Twin River Management Group

Gaming Facility

William S. Canning Boulevard (Route 81) Tiverton, Rhode Island

Traffic Impact Analysis



November 2015





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1.0 Introduction

1.1 Purpose of Study

This traffic study was prepared at the request of Twin River Management Group in connection with their study of a proposed gaming facility to be located on William S. Canning Boulevard (Route 81) in Tiverton, Rhode Island. For the benefit of the Town Council and the citizens of Tiverton, the traffic impacts of the proposed development have been evaluated. The study analyzes traffic use attributable to the proposed development of the site and discusses transportation impacts in the vicinity of the site.

1.2 Description of Project

The project site is located on the west side of William S. Canning Boulevard and to the east of Route 24 Tiverton, as shown in Figure No. 1. The proposed development includes the construction of a 85,000 square foot gaming facility and an 84-room hotel. Access to the parcel will be provided through a driveway at the proposed roundabout with an exclusive turn lane into the site at the intersection of William S. Canning Boulevard, Stafford Road, and Hurst Lane. A secondary roadway only to be used for emergency access will be provided to the south on Stafford Road.



Figure No. 1 Location Map



2.0 Existing Conditions

2.1 Study Area

The project will primarily utilize William S. Canning Boulevard for access to and from the site. Traffic volumes are moderate on William S. Canning Boulevard, which is classified as an Urban Minor Arterial, as presented in Technical Paper 165, Rhode Island Statewide Planning Program, Department of Administration, 2014. By definition, an arterial highway emphasizes a high level of mobility for through traffic while providing access to local roadways. Land use is mixed commercial and residential in the vicinity of the site.

Currently, the area where William S. Canning Boulevard, Stafford Road, and Hurst Lane intersect consists of two associated but distinct intersections. Stafford Road from the north curves to form the westbound approach of a three-way unsignalized intersection with William S. Canning Boulevard. Just to the south, Hurst Lane intersects with Stafford Road where it splits, with Stafford Road continuing to the right and William S. Canning Boulevard to the left, to form a second three-way unsignalized. William S. Canning Boulevard at its intersection with Stafford Road is a two-lane, two-way bituminous roadway, approximately 31 feet in width, with 12-foot travel lanes, a 4-foot southern shoulder, and a 3-foot northern shoulder. The speed limit is posted at 30 mph to the north of the intersection. There is curb on both sides of the roadway at the intersection and no sidewalk. There are utility poles located on the west side of the roadway. Land use in the area is commercial.

Stafford Road, to the south of the intersection, is a two-lane, two-way bituminous roadway, approximately 38 feet in width, with 12-foot travel lanes and 7-foot shoulders. The speed limit is posted at 40 mph to the south of the intersection. There is granite curb and bituminous sidewalk on both sides of the roadway to the south of the intersection. There are utility poles located on the west side of the roadway. Land use in the area is mixed residential and commercial.

At the intersection, vehicles continuing on Stafford Road northbound branch off from vehicles continuing on William S. Canning Boulevard. These movements are separated by a grassed island. The one-way northbound lane of Stafford Road to the north of the intersection is 17 feet in width, with a 7-foot western shoulder, and a 3-foot eastern shoulder. There is granite curb and bituminous sidewalk on the east side of the roadway and slope faced concrete curb on the west side. There are utility poles located on the west side of the roadway. Land use in the area is commercial.

Stafford Road, to the north of the intersection, is a two-lane, two-way bituminous roadway, which is separated by grassed islands at its intersection with William S. Canning Boulevard. The southbound approach of Stafford Road consists of a 30-foot channelized lane with variable width shoulders. Vehicles wishing to travel north on Stafford Road from William S. Canning Boulevard southbound use a 25-foot wide channelized lane with 3-foot shoulders. There is concrete slope faced curb around the islands and no sidewalk. There are utility poles located on the west side of the roadway. Land use in the area is commercial.



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Hurst Lane at its intersection with William S. Canning Boulevard/Stafford Road is a two-lane, two-way bituminous roadway, approximately 24 feet in width, with an 11-foot westbound travel lane and a 13-foot eastbound travel lane. The speed limit on Hurst Lane is posted at 25 mph. There is bituminous berm on both sides of the roadway and no sidewalk. There are utility poles located on the north side of the roadway. Land use in the area is mixed medical and residential.

A roundabout is currently proposed at this location by the Rhode Island Department of Transportation (RIDOT), which will include William S. Canning Boulevard, Stafford Road, and Hurst Lane. Preliminary plans for the proposed roundabout can be found in Appendix G.

The interchange of William S. Canning Boulevard and Route 24 is located to the north of the site. The interchange is a full cloverleaf interchange, which allows the two roadways to intersect without the need for left turns, right turns, or for any traffic to be stopped by traffic signals,. Weaving and merging are components of a cloverleaf interchange.

2.2 Data Collection

Traffic turning movement counts were conducted at the intersection of William S. Canning Boulevard, Stafford Road, and Hurst Lane between the hours of 6:00 and 10:00 A.M. and 2:00 and 6:00 P.M. on Thursday, June 18, 2015. In addition, traffic turning movement counts were conducted at the intersections between the hours of 10:00 A.M. and 2:00 P.M. on Saturday, June 20, 2015. Traffic volumes on William S. Canning Boulevard, to the north of Stafford Road, and Stafford Road, to the north of Hurst Lane, were obtained from automatic road tube counts between 12:00 A.M. on Thursday, June 18, 2015 and 11:59 P.M. on Saturday, June 20, 2015. Traffic volumes were also obtained from automatic road tube counts for the interchange of Route 24 and William S. Canning Boulevard between 12:00 A.M. on Thursday, June 18, 2015 and 11:59 P.M. on Saturday, June 18, 2015 and 11:59 P.M. on Saturday, June 20, 2015. Traffic volumes were also obtained from automatic road tube counts for the interchange of Route 24 and William S. Canning Boulevard between 12:00 A.M. on Thursday, June 18, 2015 and 11:59 P.M. on Saturday, June 18, 2015 and 11:59 P.M. on Saturday, June 20, 2015. Traffic volumes were also obtained from automatic road tube counts for the interchange of Route 24 and William S. Canning Boulevard between 12:00 A.M. on Thursday, June 18, 2015 and 11:59 P.M. on Saturday, June 20, 2015.

The calculated weekday A.M. peak hour for the intersection of William S. Canning Boulevard, Stafford Road, and Hurst Lane is 7:00 - 8:00 and the weekday P.M. peak hour is 4:15 - 5:15. The Saturday midday peak hour for the intersection of William S. Canning Boulevard, Stafford Road, and Hurst Lane is 10:15 - 11:15.

Pertinent field observations including existing stopping sight distance, location of existing utilities, posted speed limits, traffic control devices, etc. were made on August 24, 2015. Crash data for the study area was obtained from the Tiverton Police Department for the period from January 1, 2012 through July 8, 2015 and from the Fall River Police Department for the period from January 1, 2012 through August 13, 2015. Continuous traffic speed data, shown in Appendix F, was obtained using road tubes on William S. Canning Boulevard to the north of Stafford Road on Tuesday, July 7, 2015 and Wednesday, July 8, 2015.



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3.0 Traffic Forecasts

3.1 Traffic Volumes

Existing traffic volumes for the study area were developed from traffic data obtained by Transportation Data Corporation (TDC).

The total 24-hour two-way traffic volume (from the road tube counts) on William S. Canning Boulevard in the vicinity of the proposed site is approximately 14,900 vehicles per day.

The weekday A.M. peak hour for the intersection of William S. Canning Boulevard, Stafford Road, and Hurst Lane, as indicated in Section 2.2, occurred between 7:00 and 8:00, with two-way traffic volumes on William S. Canning Boulevard, Stafford Road, and Hurst Lane of 975 vehicles, 851 vehicles, and 67 vehicles, respectively. The weekday P.M. peak hour was measured between 4:15 and 5:15 and the two-way traffic volumes were 1,384 vehicles on William S. Canning Boulevard, 1,251 vehicles on Stafford Road, and 116 vehicles on Hurst Lane.

Although the Saturday midday peak hour was measured between 10:15 and 11:15, the road tube counts showed a peak hour with similar volumes that occurred between 5:00 and 6:00. Since the gaming facility will experience higher volumes during the Saturday P.M. peak hour, it was used for the analysis of all of the intersections and roadway segments to represent the worst case scenario.

The Saturday P.M. peak hour for the intersection of William S. Canning Boulevard, Stafford Road, and Hurst Lane occurred between 5:00 and 6:00, with calculated two-way traffic volumes on William S. Canning Boulevard, Stafford Road, and Hurst Lane of 1,110 vehicles, 995 vehicles, and 101 vehicles, respectively.

On the William S. Canning Boulevard southbound side of the Route 24 interchange, there were 432 vehicles to the south of the Route 24 interchange, 220 vehicles on the Route 24 southbound exit ramp, 550 vehicles on the Route 24 northbound entrance ramp, and 64 vehicles on the Route 24 northbound exit ramp during the weekday A.M. peak hour. During the weekday P.M. peak hour, there were 968 vehicles to the south of the Route 24 interchange, 495 vehicles on the Route 24 southbound exit ramp, 564 vehicles on the Route 24 northbound entrance ramp, and 124 vehicles on the Route 24 northbound exit ramp. There were 659 vehicles to the south of the Route 24 interchange, 299 vehicles on the Route 24 southbound exit ramp, 544 vehicles on the Route 24 northbound entrance ramp, and 77 vehicles on the Route 24 northbound exit ramp during the Saturday P.M. peak hour.

