenyon Avenue from East					Hospital Front Driveway (Exit) from South					Kenyon Avenue from West					
	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
2:45 PM	0	0	0	0	0	0	35	0	0	35	0	0	0	0	0	0	30	1	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	30	65
3:15 PM	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	0	30	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	58	76
Total Volume	0	0	0	0	0	0	111	0	0	111	0	0	0	0	0	0	148	1	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	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	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	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	0.7	0.4
Cars Enter Leg	0	0	0	0	0	0	111	0	0	111	0	0	0	0	0	0	147	1	0	148	259
Heavy Enter Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Entering Leg	0	0	0	0	0	0	111	0	0	111	0	0	0	0	0	0	148	1	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:

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

Cars

	Driveway from North					Kenyon Avenue from East					Hospital Front Driveway (Exit) from South					Kenyon Avenue from West					
	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	15	0	0	15	0	0	0	0	0	0	29	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	29	55
2:30 PM	0	0	0	0	0	0	31	0	0	31	0	0	0	0	0	0	37	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	31	66
Total	0	0	0	0	0	0	106	0	0	106	0	0	1	0	1	0	125	1	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	30	65
3:15 PM	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	0	30	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	57	75
3:45 PM	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	40	0	0	40	52
Total	0	0	0	0	0	0	88	0	0	88	0	0	0	0	0	0	157	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	46	69
4:15 PM	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	38	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	45	72
4:45 PM	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	0	29	0	0	29	50
Total	0	0	0	0	0	0	85	0	0	85	0	0	0	0	0	0	158	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	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	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 from North					Kenyon Avenue from East					Hospital Front Driveway (Exit) from South					Kenyon Avenue from West					
	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
2:45 PM	0	0	0	0	0	0	35	0	0	35	0	0	0	0	0	0	30	1	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	30	65
3:15 PM	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	0	30	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	57	75
Total Volume	0	0	0	0	0	0	111	0	0	111	0	0	0	0	0	0	147	1	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	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**

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

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

	Driveway from North					Kenyon Avenue from East					Hospital Front Driveway (Exit) from South					Kenyon Avenue from West					
	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	1	0	0	1	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 from North					Kenyon Avenue from East					Hospital Front Driveway (Exit) from South					Kenyon Avenue from West					
	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	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
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
Total Volume	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	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
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	3	6
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	3	6
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	3	6
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:

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

Buses

	Driveway from North					Kenyon Avenue from East					Hospital Front Driveway (Exit) from South					Kenyon Avenue from West					
	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	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
Total	0	0	0	0	0	0	0	0	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	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	1	1
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	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 from North					Kenyon Avenue from East					Hospital Front Driveway (Exit) from South					Kenyon Avenue from West					
	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	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
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	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	1	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:

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

Single-Unit Trucks

	Driveway from North					Kenyon Avenue from East					Hospital Front Driveway (Exit) from South					Kenyon Avenue from West					
	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	1	0	0	1	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	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	1	0	0	1	1	0	0	0	1	0	2	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
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	6	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 from North					Kenyon Avenue from East					Hospital Front Driveway (Exit) from South					Kenyon Avenue from West					
	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	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
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
Total Volume	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	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	3	6
Exiting Leg					0					3					0					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:

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

Articulated Trucks

	Driveway from North					Kenyon Avenue from East					Hospital Front Driveway (Exit) from South					Kenyon Avenue from West					
	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	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 from North					Kenyon Avenue from East					Hospital Front Driveway (Exit) from South					Kenyon Avenue from West					
	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	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:

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

Bicycles (on Roadway and Crosswalks)

	Driveway from North							Kenyon Avenue from East							Hospital Front Driveway (Exit) from South							Kenyon Avenue 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
2:00 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
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	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		
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 from North							Kenyon Avenue from East							Hospital Front Driveway (Exit) from South							Kenyon Avenue 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
2:00 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
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 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	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	0.250	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	0	1	2
Exiting Leg							0							1							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:

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

Pedestrians

	Driveway from North							Kenyon Avenue from East							Hospital Front Driveway (Exit) from South							Kenyon Avenue 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
2:00 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 from North							Kenyon Avenue from East							Hospital Front Driveway (Exit) from South							Kenyon Avenue 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
2:00 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	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:

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

Cars and Heavy Vehicles (Combined)

	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
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					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	0	0	0	0	0	0	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:

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

Cars

	Driveway from North					Kenyon Avenue from East					Hospital Driveway (East) from South					Kenyon Avenue from West					
	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	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 from North					Kenyon Avenue from East					Hospital Driveway (East) from South					Kenyon Avenue from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	0	0	0	0	0	0	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**

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

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

	Driveway from North					Kenyon Avenue from East					Hospital Driveway (East) from South					Kenyon Avenue from West					
	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
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 from North					Kenyon Avenue from East					Hospital Driveway (East) from South					Kenyon Avenue from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	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**

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

Class: **Buses**

	Driveway from North					Kenyon Avenue from East					Hospital Driveway (East) from South					Kenyon Avenue from West					
	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
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 from North					Kenyon Avenue from East					Hospital Driveway (East) from South					Kenyon Avenue from West					
	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
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:

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

Single-Unit Trucks

	Driveway from North					Kenyon Avenue from East					Hospital Driveway (East) from South					Kenyon Avenue from West					
	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
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 from North					Kenyon Avenue from East					Hospital Driveway (East) from South					Kenyon Avenue from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	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
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:

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

Articulated Trucks

	Driveway from North					Kenyon Avenue from East					Hospital Driveway (East) from South					Kenyon Avenue from West					
	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
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 from North					Kenyon Avenue from East					Hospital Driveway (East) from South					Kenyon Avenue from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:45 AM	0	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 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:

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

Bicycles (on Roadway and Crosswalks)

	Driveway from North							Kenyon Avenue from East							Hospital Driveway (East) from South							Kenyon Avenue 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
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 from North							Kenyon Avenue from East							Hospital Driveway (East) from South							Kenyon Avenue 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
7:00 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 Volume	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 Total	0.0	0.0	0.0	0.0	0.0	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	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	0	0	0	0	0	1	2
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:

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

Pedestrians

	Driveway from North							Kenyon Avenue from East							Hospital Driveway (East) from South							Kenyon Avenue 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
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	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	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	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
Total	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3	4	7	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	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	0	0	0	0	4
Grand Total	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	5	8	13	0	0	0	0	1	0	1	15
Approach %	0	0	0	0	100	0		0	0	0	0	0	0		0	0	0	0	38.5	61.5		0	0	0	0	100	0		
Total %	0	0	0	0	6.67	0	6.67	0	0	0	0	0	0	0	0	0	0	0	33.3	53.3	86.7	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 from North							Kenyon Avenue from East							Hospital Driveway (East) from South							Kenyon Avenue 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
7:15 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:

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

Cars and Heavy Vehicles (Combined)

	Driveway from North					Kenyon Avenue from East					Hospital Driveway (East) from South					Kenyon Avenue from West					
	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	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 from North					Kenyon Avenue from East					Hospital Driveway (East) from South					Kenyon Avenue from West					
	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
3:15 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**
Class:

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

Cars

	Driveway from North					Kenyon Avenue from East					Hospital Driveway (East) from South					Kenyon Avenue from West					
	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	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 from North					Kenyon Avenue from East					Hospital Driveway (East) from South					Kenyon Avenue from West					
	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
3:15 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**

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

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

	Driveway from North					Kenyon Avenue from East					Hospital Driveway (East) from South					Kenyon Avenue from West					
	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	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 from North					Kenyon Avenue from East					Hospital Driveway (East) from South					Kenyon Avenue from West					
	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	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:

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

Buses

	Driveway from North					Kenyon Avenue from East					Hospital Driveway (East) from South					Kenyon Avenue from West					
	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	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
Total	0	0	0	0	0	0	0	0	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	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	1	1
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	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 from North					Kenyon Avenue from East					Hospital Driveway (East) from South					Kenyon Avenue from West					
	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	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
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	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	1	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:

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

Single-Unit Trucks

	Driveway from North					Kenyon Avenue from East					Hospital Driveway (East) from South					Kenyon Avenue from West					
	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	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	0	0	0	0	1
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	2	0	0	2	7
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	6	0	0	6	17
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	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 from North					Kenyon Avenue from East					Hospital Driveway (East) from South					Kenyon Avenue from West					
	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	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:

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

Articulated Trucks

	Driveway from North					Kenyon Avenue from East					Hospital Driveway (East) from South					Kenyon Avenue from West					
	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	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 from North					Kenyon Avenue from East					Hospital Driveway (East) from South					Kenyon Avenue from West					
	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	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:

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

Bicycles (on Roadway and Crosswalks)

	Driveway from North							Kenyon Avenue from East							Hospital Driveway (East) from South							Kenyon Avenue 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
2:00 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	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		
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 from North							Kenyon Avenue from East							Hospital Driveway (East) from South							Kenyon Avenue 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
2:00 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 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	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	0.000	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	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:

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

Pedestrians

	Driveway from North							Kenyon Avenue from East							Hospital Driveway (East) from South							Kenyon Avenue 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
2:00 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	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	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 from North							Kenyon Avenue from East							Hospital Driveway (East) from South							Kenyon Avenue 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
2:00 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	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:

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

Cars and Heavy Vehicles (Combined)

	Christopher Street from North				Kenyon Avenue from East				Kenyon Avenue from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	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 from North				Kenyon Avenue from East				Kenyon Avenue from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	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**

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

Class: **Cars**

	Christopher Street from North				Kenyon Avenue from East				Kenyon Avenue from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	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 from North				Kenyon Avenue from East				Kenyon Avenue from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	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**

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

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

	Christopher Street from North				Kenyon Avenue from East				Kenyon Avenue from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	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 from North				Kenyon Avenue from East				Kenyon Avenue from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	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**

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

	Christopher Street				Kenyon Avenue				Kenyon Avenue				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	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				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	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 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**

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

Class:

Single-Unit Trucks

	Christopher Street from North				Kenyon Avenue from East				Kenyon Avenue from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	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 from North				Kenyon Avenue from East				Kenyon Avenue from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	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:

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

Articulated Trucks

	Christopher Street from North				Kenyon Avenue from East				Kenyon Avenue from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	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 from North				Kenyon Avenue from East				Kenyon Avenue from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	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:

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

Bicycles (on Roadway and Crosswalks)

	Christopher Street from North						Kenyon Avenue from East						Kenyon Avenue 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
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	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
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	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
Total	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
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	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 from North						Kenyon Avenue from East						Kenyon Avenue 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
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	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
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	1	0	0	0	1	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	1	0	0	0	1	1	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	0.250	0.500
Entering Leg	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	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:

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

Pedestrians

	Christopher Street from North						Kenyon Avenue from East						Kenyon Avenue 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
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	100	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 from North						Kenyon Avenue from East						Kenyon Avenue 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
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:

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

Cars and Heavy Vehicles (Combined)

	Christopher Street from North				Kenyon Avenue from East				Kenyon Avenue from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	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 from North				Kenyon Avenue from East				Kenyon Avenue from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	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:

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

Cars

	Christopher Street from North				Kenyon Avenue from East				Kenyon Avenue from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	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 from North				Kenyon Avenue from East				Kenyon Avenue from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	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**

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

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

	Christopher Street from North				Kenyon Avenue from East				Kenyon Avenue from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	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 from North				Kenyon Avenue from East				Kenyon Avenue from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	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**

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

Class: **Buses**

	Christopher Street				Kenyon Avenue				Kenyon Avenue				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	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				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	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 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**

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

Class: **Single-Unit Trucks**

	Christopher Street from North				Kenyon Avenue from East				Kenyon Avenue from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	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	0	0	0	0	0
2:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
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	1	0	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	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	5	1	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 from North				Kenyon Avenue from East				Kenyon Avenue from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	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
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:

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

Articulated Trucks

	Christopher Street from North				Kenyon Avenue from East				Kenyon Avenue from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	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 from North				Kenyon Avenue from East				Kenyon Avenue from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	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:

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

Bicycles (on Roadway and Crosswalks)

	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	2	0	0	0	0	2	0	0	0	0	0	0	1	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
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	1	0	0	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	2	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
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	1	0	0	0	1	0	2	0	0	0	2	3
Grand Total	2	0	0	0	0	2	0	1	0	0	0	1	1	2	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:

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

Pedestrians

	Christopher Street from North						Kenyon Avenue from East						Kenyon Avenue 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	0	0	0	0	0	0	0	0	0	2	0	2	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
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	1	0	1	1
Total	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
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	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	2	1	3	5
Approach %	0	0	0	0	0		0	0	0	100	0		0	0	0	66.667	33.333		
Total %	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 from North						Kenyon Avenue from East						Kenyon Avenue 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**

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

Class:

Cars and Heavy Vehicles (Combined)

	Salt Pond Road from North				Salt Pond Road from South				Kenyon Avenue from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	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 from North				Salt Pond Road from South				Kenyon Avenue from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	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**

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

Class: **Cars**

	Salt Pond Road from North				Salt Pond Road from South				Kenyon Avenue from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	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 from North				Salt Pond Road from South				Kenyon Avenue from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	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**

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

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

	Salt Pond Road from North				Salt Pond Road from South				Kenyon Avenue from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	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 from North				Salt Pond Road from South				Kenyon Avenue from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	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**

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

Class: **Buses**

	Salt Pond Road from North				Salt Pond Road from South				Kenyon Avenue from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	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 from North				Salt Pond Road from South				Kenyon Avenue from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	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**

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

Class:

Single-Unit Trucks

	Salt Pond Road from North				Salt Pond Road from South				Kenyon Avenue from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	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 from North				Salt Pond Road from South				Kenyon Avenue from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	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**

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

Class:

Articulated Trucks

	Salt Pond Road from North				Salt Pond Road from South				Kenyon Avenue from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	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 from North				Salt Pond Road from South				Kenyon Avenue from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	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:

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

Bicycles (on Roadway and Crosswalks)

	Salt Pond Road from North						Salt Pond Road from South						Kenyon Avenue 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	Total
6:45 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	1	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
7:45 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	3
8:00 AM	0	1	0	0	0	1	4	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
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	1	4	0	0	0	0	4	0	0	0	0	0	0	5
Grand Total	1	1	0	0	0	2	7	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		
Total %	11.1	11.1	0.0	0.0	0.0	22.2	77.8	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 from North						Salt Pond Road from South						Kenyon Avenue 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	Total
7:15 AM	0	0	0	0	0	0	1	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
7:45 AM	0	0	0	0	0	0	1	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	4	0	0	0	0	0	0	5
Total Volume	0	1	0	0	0	1	6	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		
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	0.350
Entering Leg	0	1	0	0	0	1	6	0	0	0	0	6	0	0	0	0	0	0	7
Exiting Leg						6						1						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:

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

Pedestrians

	Salt Pond Road from North						Salt Pond Road from South						Kenyon Avenue 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	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		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg Total						0						0						0	0

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

6:45 AM	Salt Pond Road from North						Salt Pond Road from South						Kenyon Avenue 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	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		
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:

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

Cars and Heavy Vehicles (Combined)

	Salt Pond Road from North				Salt Pond Road from South				Kenyon Avenue from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	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 from North				Salt Pond Road from South				Kenyon Avenue from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	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**

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

Class: **Cars**

	Salt Pond Road from North				Salt Pond Road from South				Kenyon Avenue from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	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 from North				Salt Pond Road from South				Kenyon Avenue from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	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**

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

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

	Salt Pond Road from North				Salt Pond Road from South				Kenyon Avenue from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	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 from North				Salt Pond Road from South				Kenyon Avenue from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	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**

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

Class:

Buses

	Salt Pond Road from North				Salt Pond Road from South				Kenyon Avenue from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	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 from North				Salt Pond Road from South				Kenyon Avenue from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	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**

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

Class: **Single-Unit Trucks**

	Salt Pond Road from North				Salt Pond Road from South				Kenyon Avenue from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	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 from North				Salt Pond Road from South				Kenyon Avenue from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	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**

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

Class:

Articulated Trucks

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

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

Bicycles (on Roadway and Crosswalks)

	Salt Pond Road from North						Salt Pond Road from South						Kenyon Avenue 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	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	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
3:45 PM	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	5
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	1	0	0	0	0	1	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
Grand Total	0	2	0	0	0	2	4	0	0	0	0	4	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 from North						Salt Pond Road from South						Kenyon Avenue 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	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:

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

Pedestrians

	Salt Pond Road from North						Salt Pond Road from South						Kenyon Avenue 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	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		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg Total						0						0						0	0