On the William S. Canning Boulevard northbound side of the Route 24 interchange, there were 861 vehicles to the south of the Route 24 interchange, 88 vehicles on the Route 24 southbound entrance ramp, 77 vehicles on the Route 24 northbound exit ramp, and 590 vehicles on the Route 24 northbound entrance ramp during the weekday A.M. peak hour. During the weekday P.M. peak hour, there were 637 vehicles to the south of the Route 24 interchange, 57 vehicles on the Route 24



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southbound entrance ramp, 200 vehicles on the Route 24 northbound exit ramp, and 332 vehicles on the Route 24 northbound entrance ramp. There were 652 vehicles to the south of the Route 24 interchange, 37 vehicles on the Route 24 southbound entrance ramp, 138 vehicles on the Route 24 northbound exit ramp, and 354 vehicles on the Route 24 northbound entrance ramp during the Saturday P.M. peak hour.

The traffic anticipated to be generated by the proposed gaming facility was added to the counted traffic volumes for use in determining levels of service (LOS).

3.2 Vehicle Trip Generation

To evaluate the traffic impacts of the proposed development, it is necessary to determine the amount of traffic expected to be generated by the proposed improvements. Typically, the trip generation calculations are based on data compiled in <u>Trip Generation</u> (9th edition), an informational report published by the Institute of Transportation Engineers (ITE). <u>Trip Generation</u> is a tool for planners, transportation professionals, zoning boards, and others who are interested in estimating the number of vehicle trips generated by a proposed development or land use. This document is based on more than 5,500 trip generation studies submitted to the Institute by public agencies, developers, consulting firms, and associations.

A market assessment of the projected visitation volumes to the Tiverton gaming facility was conducted by The Innovation Group on behalf of Twin River Management Group. The market assessment included four scenarios based on the gaming facilities that could potentially be opened in southeastern Massachusetts. The scenario with the highest projected visitation, which is no gaming facility in southeastern Massachusetts, was used for the trip generation and subsequent capacity analysis, as it provides the most conservative analysis of traffic volumes. Based on the market assessment, the project total annual visitation would be 1,778,931 with an average daily visitation of 4,874. Using a factor of 1.32 passengers per vehicle, the number of average daily vehicles would be 3,692, as shown in Table No. 1.

Twin River Tiverton Gaming	Facility
Total Annual Visitation	1,778,931
Average Daily Visitation	4,874
Average Passengers per Vehicle	1.32
Average Daily Vehicles	3,692

Table No. 1 Visitation Summary

The market assessment also included projections of visitors and vehicle trips for specific hourly periods. Based on the projections, the volumes anticipated to be generated by the proposed gaming facility during the weekday A.M., weekday P.M., and Saturday P.M. peak hours can be found in Table No. 2.



Time Period	Direction	Generated Trips
Weekday A.M.	Enter	47
Peak Hour	Exit	35
Weekday P.M.	Enter	297
Peak Hour	Exit	265
Saturday P.M.	Enter	388
Peak Hour	Exit	291

Table No. 2 Trip Generation Summary Twin River Tiverton Gaming Facility

The distribution of the anticipated new vehicle trips by direction was determined based on the market assessment conducted by The Innovation Group. The trip generation calculations and the distribution of the traffic anticipated to be generated by the proposed gaming facility are shown in Appendix B.

4.0 Capacity Analysis

4.1 General

Capacity analyses in this report focus on the peak hours of traffic volume because they represent the most critical periods for operations and have the highest capacity requirements. If traffic operates at acceptable levels of service during the peak hours, then it will operate at acceptable levels during the remaining hours of the day. Acceptable levels of service typically are those at LOS D or better. <u>A</u> Policy on Geometric Design of Highways and Streets, 2011, of the American Association of State Highway and Transportation Officials (AASHTO), indicates that the design level of service for urban and suburban locations, such as at the proposed site, should be LOS D.

4.2 Intersections

The intersection capacity analysis was prepared using the <u>Highway Capacity Manual</u> (HCM), 2010 edition, published by the Transportation Research Board. The analysis utilizes the concept of Level of Service. The term "level of service" is defined as a qualitative measure describing operational conditions within a traffic stream based on service measures such as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience. There are six levels of service utilized for the analysis. They are given letter designations from A to F, with Level of Service F is assigned to the movement if the volume-to-capacity ratio for the movement exceeds 1.0, regardless of the control delay. The level of service criteria for unsignalized intersections and roundabouts is shown in Table No. 3.

The computer software, HCS 2010, was utilized to perform the capacity analysis for the unsignalized intersection. Roundabout capacity analysis was performed using the computer software VISSIM.



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Table No. 3Level of Service Criteria for Unsignalized Intersections and RoundaboutsSource: Highway Capacity Manual, 2010

Level Of Service	Control Delay (Second/Vehicle)
A	≤10
В	>10 and ≤15
С	>15 and ≤25
D	>25 and ≤35
E	>35 and ≤50
F	>50

It is anticipated that the gaming facility will open in 2018. Statewide Planning provides a 20-year total growth rate of 1.14 for an urban minor arterial in Newport County. This translates to 0.66% of growth per year. Conservatively, an annual 1.0% growth rate was utilized for expanding the existing traffic counts.

4.2.1 Unsignalized Intersection Capacity Analysis

Unsignalized intersection capacity analysis for the intersections of William S. Canning Boulevard and Stafford Road and William S. Canning Boulevard, Stafford Road, and Hurst Lane was undertaken using the weekday A.M., weekday P.M., and Saturday P.M. peak hour traffic volumes without the construction of the gaming facility. The capacity analysis computations are included in Appendix C. A summary of the level of service for this intersection is shown in Table Nos. 4, 5, and 6 for the weekday A.M., weekday P.M., and Saturday P.M. peak hour, respectively.

Table No. 4
Weekday A.M. Peak Hour - Level of Service Summary
Unsignalized Intersections

Intersection/	Level of Service (Delay-Second/Vehicle)		
Critical Movement	Without Gaming Facility (2018)	With Gaming Facility (2018)	
William S. Canning Boulevard/Stafford Road			
Stafford Road Approach	C (16.6)	Proposed Roundabout	
Canning Boulevard Approach	A (2.7)	See Table No. 7	
William S. Canning Boulevard/Stafford Road/Hurst Lane			
Hurst Lane Approach	C (15.1)	Proposed Roundabout	
Canning Boulevard Approach	A (0.6)	See Table No. 7	



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Table No. 5 Weekday P.M. Peak Hour - Level of Service Summary Unsignalized Intersections

Intersection/	Level of Service (Delay-Second/Vehicle)		
Critical Movement	Without Gaming Facility (2018)	With Gaming Facility (2018)	
William S. Canning Boulevard/Stafford Road			
Stafford Road Approach	F (53.9)	Proposed Roundabout	
Canning Boulevard Approach	A (3.5)	See Table No. 8	
William S. Canning Boulevard/Stafford Road/Hurst Lane			
Hurst Lane Approach	C (16.7)	Proposed Roundabout	
Canning Boulevard Approach	A (1.6)	See Table No. 8	

Table No. 6 Saturday P.M. Peak Hour - Level of Service Summary Unsignalized Intersections

Intersection/	Level of Service (Delay-Second/Vehicle)		
Critical Movement	Without Gaming Facility (2018)	With Gaming Facility (2018)	
William S. Canning Boulevard/Stafford Road			
Stafford Road Approach	D (27.3)	Proposed Roundabout	
Canning Boulevard Approach	A (3.4)	See Table No. 9	
William S. Canning Boulevard/Stafford Road/Hurst Lane			
Hurst Lane Approach	B (14.7)	Proposed Roundabout	
Canning Boulevard Approach	A (1.0)	See Table No. 9	

The unsignalized intersection capacity analysis shows that the Stafford Road southbound approach of the intersection of William S. Canning Boulevard and Stafford Road will operate at LOS C, LOS F, and LOS D during the weekday A.M., weekday P.M., and Saturday P.M. peak hours, respectively, without the construction of the gaming facility. The Hurst Lane approach of the intersection of William S. Canning Boulevard, Stafford Road, and Hurst Lane will operate at LOS C during the weekday A.M. and weekday P.M. peak hours and LOS B during the Saturday P.M. peak hour without construction of the gaming facility. William S. Canning Boulevard will operate at LOS A during the weekday A.M., weekday P.M., and Saturday P.M. peak hours without the construction of the gaming facility. Due to the fact that a proposed roundabout is under design at this location, capacity analysis with the construction of a gaming facility was not performed for the unsignalized intersections.

At the request of the Town, other roadways and intersections were evaluated and it was determined that there would be no impacts from the proposed gaming facility.

4.2.2 Roundabout Capacity Analysis

The installation of a roundabout at the intersection of William S. Canning Boulevard, Stafford Road, Hurst Lane, and the proposed gaming facility driveway will greatly improve the safety of the intersection; see Section 5.2 for more details. In addition, as will be shown below, the levels of service will primarily stay the same or be improved with the installation of the roundabout.



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Capacity analysis for the intersection of William S. Canning Boulevard, Stafford Road, Hurst Lane, and the proposed gaming facility driveway was undertaken with the installation of the proposed single-lane roundabout using the weekday A.M., weekday P.M., and Saturday P.M. peak hour traffic volumes with the construction of the gaming facility. The proposed gaming facility driveway approach will operate as one lane. A second lane will be added for the William S. Canning Boulevard southbound approach allowing vehicles entering the gaming facility to use an exclusive right lane and vehicles traveling through the roundabout to Stafford Road and Hurst Lane to use the left lane. The capacity analysis computations are included in Appendix C. A summary of the level of service for this intersection is shown in Table Nos. 7, 8, and 9 for the weekday A.M., weekday P.M., and Saturday P.M. peak hour, respectively.

Table No. 7 Weekday A.M. Peak Hour - Level of Service Summary Roundabout

Intersection/	Level of Service (Delay-Second/Vehicle)
Critical Movement	With Gaming Facility (2018)
William S. Canning Boulevard/Sta	Ifford Road/Hurst Lane/Proposed Driveway
Overall Intersection	A (3.91)
Stafford Road Southbound	A (9.74)
Canning Boulevard Southbound	A (1.01)
Hurst Lane	B (11.00)
Stafford Road Northbound	A (3.30)
Proposed Driveway	A (1.35)

Table No. 8 Weekday P.M. Peak Hour - Level of Service Summary Roundabout

Intersection/	Level of Service (Delay-Second/Vehicle)
Critical Movement	With Gaming Facility (2018)
William S. Canning Boulevard/Sta	Ifford Road/Hurst Lane/Proposed Driveway
Overall Intersection	B (11.66)
Stafford Road Southbound	B (14.88)
Canning Boulevard Southbound	A (3.54)
Hurst Lane	C (16.14)
Stafford Road Northbound	C (21.14)
Proposed Driveway	C (20.67)



Table No. 9
Saturday P.M. Peak Hour - Level of Service Summary
Roundabout

Intersection/	Level of Service (Delay-Second/Vehicle)
Critical Movement	With Gaming Facility (2018)
William S. Canning Boulevard/Sta	Ifford Road/Hurst Lane/Proposed Driveway
Overall Intersection	B (11.54)
Stafford Road Southbound	D (30.69)
Canning Boulevard Southbound	A (2.63)
Hurst Lane	C (17.04)
Stafford Road Northbound	C (18.94)
Proposed Driveway	B (10.49)

The roundabout capacity analysis shows that all approaches of the intersection of William S. Canning Boulevard, Stafford Road, Hurst Lane, and the proposed gaming facility driveway will operate at acceptable levels of service during the weekday A.M., weekday P.M., and Saturday P.M. peak hours. Compared to the existing conditions, the Stafford Road southbound approach will improve, from LOS C to LOS A, during the weekday A.M. peak hour, from LOS F to LOS B during the weekday P.M. peak hour, and remain at LOS D during the Saturday P.M. peak hour. The Hurst Lane approach will improve, from LOS C to LOS B, during the weekday A.M. peak hour, remain at LOS C during the weekday P.M. peak hour, remain at LOS C during the weekday A.M. peak hour, remain at LOS C during the weekday A.M. peak hour, remain at LOS C during the weekday A.M. peak hour, remain at LOS C during the weekday A.M. peak hour, remain at LOS C during the weekday A.M. peak hour, remain at LOS C during the weekday A.M. peak hour, remain at LOS C during the weekday A.M. peak hour, remain at LOS C during the weekday P.M. peak hour, and change, from LOS B to LOS C, during the Saturday P.M. peak hour, with an increase in delay of only 2.3 seconds per vehicle. The proposed driveway will operate at LOS A, LOS C, and LOS B during the weekday A.M., weekday P.M., and Saturday P.M. peak hour, respectively.

4.3 Roadway Segments

Weaving and merge analyses were prepared using the <u>Highway Capacity Manual</u> (HCM), 2010 edition, published by the Transportation Research Board. As with intersection capacity analysis, this analysis also utilizes the concept of Level of Service. The level of service criteria for weaving and merge are shown in Table No. 10.

The computer software, HCS 2010, was utilized to perform the weaving and merge analyses.



Table No. 10 Level of Service Criteria for Weaving and Merge Source: Highway Capacity Manual, 2010

	Density (pc/mi/ln)							
Service	Weaving – Collector-Distributor Roadways	Merge						
A	≤12	≤10						
В	>12 and ≤24	>10 and ≤20						
С	>24 and ≤32	>20 and ≤28						
D	>32 and ≤36	>28 and ≤35						
E	>36	>35						
F	Demand exceeds capacity	Demand exceeds capacity						

4.3.1 Weaving Analysis

Weaving analysis for the segments of William S. Canning Boulevard and the Route 24 exit and entrance ramps was undertaken using the weekday A.M., weekday P.M., and Saturday P.M. peak hour traffic volumes without and with the construction of the gaming facility. The weaving analysis computations are included in Appendix D. A summary of the level of service for these segments is shown in Table Nos. 11, 12, and 13 for the weekday A.M., weekday P.M., and Saturday P.M. peak hour, respectively.

Table No. 11 Weekday A.M. Peak Hour - Level of Service Summary Weaving Segments

Segment/	Level of Service (Density-pc/mi/ln)							
Critical Movement	Without Gaming Facility (2018)	With Gaming Facility (2018)						
William S. Canning Boulevard Southbound/Route 24 Ramps								
Weaving Segment	B (14.8)	B (15.7)						
William S. Canning Boulevard Northbound/Route 24 Ramps								
Weaving Segment	A (4.6)	A (4.7)						

Table No. 12 Weekday P.M. Peak Hour - Level of Service Summary Weaving Segments

Segment/	Level of Service (Density-pc/mi/ln)						
Critical Movement	Without Gaming Facility (2018)	With Gaming Facility (2018)					
William S. Canning Boulevard Southbound/Route 24 Ramps							
Weaving Segment	Weaving Segment B (20.3)						
William S. Canning Boulevard Northbound/Route 24 Ramps							
Weaving Segment	A (7.4)	A (7.6)					



Table No. 13 Saturday P.M. Peak Hour - Level of Service Summary Weaving Segments

Segment/	Level of Service (Density-pc/mi/ln)							
Critical Movement	Without Gaming Facility (2018)	With Gaming Facility (2018)						
William S. Canning Boulevard Southbound/Route 24 Ramps								
Weaving Segment	B (21.3)							
William S. Canning Boulevard Northbound/Route 24 Ramps								
Weaving Segment	A (5.5)	A (5.7)						

The weaving analysis shows that there will be no change in the level of service for the segment of William S. Canning Boulevard southbound and the Route 24 ramps during the weekday A.M. and Saturday P.M. peak hours. The level of service will change, from LOS B to LOS C, during the weekday P.M. peak hour. There will be no change in the level of service for the segment of William S. Canning Boulevard northbound and the Route 24 ramps during the weekday A.M., weekday P.M., and Saturday P.M. peak hours. The segments will continue to operate at acceptable levels of service.

4.3.2 Merge Analysis

Merge analysis for the segment of William S. Canning Boulevard southbound and the Route 24 northbound exit ramp was undertaken using the weekday A.M., weekday P.M., and Saturday P.M. peak hour traffic volumes without and with the construction of the gaming facility. The merge analysis computations are included in Appendix D. A summary of the level of service for these segments is shown in Table Nos. 14, 15, and 16 for the weekday A.M., weekday P.M., and Saturday P.M. peak hour, respectively.

Table No. 14 Weekday A.M. Peak Hour - Level of Service Summary Merge Segment

Segment/	Level of Service (Density-pc/mi/ln)						
Critical Movement	Without Gaming Facility (2018)	With Gaming Facility (2018)					
William S. Canning Boulevard Sou	t Ramp						
Merge Segment	A (9.8)	B (10.3)					

Table No. 15 Weekday P.M. Peak Hour - Level of Service Summary Merge Segment

Segment/	Level of Service (Density-pc/mi/ln)						
Critical Movement	Without Gaming Facility (2018)	With Gaming Facility (2018)					
William S. Canning Boulevard Sou	uthbound/Route 24 Northbound Ex	it Ramp					
Merge Segment	B (12.9)	B (15.3)					



Table No. 16 Saturday P.M. Peak Hour - Level of Service Summary Merge Segment

Segment/	Level of Service (Density-pc/mi/ln)						
Critical Movement	Without Gaming Facility (2018)	With Gaming Facility (2018)					
William S. Canning Boulevard Sou	uthbound/Route 24 Northbound Exi	t Ramp					
Merge Segment	B (10.4)	B (13.5)					

The merge analysis shows that there will be no change in the level of service for the segment of William S. Canning Boulevard southbound and the Route 24 northbound exit ramp during the weekday P.M. and Saturday P.M. peak hours. The level of service will change, from LOS A to LOS B, during the weekday A.M. peak hour. The segment will continue to operate at excellent levels of service.

5.0 Safety Analysis

5.1 Geometrics

The geometric configurations of the intersections affected by traffic generated by the proposed improvements were examined with regard to safe stopping sight distance using principles presented in <u>A Policy on Geometric Design of Highways and Streets</u>, 2011, of the American Association of State Highway and Transportation Officials (AASHTO). AASHTO provides recommendations for necessary sight distance at intersections.

A conservative design speed of 45 mph was utilized for the southbound direction of William S. Canning Boulevard in the vicinity of the site based on an observed 85th percentile speed of 42 mph for southbound traffic (see Appendix F). The minimum safe stopping distance for roadways with a design speed of 45 mph is 360 feet, as required by AASHTO, Table 3-1, Stopping Sight Distance on Level Roadways, P. 3-4. The existing sight distance from the north on William S. Canning Boulevard exceeds the minimum recommended sight distance. It should be noted that with the installation of the proposed roundabout at this location, vehicles traveling southbound will enter the roundabout at lower speeds, requiring less sight distance in this direction.

5.2 Crash History

Crash data for the study area was obtained from the Tiverton Police Department for the period from January 1, 2012 through July 8, 2015 and from the Fall River Police Department for the period from January 1, 2012 through August 13, 2015. A summary of the data received is contained in Appendix E. There was one crash on William S. Canning Boulevard in the vicinity of the Route 24 interchange, as shown in Table No. 17. The crash type was a sideswipe, it occurred on dry pavement, and there were no injuries reported.