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

2:00 PM	Salt Pond Road from North						Salt Pond Road from South						Kenyon Avenue 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	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		
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:

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

Cars and Heavy Vehicles (Combined)

	Salt Pond Road from North					Route 1 SB Offramp from East					Salt Pond Road from South					Route 1 SB Onramp from West					
	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	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 from North					Route 1 SB Offramp from East					Salt Pond Road from South					Route 1 SB Onramp from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:45 AM	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**

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

Class: **Cars**

	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	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	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**

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

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

	Salt Pond Road from North					Route 1 SB Offramp from East					Salt Pond Road from South					Route 1 SB Onramp from West					
	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
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 from North					Route 1 SB Offramp from East					Salt Pond Road from South					Route 1 SB Onramp from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	1	0	0	1	1	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
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**

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

Class: **Buses**

	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	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	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**

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

Class: **Single-Unit Trucks**

	Salt Pond Road from North					Route 1 SB Offramp from East					Salt Pond Road from South					Route 1 SB Onramp from West					
	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
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 from North					Route 1 SB Offramp from East					Salt Pond Road from South					Route 1 SB Onramp from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	1	0	0	1	1	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**

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

Class:

Articulated Trucks

	Salt Pond Road from North					Route 1 SB Offramp from East					Salt Pond Road from South					Route 1 SB Onramp from West					
	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
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 from North					Route 1 SB Offramp from East					Salt Pond Road from South					Route 1 SB Onramp from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:45 AM	0	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 Volume	1	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	3
% Approach Total	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		
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**
Class:

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

Bicycles (on Roadway and Crosswalks)

	Salt Pond Road from North							Route 1 SB Offramp from East							Salt Pond Road from South							Route 1 SB Onramp 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
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	1	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	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	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	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
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	1	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	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	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
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	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4	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	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 from North							Route 1 SB Offramp from East							Salt Pond Road from South							Route 1 SB Onramp 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
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1
7:30 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	1	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	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	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	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:

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

Pedestrians

	Salt Pond Road from North							Route 1 SB Offramp from East							Salt Pond Road from South							Route 1 SB Onramp 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
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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	2
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	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
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	2	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	0	0	2	2	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
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	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	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
Approach %	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	100		0	0	0	0	33.3	66.7		
Total %	0	0	0	0	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 from North							Route 1 SB Offramp from East							Salt Pond Road from South							Route 1 SB Onramp 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
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	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	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
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:

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

Cars and Heavy Vehicles (Combined)

	Salt Pond Road from North					Route 1 SB Offramp from East					Salt Pond Road from South					Route 1 SB Onramp from West					
	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	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 from North					Route 1 SB Offramp from East					Salt Pond Road from South					Route 1 SB Onramp from West					
	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
3:15 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:

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

Cars

	Salt Pond Road from North					Route 1 SB Offramp from East					Salt Pond Road from South					Route 1 SB Onramp from West					
	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	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 from North					Route 1 SB Offramp from East					Salt Pond Road from South					Route 1 SB Onramp from West					
	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
3:15 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**

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

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

	Salt Pond Road from North					Route 1 SB Offramp from East					Salt Pond Road from South					Route 1 SB Onramp from West					
	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	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 from North					Route 1 SB Offramp from East					Salt Pond Road from South					Route 1 SB Onramp from West					
	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	1	0	0	1	0	0	0	0	0	0	1	0	0	1	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:

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

Buses

	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	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					
	from North					from East					from South					from West					
	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	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		
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:

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

Single-Unit Trucks

	Salt Pond Road from North					Route 1 SB Offramp from East					Salt Pond Road from South					Route 1 SB Onramp from West					
	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	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 from North					Route 1 SB Offramp from East					Salt Pond Road from South					Route 1 SB Onramp from West					
	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	1	0	0	1	0	0	0	0	0	0	1	0	0	1	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:

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

Articulated Trucks

	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	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					
	from North					from East					from South					from West					
	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
3:15 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:

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

Bicycles (on Roadway and Crosswalks)

	Salt Pond Road from North							Route 1 SB Offramp from East							Salt Pond Road from South							Route 1 SB Onramp 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
2:00 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	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	2
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	3
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	4	0	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	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 from North							Route 1 SB Offramp from East							Salt Pond Road from South							Route 1 SB Onramp 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
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1
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	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	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	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:

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

Pedestrians

	Salt Pond Road from North							Route 1 SB Offramp from East							Salt Pond Road from South							Route 1 SB Onramp 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
2:00 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	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 from North							Route 1 SB Offramp from East							Salt Pond Road from South							Route 1 SB Onramp 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
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	50.0	50.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	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**

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

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

	Kenyon Avenue from East				Town Farm Road from South				Kenyon Avenue from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	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 from East				Town Farm Road from South				Kenyon Avenue from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	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**

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

Class: **Cars**

	Kenyon Avenue from East				Town Farm Road from South				Kenyon Avenue from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	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 from East				Town Farm Road from South				Kenyon Avenue from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	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**

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

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

	Kenyon Avenue from East				Town Farm Road from South				Kenyon Avenue from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	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 from East				Town Farm Road from South				Kenyon Avenue from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	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:

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

Buses

	Kenyon Avenue from East				Town Farm Road from South				Kenyon Avenue from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	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 from East				Town Farm Road from South				Kenyon Avenue from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	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 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**

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

Class: **Single-Unit Trucks**

	Kenyon Avenue from East				Town Farm Road from South				Kenyon Avenue from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	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 from East				Town Farm Road from South				Kenyon Avenue from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	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:

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

Articulated Trucks

	Kenyon Avenue from East				Town Farm Road from South				Kenyon Avenue from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	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 from East				Town Farm Road from South				Kenyon Avenue from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	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	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	1	0	0	1	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	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	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:

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

Bicycles (on Roadway and Crosswalks)

	Kenyon Avenue from East						Town Farm Road from South						Kenyon Avenue 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	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	1	1	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
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	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 from East						Town Farm Road from South						Kenyon Avenue 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	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:

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

Pedestrians

	Kenyon Avenue from East						Town Farm Road from South						Kenyon Avenue 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	Total
6:45 AM	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	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
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	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
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	1	1	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	3	5	8	0	0	0	0	0	0	8
Approach %	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	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 from East						Town Farm Road from South						Kenyon Avenue 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	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:

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

Cars and Heavy Vehicles (Combined)

	Kenyon Avenue from East				Town Farm Road from South				Kenyon Avenue from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	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 from East				Town Farm Road from South				Kenyon Avenue from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	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:

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

Cars

	Kenyon Avenue from East				Town Farm Road from South				Kenyon Avenue from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	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 from East				Town Farm Road from South				Kenyon Avenue from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	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**

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

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

	Kenyon Avenue from East				Town Farm Road from South				Kenyon Avenue from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	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 from East				Town Farm Road from South				Kenyon Avenue from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	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:

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

Buses

	Kenyon Avenue from East				Town Farm Road from South				Kenyon Avenue from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	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 from East				Town Farm Road from South				Kenyon Avenue from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	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:

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

Single-Unit Trucks

	Kenyon Avenue from East				Town Farm Road from South				Kenyon Avenue from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	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	2	0	0	2	0	0	0	0	0	6	0	6	8
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	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	1	0	1	0	0	0	0	0	2	0	2	3
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:15 PM	1	0	0	1	0	0	0	0	0	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	4	1	0	5	0	0	0	0	0	12	0	12	17
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 from East				Town Farm Road from South				Kenyon Avenue from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	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:

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

Articulated Trucks

	Kenyon Avenue from East				Town Farm Road from South				Kenyon Avenue from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	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	1	0	0	1	0	1	0	1	0	0	0	0	2
Total	1	0	0	1	0	1	0	1	0	0	0	0	2
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	1	0	0	1	0	1	0	1	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	
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 from East				Town Farm Road from South				Kenyon Avenue from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	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:

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

Bicycles (on Roadway and Crosswalks)

	Kenyon Avenue from East						Town Farm Road from South						Kenyon Avenue 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	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	0	0	0	0	0	0	0	0	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	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	0	0	0	0	0	0	0	1	0	1	0	2	0	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	1	0	1	0	2	0	0	0	0	0	0	2
Grand Total	0	0	0	0	0	0	0	1	0	1	0	2	1	0	0	0	0	1	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 from East						Town Farm Road from South						Kenyon Avenue 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	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:

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

Pedestrians

	Kenyon Avenue from East						Town Farm Road from South						Kenyon Avenue 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	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	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
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	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
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	1	0	1	0	0	0	0	0	0	1
Grand Total	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	80	20		0	0	0	0	100		
Total %	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:

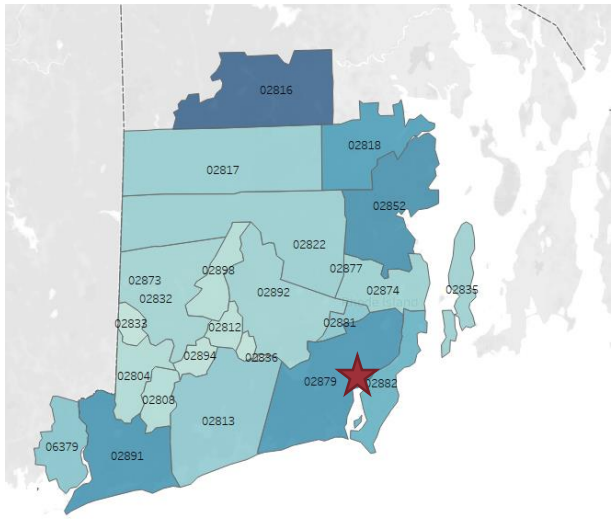
2:00 PM	Kenyon Avenue from East						Town Farm Road from South						Kenyon Avenue from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	Total
2:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	1	1	3
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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 - South County Hospital Growth Data

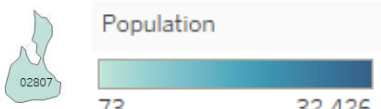
Total Service Area Population Growth Overview

0.03% population growth is expected 2018-2023 with the largest growth occurring within family aged adults and seniors 65-74.