Table No. 17 Summary of Crashes Sources: Tiverton Police Department (1/1/12 – 7/8/15) Fall River Police Department (1/1/12 – 8/13/15)

Crash Location	Number of Crashes
William S. Canning Boulevard at	1
Route 24 Interchange	I
Intersection of William S. Canning Boulevard and	1
Route 24 South Exit Ramp	I
Intersection of William S. Canning Boulevard and	1
Napoleon Street	1
William S. Canning Boulevard at	2
Tedeschi Food Shops	~
Intersection of William S. Canning Boulevard and	1
Aquidneck Drive	
Intersection of William S. Canning Boulevard and	3
State Line Tobacco Driveway	
William S. Canning Boulevard between Massachusetts State Line	1
and Statford Road	-
Intersection of Stattord Road and	2
Hancock Street	
Intersection of Stattord Road and	1
State Line Tobacco Driveway	
Intersection of William S. Canning Boulevard and	3
Stattord Road	
Intersection of William S. Canning Boulevard,	5
Stafford Road, and Hurst Lane	
Stattora Koda between Hurst Lane and	1
Chafford Pand between Earnum Street and	
Stationa Road between Lamon Street and	1
Interrection of Stafford Road and	
Shelden Street	2
Stafford Road between Sheldon Street and	
Sportsman Road	2
Stafford Road between Sportsman Road and	
Faaleville Road	1
Intersection of Stafford Road and	
Eagleville Road	1
	7
Stattord Koad	I
TOTAL	30



Tiverton, Rhode Island

There was one crash at the intersection of William S. Canning Boulevard and the Route 24 south exit ramp. This crash was a rear end crash, it occurred on dry pavement, and there were no injuries reported.

The one crash at the intersection of William S. Canning Boulevard and Napoleon Street was a rear end crash, it occurred on dry pavement, and there was one injury reported.

There were two crashes on William S. Canning Boulevard in the vicinity of the Tedeschi Food Shops. These crashes included one sideswipe and one crash type that was unknown. One crash occurred on dry pavement, one crash occurred on unknown pavement conditions, and there were no injuries reported.

The one crash at the intersection of William S. Canning Boulevard and Aquidneck Drive was an angle crash, it occurred on dry pavement, and there were two injuries reported.

There were three crashes at the intersection of William S. Canning Boulevard and the State Line Tobacco driveway. These crashes included one broadside, one rear end crash, and one sideswipe. All of these crashes occurred on dry pavement and there were no injuries reported.

The one crash on William S. Canning Boulevard between the Massachusetts State Line and Stafford Road was a vehicle that struck a deer, it occurred on unknown pavement conditions, and there were no injuries reported.

There were two crashes at the intersection of Stafford Road and Hancock Street. These crashes included an angle crash and a head-on crash. Both crashes occurred on dry pavement and one crash resulted in an injury.

The one crash at the intersection of Stafford Road and the State Line Tobacco driveway was a broadside, it occurred on dry pavement, and there were no injuries reported.

There were three crashes at the intersection of William S. Canning Boulevard and Stafford Road. These crashes included two rear end crashes and a vehicle that struck an object when the operator fell asleep. One crash occurred on wet pavement and one crash resulted in an injury.

The five crashes at the intersection of William S. Canning Boulevard, Stafford Road, and Hurst Lane included two rear end crashes, two angle crashes, and one broadside. All of these crashes occurred on dry pavement and two crashes resulted in injuries.

There was one crash on Stafford Road between Hurst Lane and Kitchener Street. This crash was a vehicle that struck an object, it occurred on dry pavement, and there were no injuries reported.

The one crash on Stafford Road between Farnum Street and Sheldon Street was a vehicle that struck an object, it occurred on wet pavement, and there were no injuries reported.



Tiverton, Rhode Island

There were two crashes at the intersection of Stafford Road and Sheldon Street. These crashes included one head-on crash and one rear end crash. Both crashes occurred on dry pavement and one crash resulted in an injury.

The two crashes on Stafford Road between Sheldon Street and Sportsman Road included one sideswipe and one angle crash. Both crashes occurred on dry pavement and there were no injuries reported.

There was one crash on Stafford Road between Sportsman Road and Eagleville Road. This crash was a sideswipe involving a parked vehicle, it occurred on dry pavement, and there were no injuries reported.

The one crash at the intersection of Stafford Road and Eagleville Road was a rear end crash, it occurred on unknown pavement conditions, and there were no injuries reported.

There was one crash on Stafford Road that did not provide a specific location. This crash was a rear end crash, it occurred on unknown pavement conditions, and there were no injuries reported.

The installation of the proposed roundabout is anticipated to reduce the number of crashes at the intersection of William S. Canning Boulevard, Stafford Road, and Hurst Lane by reducing the speeds entering the intersection and reducing the number of conflict points. According to the Federal Highway Administration, the installation of roundabouts result in a 35% reduction in crashes as compared to traditional intersections and a 76% reduction in injuries.

Considering the volume of traffic on William S. Canning Boulevard and Stafford Road, the number of commercial driveways, residential driveways, and side streets in the area, and the large study area examined, the number of crashes that occurred over this three-year plus period does not indicate the presence of unusual conditions that might be worsened by the proposed gaming facility.

5.3 Site Circulation

Once a preliminary site plan has been further developed, it will be reviewed with regard to layout and vehicular/pedestrian circulation, and comments will be provided, if necessary. The proposed site will be designed to accommodate the safe movement of emergency vehicles to and from the gaming facility. The access road on Stafford Road will provide secondary emergency access to the site.

6.0 Conclusions and Recommendations

This traffic impact analysis was conducted to evaluate the impacts on surrounding roadways and intersections due to the proposed gaming facility on William S. Canning Boulevard in Tiverton, Rhode Island.



Tiverton, Rhode Island

The installation of a roundabout at the intersection of William S. Canning Boulevard, Stafford Road, Hurst Lane, and the proposed gaming facility driveway will increase the safety in the area and will improve the operation of the intersection.

The unsignalized intersection capacity analysis shows that the Stafford Road southbound approach of the intersection of William S. Canning Boulevard and Stafford Road will operate at LOS C, LOS F, and LOS D during the weekday A.M., weekday P.M., and Saturday P.M. peak hour, respectively, without the construction of the gaming facility. The Hurst Lane approach of the intersection of William S. Canning Boulevard, Stafford Road, and Hurst Lane will operate at LOS C during the weekday A.M. and weekday P.M. peak hours and LOS B during the Saturday P.M. peak hour without construction of the gaming facility. William S. Canning Boulevard will operate at LOS A during the weekday A.M. weekday P.M., and Saturday P.M. peak hours without the construction of the gaming facility.

The roundabout capacity analysis shows that all approaches of the intersection of William S. Canning Boulevard, Stafford Road, Hurst Lane, and the proposed gaming facility driveway will operate at acceptable levels of service during the weekday A.M., weekday P.M., and Saturday P.M. peak hours. Compared to the existing conditions, the Stafford Road southbound approach will improve, from LOS C to LOS A, during the weekday A.M. peak hour, from LOS F to LOS B during the weekday P.M. peak hour, and remain at LOS D during the Saturday P.M. peak hour. The Hurst Lane approach will improve, from LOS C to LOS B, during the weekday A.M. peak hour, remain at LOS C during the weekday A.M. peak hour, remain at LOS C during the weekday A.M. peak hour, remain at LOS C during the weekday A.M. peak hour, remain at LOS C during the weekday A.M. peak hour, remain at LOS C during the weekday A.M. peak hour, remain at LOS C during the weekday A.M. peak hour, remain at LOS C during the weekday A.M. peak hour, remain at LOS C during the weekday A.M. peak hour, remain at LOS C during the weekday P.M. peak hour, and change, from LOS B to LOS C, during the Saturday P.M. peak hour, with an increase in delay of only 2.3 seconds per vehicle. The proposed driveway will operate at LOS A, LOS C, and LOS B during the weekday A.M., weekday P.M., and Saturday P.M. peak hour, respectively.

The weaving analysis shows that there will be no change in the level of service for the segment of William S. Canning Boulevard southbound and the Route 24 ramps during the weekday A.M. and Saturday P.M. peak hours. The level of service will change, from LOS B to LOS C, during the weekday P.M. peak hour. There will be no change in the level of service for the segment of William S. Canning Boulevard northbound and the Route 24 ramps during the weekday A.M., weekday P.M., and Saturday P.M. peak hours. The segments will continue to operate at acceptable levels of service.

The merge analysis shows that there will be no change in the level of service for the segment of William S. Canning Boulevard southbound and the Route 24 northbound exit ramp during the weekday P.M. and Saturday P.M. peak hours. The level of service will change, from LOS A to LOS B, during the weekday A.M. peak hour. The segment will continue to operate at excellent levels of service.

The geometric configuration of William S. Canning Boulevard southbound is such that adequate safe stopping sight distance exists for traffic passing and/or utilizing the site. With the installation of a roundabout at the proposed driveway, speeds will decrease, requiring less sight distance.



Tiverton, Rhode Island

There are no existing unsafe conditions in the vicinity of the proposed gaming facility that might be worsened by the addition of the anticipated traffic. Based upon the analyses, traffic operations on the surrounding roadways and intersections will experience minimal change with the proposed gaming facility. No reduction in safety will occur due to the development as proposed.



APPENDIX A

Traffic Counts



File Name	: 04578A
Site Code	: 215028
Start Date	: 6/18/2015
Page No	: 1

			Groups Printed-	Cars & Peds - Tr	ucks & Buses - B	ikes by Direction				
	Canning	Boulevard (Rou	te 81)		Stafford Road		Canning Boulevard (Route 81)			
		From North		From East			From South			
Start Time	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Peds	Int. Total
06:00 AM	17	5	0	16	7	0	0	84	0	129
06:15 AM	33	9	0	24	4	0	0	94	0	164
06:30 AM	32	17	0	46	5	0	0	87	0	187
06:45 AM	44	10	0	29	8	0	0	125	0	216
Total	126	41	0	115	24	0	0	390	0	696
07:00 AM	60	20	0	43	11	0	0	131	0	265
07:15 AM	37	18	0	31	12	0	0	128	0	226
07:30 AM	57	17	0	39	9	0	0	130	0	252
07:45 AM	66	16	0	28	16	0	0	136	0	262
Total	220	71	0	141	48	0	0	525	0	1005
08:00 AM	40	11	0	36	11	0	0	138	0	236
08:15 AM	49	13	0	22	13	0	0	103	0	200
08:30 AM	59	10	0	29	9	0	0	122	0	229
08:45 AM	69	13	0	23	23	0	0	117	0	245
Total	217	47	0	110	56	0	0	480	0	910
09:00 AM	65	15	0	22	13	0	0	111	0	226
09:15 AM	63	15	0	19	12	0	0	87	0	196
09:30 AM	66	11	0	22	11	0	0	90	0	200
09:45 AM	59	17	0	12	10	0	0	77	0	175
Total	253	58	0	75	46	0	0	365	0	797
Grand Total	816	217	0	441	174	0	0	1760	0	3408
Apprch %	79	21	0	71.7	28.3	0	0	100	0	
Total %	23.9	6.4	0	12.9	5.1	0	0	51.6	0	
Cars & Peds	810	200	0	439	171	0	0	1752	0	3372
% Cars & Peds	99.3	92.2	0	99.5	98.3	0	0	99.5	0	98.9
Trucks & Buses	6	17	0	2	3	0	0	8	0	36
% Trucks & Buses	0.7	7.8	0	0.5	1.7	0	0	0.5	0	1.1
Bikes by Direction	0	0	0	0	0	0	0	0	0	0
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0

	Car	nning Bouleva	rd (Route 8	1)	Stafford Road				Canning Boulevard (Route 81)				
		From N	Jorth		From East				From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From	06:00 AM to 0	9:45 AM - Pea	ak 1 of 1										
Peak Hour for Entire Inter-	section Begins	at 07:00 AM											
07:00 AM	60	20	0	80	43	11	0	54	0	131	0	131	265
07:15 AM	37	18	0	55	31	12	0	43	0	128	0	128	226
07:30 AM	57	17	0	74	39	9	0	48	0	130	0	130	252
07:45 AM	66	16	0	82	28	16	0	44	0	136	0	136	262
Total Volume	220	71	0	291	141	48	0	189	0	525	0	525	1005
% App. Total	75.6	24.4	0		74.6	25.4	0		0	100	0		
PHF	.833	.888	.000	.887	.820	.750	.000	.875	.000	.965	.000	.965	.948
Cars & Peds	219	68	0	287	140	46	0	186	0	525	0	525	998
% Cars & Peds	99.5	95.8	0	98.6	99.3	95.8	0	98.4	0	100	0	100	99.3
Trucks & Buses	1	3	0	4	1	2	0	3	0	0	0	0	7
% Trucks & Buses	0.5	4.2	0	1.4	0.7	4.2	0	1.6	0	0	0	0	0.7
Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0

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Site Code	: 215028
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$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	Groups Printed- Cars & Peds												
$\begin{tabular}{ c c c c c c c c c c c c c c c c c c c$		Canning I	Boulevard (Route	81)		Stafford Road		Canning	Boulevard (Rout	e 81)			
$\begin{tabular}{ c c c c c c c c c c c c c c c c c c c$			From North			From East			From South				
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	Start Time	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Peds	Int. Total		
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	06:00 AM	17	5	0	16	7	0	0	83	0	128		
06:30 AM 32 15 0 45 5 0 0 87 0 184 06:45 AM 43 6 0 29 8 0 0 124 0 210 Total 125 35 0 114 24 0 0 388 0 666 07:00 AM 59 19 0 42 11 0 0 131 0 262 07:00 AM 59 19 0 42 11 0 0 131 0 262 07:15 AM 37 18 0 31 11 0 0 128 0 225 07:30 AM 57 16 0 39 8 0 0 130 0 250 07:45 AM 66 15 0 28 16 0 0 136 0 261 Total 219 68 0 14	06:15 AM	33	9	0	24	4	0	0	94	0	164		
06:45 AM 43 6 0 29 8 0 0 124 0 210 Total 125 35 0 114 24 0 0 388 0 686 07:00 AM 59 19 0 42 11 0 0 131 0 262 07:15 AM 37 18 0 31 11 0 0 128 0 225 07:30 AM 57 16 0 39 8 0 0 130 0 225 07:45 AM 66 15 0 28 16 0 0 136 0 261 Total 219 68 0 140 46 0 0 525 0 998	06:30 AM	32	15	0	45	5	0	0	87	0	184		
Total 125 35 0 114 24 0 0 388 0 686 07:00 AM 59 19 0 42 11 0 0 131 0 262 07:15 AM 37 18 0 31 11 0 0 128 0 225 07:30 AM 57 16 0 39 8 0 0 130 0 225 07:45 AM 66 15 0 28 16 0 0 136 0 261 Total 219 68 0 140 46 0 0 525 0 998	06:45 AM	43	6	0	29	8	0	0	124	0	210		
07:00 AM 59 19 0 42 11 0 0 131 0 262 07:15 AM 37 18 0 31 11 0 0 128 0 225 07:30 AM 57 16 0 39 8 0 0 130 0 225 07:45 AM 66 15 0 28 16 0 0 136 0 261 Total 219 68 0 140 46 0 0 525 0 998	Total	125	35	0	114	24	0	0	388	0	686		
07:00 AM 39 19 0 42 11 0 0 151 0 202 07:15 AM 37 18 0 31 11 0 0 128 0 225 07:30 AM 57 16 0 39 8 0 0 130 0 225 07:45 AM 66 15 0 28 16 0 0 136 0 261 Total 219 68 0 140 46 0 0 525 0 998	07.00 AM	50	10	0	12	11	0	0	121	0	262		
07:15 AM 57 18 0 51 11 0 0 128 0 225 07:30 AM 57 16 0 39 8 0 0 130 0 250 07:45 AM 66 15 0 28 16 0 0 136 0 261 Total 219 68 0 140 46 0 0 525 0 998	07:00 AM	39	19	0	42	11	0	0	131	0	202		
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	07:15 AM	57	18	0	31	11	0	0	128	0	225		
07.45 AM 00 15 0 28 10 0 0 130 0 261 Total 219 68 0 140 46 0 0 525 0 998	07:30 AM	57	10	0	39	8	0	0	130	0	250		
10tat 219 08 0 140 40 0 0 323 0 998	U7:45 AM	210	13	0	140	10	0	0	525	0	201		
	Total	219	08	0	140	40	0	0	525	0	998		
08:00 AM 40 9 0 36 10 0 0 137 0 232	08:00 AM	40	9	0	36	10	0	0	137	0	232		
08:15 AM 48 12 0 22 13 0 0 103 0 198	08:15 AM	48	12	0	22	13	Õ	0	103	0	198		
08:30 AM 59 8 0 29 9 0 0 122 0 227	08:30 AM	59	8	0	29	9	Õ	0	122	0	227		
08:45 AM 69 13 0 23 23 0 0 116 0 244	08:45 AM	69	13	0	23	23	0	0	116	0	244		
Total 216 42 0 110 55 0 0 478 0 901	Total	216	42	0	110	55	0	0	478	0	901		
09:00 AM 63 14 0 22 13 0 0 109 0 221	09:00 AM	63	14	0	22	13	0	0	109	0	221		
09:15 AM 63 14 0 19 12 0 0 85 0 193	09:15 AM	63	14	0	19	12	0	0	85	0	193		
09:30 AM 65 10 0 22 11 0 0 90 0 198	09:30 AM	65	10	0	22	11	0	0	90	0	198		
09:45 AM 59 17 0 12 10 0 0 77 0 175	09:45 AM	59	17	0	12	10	0	0	77	0	175		
Total 250 55 0 75 46 0 0 361 0 787	Total	250	55	0	75	46	0	0	361	0	787		
Grand Total 810 200 0 439 171 0 0 1752 0 3372	Grand Total	810	200	0	439	171	0	0	1752	0	3372		
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Appreh %	80.2	19.8	0	72	28	0	0	100	0	5512		
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Total %	24	59	0	13	51	0	0	52	0			

	Cai	Canning Boulevard (Route 81)				Stafford Road				Canning Boulevard (Route 81)			
		From N	North		From East				From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From	06:00 AM to 0	9:45 AM - Pe	ak 1 of 1										
Peak Hour for Entire Inter-	section Begins	at 07:00 AM											
07:00 AM	59	19	0	78	42	11	0	53	0	131	0	131	262
07:15 AM	37	18	0	55	31	11	0	42	0	128	0	128	225
07:30 AM	57	16	0	73	39	8	0	47	0	130	0	130	250
07:45 AM	66	15	0	81	28	16	0	44	0	136	0	136	261
Total Volume	219	68	0	287	140	46	0	186	0	525	0	525	998
% App. Total	76.3	23.7	0		75.3	24.7	0		0	100	0		
PHF	.830	.895	.000	.886	.833	.719	.000	.877	.000	.965	.000	.965	.952