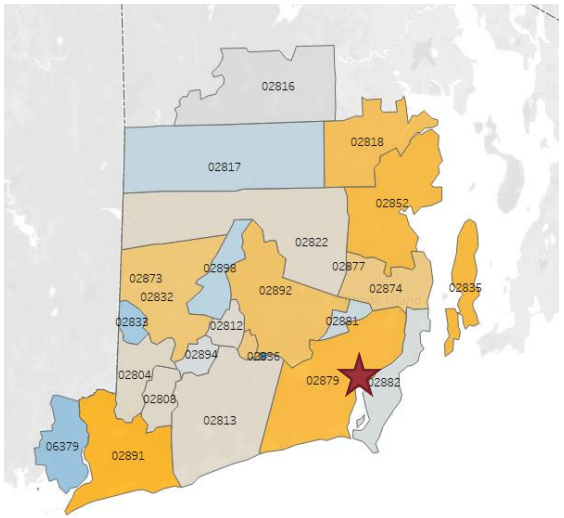
2018 Population

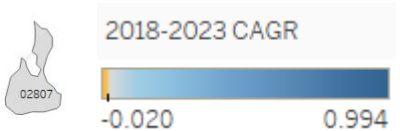


South County Hospital

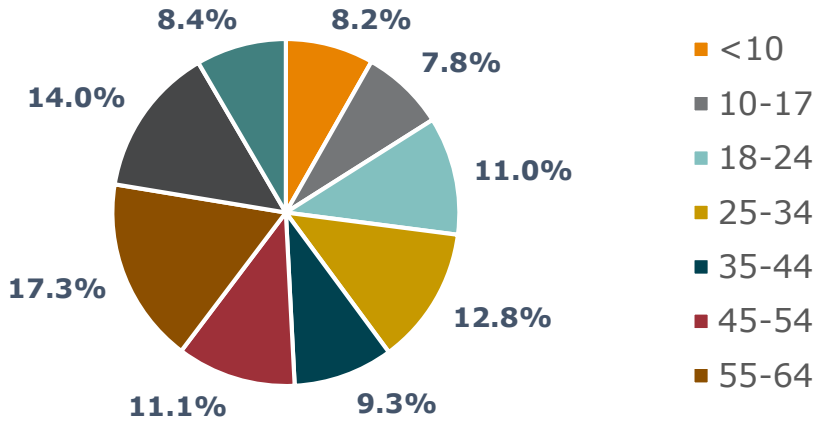


2018-2023 Pop. CAGR



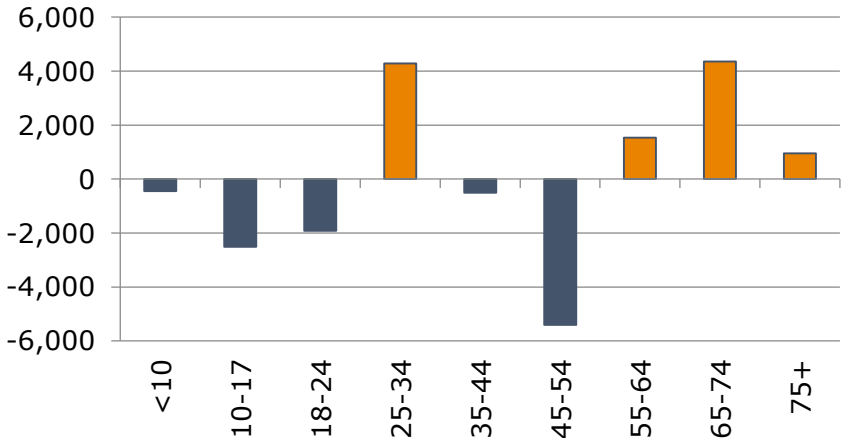


2023 Population by Age Group



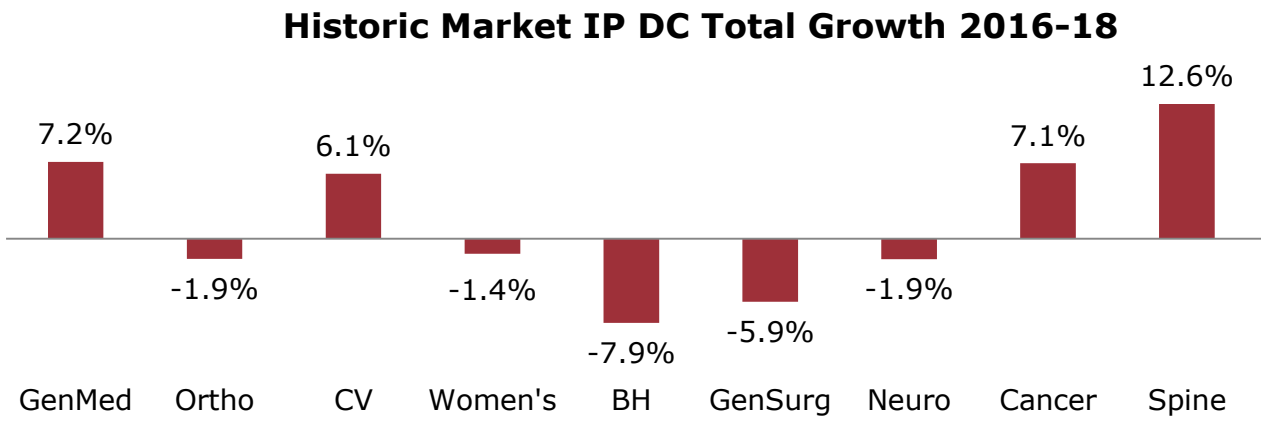
Service Area	2019 Pop	2024 Pop	CAGR
Service Area	197,959	198,296	**0.03%**
Rhode Island	1,061,985	1,069,733	**0.15%**