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				Groups Printed- T	rucks & Buses					
	Canning Bo	ulevard (Route 8	1)	Sta	fford Road		Canning Bo	ulevard (Route	81)	
	Fr	om North		Fr	om East		Fr	om South		
Start Time	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Peds	Int. Total
06:00 AM	0	0	0	0	0	0	0	1	0	1
06:15 AM	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	2	0	1	0	0	0	0	0	3
06:45 AM	1	4	0	0	0	0	0	1	0	6
Total	1	6	0	1	0	0	0	2	0	10
07:00 AM	1	1	0	1	0	0	0	0	0	3
07:15 AM	0	0	0	0	1	0	0	0	0	1
07:30 AM	0	1	0	0	1	0	0	0	0	2
07:45 AM	0	1	0	0	0	0	0	0	0	1
Total	1	3	0	1	2	0	0	0	0	7
08:00 AM	0	2	0	0	1	0	0	1	0	4
08:15 AM	1	1	0	0	0	0	0	0	0	2
08:30 AM	0	2	0	0	0	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	1	0	1
Total	1	5	0	0	1	0	0	2	0	9
09:00 AM	2	1	0	0	0	0	0	2	0	5
09:15 AM	0	1	0	0	0	0	0	2	0	3
09:30 AM	1	1	0	0	0	0	0	0	0	2
09:45 AM	0	0	0	0	0	0	0	0	0	0
Total	3	3	0	0	0	0	0	4	0	10
Grand Total	6	17	0	2	3	0	0	8	0	36
Apprch %	26.1	73.9	0	40	60	0	0	100	0	
Total %	16.7	47.2	0	5.6	8.3	0	0	22.2	0	

	Car	Canning Boulevard (Route 81)				Stafford Road				Canning Boulevard (Route 81)			
		From	North		From East				From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From	m 06:00 AM to	09:45 AM	- Peak 1 of	1									
Peak Hour for Entire Inte	ersection Beg	ins at 06:30	AM										
06:30 AM	0	2	0	2	1	0	0	1	0	0	0	0	3
06:45 AM	1	4	0	5	0	0	0	0	0	1	0	1	6
07:00 AM	1	1	0	2	1	0	0	1	0	0	0	0	3
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	2	7	0	9	2	1	0	3	0	1	0	1	13
% App. Total	22.2	77.8	0		66.7	33.3	0		0	100	0		
PHF	.500	.438	.000	.450	.500	.250	.000	.750	.000	.250	.000	.250	.542

File Name	: 04578A
Site Code	: 215028
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	Groups Printed- Bikes by Direction													
	Canning Bo	oulevard (Route 8	31)	St	tafford Road		Canning Bo	ulevard (Route	81)					
	F	rom North			From East		Fre	om South						
Start Time	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Peds	Int. Total				
06:00 AM	0	0	0	0	0	0	0	0	0	0				
06:15 AM	0	0	0	0	0	0	0	0	0	0				
06:30 AM	0	0	0	0	0	0	0	0	0	0				
06:45 AM	0	0	0	0	0	0	0	0	0	0				
Total	0	0	0	0	0	0	0	0	0	0				
07:00 AM	0	0	0	0	0	0	0	0	0	0				
07:15 AM	0	0	0	0	0	0	0	0	0	0				
07:30 AM	0	0	0	0	0	0	0	0	0	0				
07:45 AM	0	0	0	0	0	0	0	0	0	0				
Total	0	0	0	0	0	0	0	0	0	0				
08:00 AM	0	0	0	0	0	0	0	0	0	0				
08:15 AM	0	0	0	0	0	0	0	0	0	0				
08:30 AM	0	0	0	0	0	0	0	0	0	0				
08:45 AM	0	0	0	0	0	0	0	0	0	0				
Total	0	0	0	0	0	0	0	0	0	0				
09:00 AM	0	0	0	0	0	0	0	0	0	0				
09:15 AM	0	0	0	0	0	0	0	0	0	0				
09:30 AM	0	0	0	0	0	0	0	0	0	0				
09:45 AM	0	0	0	0	0	0	0	0	0	0				
Total	0	0	0	0	0	0	0	0	0	0				
Grand Total	0	0	0	0	0	0	0	0	0	0				
Apprch % Total %	0	0	0	0	0	0	0	0	0					

	Са	nning Boule	vard (Route	e 81)	Stafford Road				Canning Boulevard (Route 81)				
		From	North		From East				From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From	m 06:00 AM t	o 09:45 AM	- Peak 1 of	1									
Peak Hour for Entire Inte	ersection Beg	ins at 06:00	AM										
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 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
% App. Total	0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

N/S: Canning Boulevard (Route 81) E: Stafford Road City, State: Tiverton, RI Client: Bryant/T. Brayton

File Name: 04578A Site Code : 215028 Start Date : 6/18/2015 Page No : 1

	Car		ard (Route 81)		Stafford	Road		Canr	ning Bouleva	ard (Route	81)	
Start Time	Thru	Left	Peds /	App Total	Right	Left	Peds	App Total	Right	Thru	Peds	App Total	Int Total
Peak Hour Analysis From	m 06:00 AM to	09:45 AM -	Peak 1 of 1	ipp: rota.	i agrit	2011		, opp. rotar	ragine		. 000	7.000	inter rotai
Peak Hour for Entire Inte	ersection Begi	ins at 07:00 A	M										
07:00 AM	60	20	0	80	43	11	0	54	0	131	0	131	265
07:15 AM	37	18	0	55	31	12	0	43	0	128	0	128	226
07:30 AM	57	17	0	74	39	9	0	48	0	130	0	130	252
Total Volume	220	71	0	82 201	141	48	0	189	0	525	0	525	1005
% App. Total	75.6	24.4	0	201	74.6	25.4	0	100	0	100	0	525	1000
PHF	.833	.888	.000	.887	.820	.750	.000	.875	.000	.965	.000	.965	.948
Cars & Peds	219	68	0	287	140	46	0	186	0	525	0	525	998
% Cars & Peds	99.5	95.8	0	98.6	99.3	95.8	0	98.4	0	100	0	100	99.3
Trucks & Buses	1	3	0	4	1	2	0	3	0	0	0	0	7
% I rucks & Buses	0.5	4.2	0	1.4	0.7	4.2	0	1.6	0	0	0	0	0.7
Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0
% Dikes by Direction	0	0	0	0	0	0	0	0	0	U	0	0	0
					Cannin, Out 665 1 0 666 2 2 Thr Peak Hour Cars & Pec Trucks & B Bikes by Di	g Boulevard 287 4 0 297 4 0 297 4 0 291 13 0 0 20 71 ru Left North Begins at 0 ds uses irection	(Route 81) Total 952 5 0 957 0 0 0 0 0 0 0 Peds 7:00 AM		140 46 0 1 2 0 141 48 0 141 48 0		Out In Total		
					Thr 5 265 3 0 268 0 0 268 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ru Right 25 0 0 0 25 0 525 0 525 0 525 0 0 0 525 0 0 0 525 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Peds 0 0 0 790 3 0 793 Total (Route 81)						

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			Groups Printed-	Cars & Peds - Tr	ucks & Buses - Bi	kes by Direction				
	Canning	Boulevard (Rout	e 81)		Stafford Road		Canning	Boulevard (Rout	e 81)	
		From North			From East			From South		
Start Time	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Peds	Int. Total
02:00 PM	64	26	0	19	12	0	0	58	0	179
02:15 PM	98	21	0	25	14	0	0	87	0	245
02:30 PM	113	19	0	22	12	0	0	88	0	254
02:45 PM	137	27	0	22	20	0	0	103	0	309
Total	412	93	0	88	58	0	0	336	0	987
03:00 PM	121	32	0	20	21	0	0	74	0	268
03:15 PM	143	27	0	24	21	0	0	99	0	314
03:30 PM	155	36	0	28	18	0	0	99	0	336
03:45 PM	139	37	0	23	21	0	0	90	0	310
Total	558	132	0	95	81	0	0	362	0	1228
04:00 PM	163	40	0	20	24	0	0	87	0	334
04:15 PM	163	42	0	24	18	0	0	85	0	332
04:30 PM	157	41	0	28	28	0	0	111	0	365
04:45 PM	181	32	0	21	21	0	0	100	0	355
Total	664	155	0	93	91	0	0	383	0	1386
05:00 PM	163	47	0	25	21	0	0	104	0	360
05:15 PM	139	52	0	23	18	0	0	100	0	332
05:30 PM	142	42	0	34	26	0	0	94	0	338
05:45 PM	139	34	0	21	25	0	0	92	0	311
Total	583	175	0	103	90	0	0	390	0	1341
Grand Total	2217	555	0	379	320	0	0	1471	0	4942
Apprch %	80	20	0	54.2	45.8	0	0	100	0	
Total %	44.9	11.2	0	7.7	6.5	0	0	29.8	0	
Cars & Peds	2208	541	0	375	319	0	0	1467	0	4910
% Cars & Peds	99.6	97.5	0	98.9	99.7	0	0	99.7	0	99.4
Trucks & Buses	9	14	0	4	1	0	0	3	0	31
% Trucks & Buses	0.4	2.5	0	1.1	0.3	0	0	0.2	0	0.6
Bikes by Direction	0	0	0	0	0	0	0	1	0	1
% Bikes by Direction	0	0	0	0	0	0	0	0.1	0	0