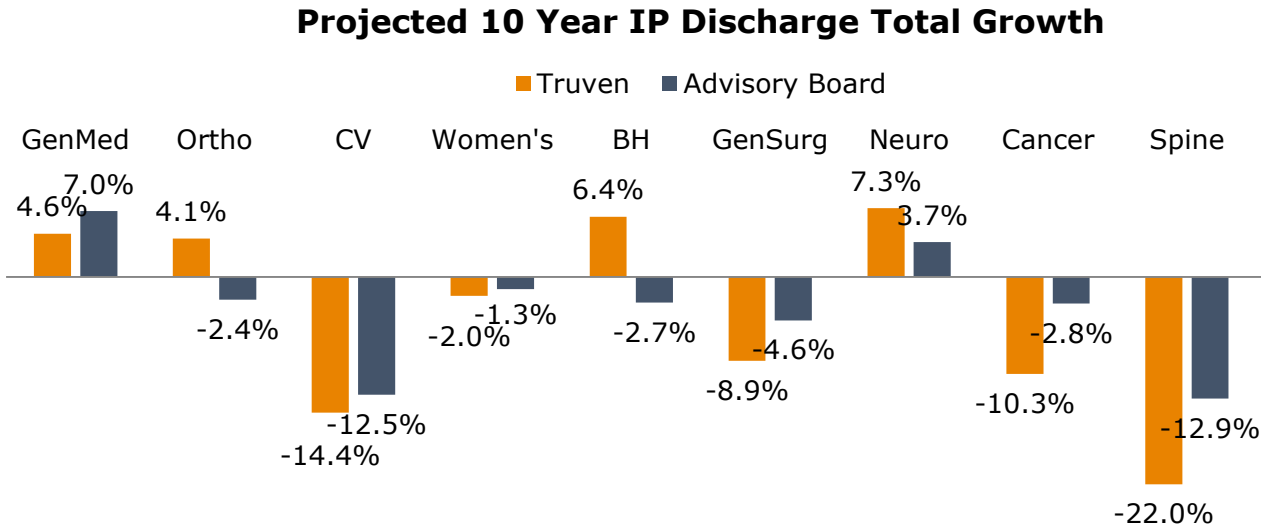
Population Change 2018-2023



Source: Truven

Historic Inpatient Discharge Trends & Market Use Rate Projections

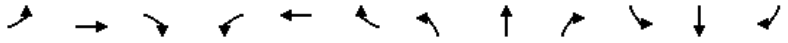




Blended rate that Catalyst used to develop future Inpatient bed need projections:

Service Line	CAGR	Total Growth Current-10 YR	Source
General Medicine	2.78%	31.6%	Average
Orthopedics	0.40%	4.1%	Truven
Cardiovascular	1.07%	11.3%	Average
Women's Health	-1.39%	-13.1%	Historic Market
Behavioral Health	-2.51%	-22.4%	Average
General Surgery	-0.93%	-8.9%	Truven
Neurosciences	-0.28%	-2.7%	Average
Cancer	-0.28%	-2.8%	AB
Spine	2.93%	33.5%	Average
Observation	1.04%	10.9%	Average
Grand Total	1.10%	11.6%	

Appendix D - Highway Capacity Software (HCS) Data



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

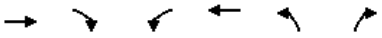
Intersection Summary				
Delay			7.8	
Level of Service			A	
Intersection Capacity Utilization			18.9%	ICU Level of Service
Analysis Period (min)			15	



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		

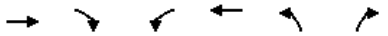
Intersection Summary			
Average Delay	6.0		
Intersection Capacity Utilization	44.0%	ICU Level of Service	A
Analysis Period (min)	15		



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		



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		



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

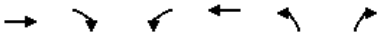
Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	139	202	4
Volume Left	0	10	0
Volume Right	0	0	4
cSH	1700	1451	703
Volume to Capacity	0.08	0.01	0.01
Queue Length 95th (ft)	0	1	0
Control Delay (s)	0.0	0.4	10.1
Lane LOS		A	B
Approach Delay (s)	0.0	0.4	10.1
Approach LOS			B

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	25.8%	ICU Level of Service	A
Analysis Period (min)	15		

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

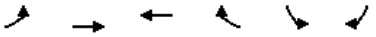
Intersection Summary			
Average Delay	3.6		
Intersection Capacity Utilization	25.7%	ICU Level of Service	A
Analysis Period (min)	15		



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

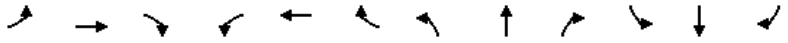
Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	24.3%	ICU Level of Service	A
Analysis Period (min)	15		



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

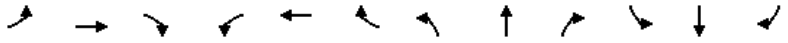
Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	18.2%	ICU Level of Service	A
Analysis Period (min)	15		



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
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	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

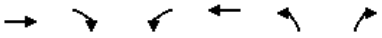
Intersection Summary				
Delay			8.4	
Level of Service			A	
Intersection Capacity Utilization			20.7%	ICU Level of Service
Analysis Period (min)			15	



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		

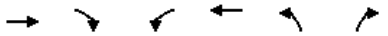
Intersection Summary			
Average Delay	10.3		
Intersection Capacity Utilization	61.8%	ICU Level of Service	B
Analysis Period (min)	15		



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		



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

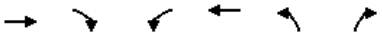
Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	200	142	0
Volume Left	0	0	0
Volume Right	1	0	0
cSH	1700	1378	1700
Volume to Capacity	0.12	0.00	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS			A
Approach Delay (s)	0.0	0.0	0.0
Approach LOS			A

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	12.0%	ICU Level of Service	A
Analysis Period (min)	15		

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

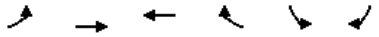
Intersection Summary			
Average Delay	5.0		
Intersection Capacity Utilization	26.2%	ICU Level of Service	A
Analysis Period (min)	15		



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		



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

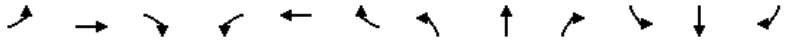
Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	218	140	21
Volume Left	18	0	8
Volume Right	0	7	13
cSH	1437	1700	769
Volume to Capacity	0.01	0.08	0.03
Queue Length 95th (ft)	1	0	2
Control Delay (s)	0.7	0.0	9.8
Lane LOS	A		A
Approach Delay (s)	0.7	0.0	9.8
Approach LOS			A