	Cai	nning Bouleva	rd (Route 8	1)		Staffor	d Road		Canning Boulevard (Route 81)				
		From N	orth			From	East			From	South		
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Inter-	section Begins	at 04:15 PM											
04:15 PM	163	42	0	205	24	18	0	42	0	85	0	85	332
04:30 PM	157	41	0	198	28	28	0	56	0	111	0	111	365
04:45 PM	181	32	0	213	21	21	0	42	0	100	0	100	355
05:00 PM	163	47	0	210	25	21	0	46	0	104	0	104	360
Total Volume	664	162	0	826	98	88	0	186	0	400	0	400	1412
% App. Total	80.4	19.6	0		52.7	47.3	0		0	100	0		
PHF	.917	.862	.000	.969	.875	.786	.000	.830	.000	.901	.000	.901	.967
Cars & Peds	662	158	0	820	97	88	0	185	0	400	0	400	1405
% Cars & Peds	99.7	97.5	0	99.3	99.0	100	0	99.5	0	100	0	100	99.5
Trucks & Buses	2	4	0	6	1	0	0	1	0	0	0	0	7
% Trucks & Buses	0.3	2.5	0	0.7	1.0	0	0	0.5	0	0	0	0	0.5
Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0

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				Groups Print	ed- Cars & Peds					
	Canning	Boulevard (Route	e 81)		Stafford Road		Canning	Boulevard (Rout	te 81)	
	_	From North			From East		-	From South		
Start Time	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Peds	Int. Total
02:00 PM	64	25	0	19	12	0	0	58	0	178
02:15 PM	98	21	0	25	14	0	0	87	0	245
02:30 PM	111	18	0	21	12	0	0	88	0	250
02:45 PM	137	25	0	21	20	0	0	102	0	305
Total	410	89	0	86	58	0	0	335	0	978
03:00 PM	121	32	0	20	21	0	0	73	0	267
03:15 PM	142	26	0	24	21	0	0	98	0	311
03:30 PM	155	36	0	28	18	Õ	0	98	0	335
03:45 PM	139	35	0	23	21	Õ	0	90	0	308
Total	557	129	0	95	81	0	0	359	0	1221
	1			1						
04:00 PM	162	37	0	20	24	0	0	87	0	330
04:15 PM	163	42	0	23	18	0	0	85	0	331
04:30 PM	156	40	0	28	28	0	0	111	0	363
04:45 PM	180	31	0	21	21	0	0	100	0	353
Total	661	150	0	92	91	0	0	383	0	1377
05:00 PM	163	45	0	25	21	0	0	104	0	358
05:15 PM	137	52	0	23	18	0	0	100	0	330
05:30 PM	141	42	0	33	25	0	0	94	0	335
05:45 PM	139	34	0	21	25	0	0	92	0	311
Total	580	173	0	102	89	0	0	390	0	1334
Grand Total	2208	541	0	375	319	0	0	1467	0	4910
Apprch %	80.3	19.7	0	54	46	Õ	0	100	0	
Total %	45	11	0	7.6	6.5	Õ	0	29.9	0	

	Can	ning Bouleva	rd (Route 8	1)		Stafford	l Road		Canning Boulevard (Route 81)				
		From 1	North		From East				From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From	02:00 PM to 05	:45 PM - Pea	ık 1 of 1										
Peak Hour for Entire Inter-	section Begins a	at 04:15 PM											
04:15 PM	163	42	0	205	23	18	0	41	0	85	0	85	331
04:30 PM	156	40	0	196	28	28	0	56	0	111	0	111	363
04:45 PM	180	31	0	211	21	21	0	42	0	100	0	100	353
05:00 PM	163	45	0	208	25	21	0	46	0	104	0	104	358
Total Volume	662	158	0	820	97	88	0	185	0	400	0	400	1405
% App. Total	80.7	19.3	0		52.4	47.6	0		0	100	0		
PHF	.919	.878	.000	.972	.866	.786	.000	.826	.000	.901	.000	.901	.968

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				Groups Printed- Tru	icks & Buses					
	Canning Bou	alevard (Route 81)		Stat	fford Road		Canning Bou	levard (Route 81)	
	Fr	om North		Fi	rom East		Fre	om South		
Start Time	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Peds	Int. Total
02:00 PM	0	1	0	0	0	0	0	0	0	1
02:15 PM	0	0	0	0	0	0	0	0	0	0
02:30 PM	2	1	0	1	0	0	0	0	0	4
02:45 PM	0	2	0	1	0	0	0	1	0	4
Total	2	4	0	2	0	0	0	1	0	9
03·00 PM	0	0	0	0	0	0	0	0	0	0
03:15 PM	1	1	Ő	0	0	ő	0	1	Ő	3
03:30 PM	0	0	ő	0	Ő	ő	ő	1	Ő	1
03:45 PM	0	2	ő	0	Ő	ő	Ő	0	Ő	2
Total	1	3	0	0	0	0	0	2	0	6
04:00 PM	1	3	0	0	0	0	0	0	0	4
04:15 PM	0	0	0	1	0	0	0	0	0	1
04:30 PM	1	1	0	0	0	0	0	0	0	2
04:45 PM	1	1	0	0	0	0	0	0	0	2
Total	3	5	0	1	0	0	0	0	0	9
05:00 PM	0	2	0	0	0	0	0	0	0	2
05:15 PM	2	0	0	0	0	ő	Ő	0	0	2
05:30 PM	1	0	ő	1	1	ő	ő	Ő	Ő	3
05:45 PM	0	Õ	Ő	0	0	õ	Õ	Õ	õ	0
Total	3	2	0	1	1	0	0	0	0	7
I	_		- 1			. 1		_	- 1	
Grand Total	9	14	0	4	1	0	0	3	0	31
Apprch %	39.1	60.9	0	80	20	0	0	100	0	
Total %	29	45.2	0	12.9	3.2	0	0	9.7	0	

	Ca	nning Bouleva	ard (Route 8	1)		Stafford Road				Canning Boulevard (Route 81)			
		From	North		From East				From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From	02:00 PM to 0	5:45 PM - Pe	ak 1 of 1										
Peak Hour for Entire Inter-	section Begins	at 02:30 PM											
02:30 PM	2	1	0	3	1	0	0	1	0	0	0	0	4
02:45 PM	0	2	0	2	1	0	0	1	0	1	0	1	4
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	1	1	0	2	0	0	0	0	0	1	0	1	3
Total Volume	3	4	0	7	2	0	0	2	0	2	0	2	11
% App. Total	42.9	57.1	0		100	0	0		0	100	0		
PHF	.375	.500	.000	.583	.500	.000	.000	.500	.000	.500	.000	.500	.688

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Groups Printed- Bikes by Direction											
	Canning B	Boulevard (Route 8	1)		Stafford Road		Canning	Boulevard (Rout	e 81)		
		From North			From East			From South			
Start Time	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Peds	Int. Total	
02:00 PM	0	0	0	0	0	0	0	0	0	0	
02:15 PM	0	0	0	0	0	0	0	0	0	0	
02:30 PM	0	0	0	0	0	0	0	0	0	0	
02:45 PM	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	
03:00 PM	0	0	0	0	0	0	0	1	0	1	
03:15 PM	0	0	0	0	0	0	0	0	0	0	
03:30 PM	0	0	0	0	0	0	0	0	0	0	
03:45 PM	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	1	0	1	
04:00 PM	0	0	0	0	0	0	0	0	0	0	
04:15 PM	0	0	0	0	0	0	0	0	0	0	
04:30 PM	0	0	0	0	0	0	0	0	0	0	
04:45 PM	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	
05:00 PM	0	0	0	0	0	0	0	0	0	0	
05:15 PM	0	0	0	0	0	0	0	0	0	0	
05:30 PM	0	0	0	0	0	0	0	0	0	0	
05:45 PM	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	1	0	1	
Apprch %	0	0	0	0	0	0	0	100	0		
Total %	0	0	0	0	0	0	0	100	0		

	Car	ning Bouleva	rd (Route 8	1)		Stafford	d Road		Canning Boulevard (Route 81)				
		From N	North		From East				From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From	02:00 PM to 05	5:45 PM - Pea	k 1 of 1										
Peak Hour for Entire Inter-	section Begins	at 02:15 PM											
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	1
% App. Total	0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250

Transportation Data Corporation

Mario Perone, mperone1@verizon.net tel (781) 587-0086 cell (781) 439-4999

N/S: Canning Boulevard (Route 81) E: Stafford Road City, State: Tiverton, RI Client: Bryant/T. Brayton File Name : 04578AA Site Code : 215028 Start Date : 6/18/2015 Page No : 1

	Can	ning Bouleva	rd (Route 8	1)		Stafford	Road		Can	ning Bouleva	rd (Route 8	1)	
		From N	lorth			From 1	East			From S	outh		
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From	02:00 PM to 05	5:45 PM - Pea	k 1 of 1										
Peak Hour for Entire Inter-	section Begins	at 04:15 PM											
04:15 PM	163	42	0	205	24	18	0	42	0	85	0	85	332
04:30 PM	157	41	0	198	28	28	0	56	0	111	0	111	365
04:45 PM	181	32	0	213	21	21	0	42	0	100	0	100	355
05:00 PM	163	47	0	210	25	21	0	46	0	104	0	104	360
Total Volume	664	162	0	826	98	88	0	186	0	400	0	400	1412
% App. Total	80.4	19.6	0		52.7	47.3	0		0	100	0		
PHF	.917	.862	.000	.969	.875	.786	.000	.830	.000	.901	.000	.901	.967
Cars & Peds	662	158	0	820	97	88	0	185	0	400	0	400	1405
% Cars & Peds	99.7	97.5	0	99.3	99.0	100	0	99.5	0	100	0	100	99.5
Trucks & Buses	2	4	0	6	1	0	0	1	0	0	0	0	7
% Trucks & Buses	0.3	2.5	0	0.7	1.0	0	0	0.5	0	0	0	0	0.5
Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0
					Comm			\					