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	28.6%	ICU Level of Service	A
Analysis Period (min)	15		

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

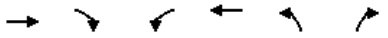
Intersection Summary				
Delay			7.8	
Level of Service			A	
Intersection Capacity Utilization			19.2%	ICU Level of Service
Analysis Period (min)			15	



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		



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

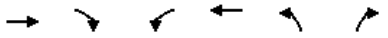
Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	146	279	75
Volume Left	0	102	19
Volume Right	35	0	56
cSH	1700	1430	735
Volume to Capacity	0.09	0.07	0.10
Queue Length 95th (ft)	0	6	8
Control Delay (s)	0.0	3.2	10.5
Lane LOS		A	B
Approach Delay (s)	0.0	3.2	10.5
Approach LOS			B

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

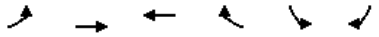
Intersection Summary			
Average Delay	3.6		
Intersection Capacity Utilization	25.8%	ICU Level of Service	A
Analysis Period (min)	15		



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

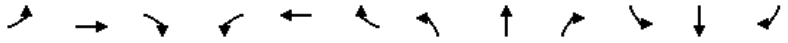
Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	114	177	30
Volume Left	5	0	16
Volume Right	0	3	14
cSH	1393	1700	761
Volume to Capacity	0.00	0.10	0.04
Queue Length 95th (ft)	0	0	3
Control Delay (s)	0.4	0.0	9.9
Lane LOS	A		A
Approach Delay (s)	0.4	0.0	9.9
Approach LOS			A

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

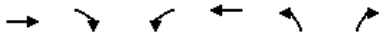
Intersection Summary				
Delay			8.5	
Level of Service			A	
Intersection Capacity Utilization			20.8%	ICU Level of Service
Analysis Period (min)			15	



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		



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

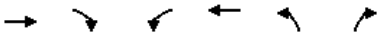
Intersection Summary			
Average Delay	4.2		
Intersection Capacity Utilization	33.0%	ICU Level of Service	A
Analysis Period (min)	15		



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

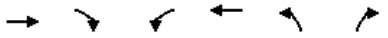
Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	24.2%	ICU Level of Service	A
Analysis Period (min)	15		



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

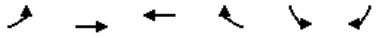
Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	150	144	204
Volume Left	0	30	54
Volume Right	20	0	150
cSH	1700	1431	792
Volume to Capacity	0.09	0.02	0.26
Queue Length 95th (ft)	0	2	26
Control Delay (s)	0.0	1.7	11.1
Lane LOS		A	B
Approach Delay (s)	0.0	1.7	11.1
Approach LOS			B

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

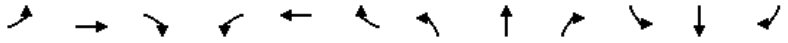
Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	219	140	21
Volume Left	18	0	8
Volume Right	0	7	13
cSH	1437	1700	768
Volume to Capacity	0.01	0.08	0.03
Queue Length 95th (ft)	1	0	2
Control Delay (s)	0.7	0.0	9.8
Lane LOS	A		A
Approach Delay (s)	0.7	0.0	9.8
Approach LOS			A

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

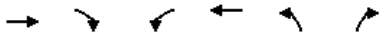
Intersection Summary				
Delay			7.9	
Level of Service			A	
Intersection Capacity Utilization			19.2%	ICU Level of Service
Analysis Period (min)			15	



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

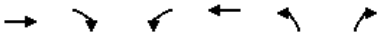
Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	26.4%	ICU Level of Service	A
Analysis Period (min)	15		



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

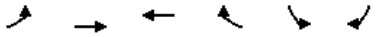
Intersection Summary			
Average Delay	3.7		
Intersection Capacity Utilization	26.3%	ICU Level of Service	A
Analysis Period (min)	15		



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

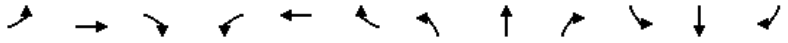
Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	116	187	30
Volume Left	5	0	16
Volume Right	0	3	14
cSH	1381	1700	750
Volume to Capacity	0.00	0.11	0.04
Queue Length 95th (ft)	0	0	3
Control Delay (s)	0.4	0.0	10.0
Lane LOS	A		B
Approach Delay (s)	0.4	0.0	10.0
Approach LOS			B

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
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			

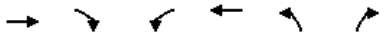
Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	285	307	621
Volume Left	92	130	0
Volume Right	193	0	57
cSH	354	965	1700
Volume to Capacity	0.81	0.13	0.37
Queue Length 95th (ft)	172	12	0
Control Delay (s)	46.2	4.8	0.0
Lane LOS	E	A	
Approach Delay (s)	46.2	4.8	0.0
Approach LOS	E		

Intersection Summary			
Average Delay	12.1		
Intersection Capacity Utilization	62.9%	ICU Level of Service	B
Analysis Period (min)	15		

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

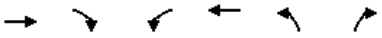
Intersection Summary			
Average Delay	4.4		
Intersection Capacity Utilization	33.9%	ICU Level of Service	A
Analysis Period (min)	15		



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

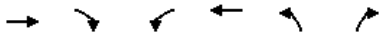
Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	25.2%	ICU Level of Service	A
Analysis Period (min)	15		



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

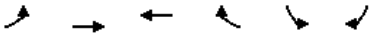
Intersection Summary			
Average Delay	5.2		
Intersection Capacity Utilization	26.7%	ICU Level of Service	A
Analysis Period (min)	15		



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				