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		Grou	ps Printed- Cars	s & Peds - Trucks	& Buses - Bikes	by Direction				
	Canning Bou	levard (Route 81))	Sta	fford Road		Canning Bou	levard (Route 81)	
	Fr	om North		Fi	rom East		Fr			
Start Time	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Peds	Int. Total
10:00 AM	82	33	0	29	22	0	0	89	0	255
10:15 AM	84	35	0	38	28	0	0	91	0	276
10:30 AM	103	40	0	28	20	0	0	115	0	306
10:45 AM	113	34	0	36	23	0	0	125	0	331
Total	382	142	0	131	93	0	0	420	0	1168
11:00 AM	102	30	0	39	27	0	1	118	0	317
11:15 AM	84	37	0	32	21	0	0	95	0	269
11:30 AM	97	33	0	37	26	0	0	99	0	292
11:45 AM	85	33	0	34	23	0	0	90	0	265
Total	368	133	0	142	97	0	1	402	0	1143
12:00 PM	100	31	0	38	25	0	0	100	0	294
12:15 PM	104	29	0	42	28	0	0	117	0	320
12:30 PM	117	28	0	36	23	0	0	104	0	308
12:45 PM	98	35	0	39	22	0	0	101	0	295
Total	419	123	0	155	98	0	0	422	0	1217
01:00 PM	106	32	0	32	20	0	0	103	0	293
01:15 PM	108	30	0	38	20	0	0	98	0	294
01:30 PM	101	28	0	36	25	0	0	89	0	279
01:45 PM	91	26	0	29	20	0	0	87	0	253
Total	406	116	0	135	85	0	0	377	0	1119
Grand Total	1575	514	0	563	373	0	1	1621	0	4647
Apprch %	75.4	24.6	0	60.1	39.9	0	0.1	99.9	0	
Total %	33.9	11.1	0	12.1	8	0	0	34.9	0	
Cars & Peds	1569	511	0	562	373	0	0	1617	0	4632
% Cars & Peds	99.6	99.4	0	99.8	100	0	0	99.8	0	99.7
Trucks & Buses	6	3	0	1	0	0	1	4	0	15
% Trucks & Buses	0.4	0.6	0	0.2	0	0	100	0.2	0	0.3
Bikes by Direction	0	0	0	0	0	0	0	0	0	0
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0

	Car	nning Bouleva	rd (Route 8	1)		Staffor	d Road		Can	ning Boulev	ard (Route 8	1)	
		From N	lorth		From East					From	South		
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From	10:00 AM to 0	01:45 PM - Pea	ık 1 of 1										
Peak Hour for Entire Inter-	section Begins	at 10:15 AM											
10:15 AM	84	35	0	119	38	28	0	66	0	91	0	91	276
10:30 AM	103	40	0	143	28	20	0	48	0	115	0	115	306
10:45 AM	113	34	0	147	36	23	0	59	0	125	0	125	331
11:00 AM	102	30	0	132	39	27	0	66	1	118	0	119	317
Total Volume	402	139	0	541	141	98	0	239	1	449	0	450	1230
% App. Total	74.3	25.7	0		59	41	0		0.2	99.8	0		
PHF	.889	.869	.000	.920	.904	.875	.000	.905	.250	.898	.000	.900	.929
Cars & Peds	399	138	0	537	141	98	0	239	0	448	0	448	1224
% Cars & Peds	99.3	99.3	0	99.3	100	100	0	100	0	99.8	0	99.6	99.5
Trucks & Buses	3	1	0	4	0	0	0	0	1	1	0	2	6
% Trucks & Buses	0.7	0.7	0	0.7	0	0	0	0	100	0.2	0	0.4	0.5
Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0

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				Groups Printee	1- Cars & Peds					
	Canning Bo	oulevard (Route 81)			Stafford Road		Canning B	oulevard (Route 81	l)	
	I	From North			From East		I	From South		
Start Time	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Peds	Int. Total
10:00 AM	82	33	0	29	22	0	0	88	0	254
10:15 AM	83	35	0	38	28	0	0	90	0	274
10:30 AM	102	39	0	28	20	0	0	115	0	304
10:45 AM	113	34	0	36	23	0	0	125	0	331
Total	380	141	0	131	93	0	0	418	0	1163
11:00 AM	101	30	0	39	27	0	0	118	0	315
11:15 AM	84	37	0	32	21	0	0	95	0	269
11:30 AM	96	32	0	37	26	0	0	99	0	290
11:45 AM	85	33	0	34	23	0	0	90	0	265
Total	366	132	0	142	97	0	0	402	0	1139
12:00 PM	100	31	0	38	25	0	0	100	0	294
12:15 PM	104	29	0	42	28	0	0	116	0	319
12:30 PM	117	28	0	36	23	0	0	104	0	308
12:45 PM	98	35	0	39	22	0	0	101	0	295
Total	419	123	0	155	98	0	0	421	0	1216
01:00 PM	105	32	0	32	20	0	0	103	0	292
01:15 PM	108	30	0	38	20	0	0	98	0	294
01:30 PM	101	27	0	35	25	0	0	88	0	276
01:45 PM	90	26	0	29	20	0	0	87	0	252
Total	404	115	0	134	85	0	0	376	0	1114
Grand Total	1569	511	0	562	373	0	0	1617	0	4632
Apprch %	75.4	24.6	0	60.1	39.9	0	0	100	0	
Total %	33.9	11	0	12.1	8.1	0	0	34.9	0	

	Can	Canning Boulevard (Route 81)				Stafford Road				anning Boulevard (Route 81)			
		From N	North			From	East			From	South		
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From	10:00 AM to 01	1:45 PM - Pea	ak 1 of 1										
Peak Hour for Entire Inter-	section Begins a	at 10:15 AM											
10:15 AM	83	35	0	118	38	28	0	66	0	90	0	90	274
10:30 AM	102	39	0	141	28	20	0	48	0	115	0	115	304
10:45 AM	113	34	0	147	36	23	0	59	0	125	0	125	331
11:00 AM	101	30	0	131	39	27	0	66	0	118	0	118	315
Total Volume	399	138	0	537	141	98	0	239	0	448	0	448	1224
% App. Total	74.3	25.7	0		59	41	0		0	100	0		
PHF	.883	.885	.000	.913	.904	.875	.000	.905	.000	.896	.000	.896	.924

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				Groups Printed-	Trucks & Buses					
	Canning Bo	ulevard (Route 81))	5	Stafford Road		Canning Bo	ulevard (Route 81)	
	Fi	rom North			From East		F	rom South		
Start Time	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Peds	Int. Total
10:00 AM	0	0	0	0	0	0	0	1	0	1
10:15 AM	1	0	0	0	0	0	0	1	0	2
10:30 AM	1	1	0	0	0	0	0	0	0	2
10:45 AM	0	0	0	0	0	0	0	0	0	0
Total	2	1	0	0	0	0	0	2	0	5
11:00 AM	1	0	0	0	0	0	1	0	0	2
11:15 AM	0	0	0	0	0	0	0	0	0	0
11:30 AM	1	1	0	0	0	0	0	0	0	2
11:45 AM	0	0	0	0	0	0	0	0	0	0
Total	2	1	0	0	0	0	1	0	0	4
12:00 PM	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	1	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	1
01:00 PM	1	0	0	0	0	0	0	0	0	1
01:15 PM	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	1	0	1	0	0	0	1	0	3
01:45 PM	1	0	0	0	0	0	0	0	0	1
Total	2	1	0	1	0	0	0	1	0	5
Grand Total	6	3	0	1	0	0	1	4	0	15
Apprch %	66.7	33.3	0	100	0	0	20	80	0	
Total %	40	20	0	6.7	0	0	6.7	26.7	0	

	Ca	Canning Boulevard (Route 81)			Stafford Road				Ca	Canning Boulevard (Route 81)			
		From 1	North			From	East			From	South		
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From	10:00 AM to (01:45 PM - Pe	ak 1 of 1										
Peak Hour for Entire Inter-	section Begins	s at 10:15 AM											
10:15 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
10:30 AM	1	1	0	2	0	0	0	0	0	0	0	0	2
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	1	0	0	1	0	0	0	0	1	0	0	1	2
Total Volume	3	1	0	4	0	0	0	0	1	1	0	2	6
% App. Total	75	25	0		0	0	0		50	50	0		
PHF	.750	.250	.000	.500	.000	.000	.000	.000	.250	.250	.000	.500	.750

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	Canning Bo F	oulevard (Route 81) From North			Stafford Road From East		Canning Bo F	oulevard (Route 81 From South	1)	
Start Time	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Peds	Int. Total
10:00 AM	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch % Total %	0	0	0	0	0	0	0	0	0	

	Car	ning Boulev	ard (Route 8	1)	Stafford Road				Ca	Canning Boulevard (Route 81)			
		From North			From East					From	South		
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From	10:00 AM to 0	1:45 PM - Pe	ak 1 of 1										
Peak Hour for Entire Inters	section Begins	at 10:00 AM											
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 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
% App. Total	0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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	Canning Boulevard (Route 81)				Stafford Road				Canning Boulevard (Route 81)				
Stort Time	From North				From East				From South				Int. Total
Peak Hour Analysis From	10:00 AM to 01	·45 PM - Peal	reas	App. 1 otai	Right	Len	Peds	App. Total	Right	Inru	Peds	App. 1 otal	Int. I otal
Peak Hour for Entire Inters	section Begins a	t 10:15 AM	x 1 01 1										
10:15 AM	84	35	0	119	38	28	0	66	0	91	0	91	276
10:30 AM	103	40	0	143	28	20	0	48	0	115	0	115	306
10:45 AM	113	34	0	147	36	23	0	59	0	125	0	125	331
11:00 AM	102	30	0	132	39	27	0	66	1	118	0	119	317
1 otal volume % App. Total	402	139	0	541	141	98 41	0	239	0.2	449 00 8	0	450	1230
PHF	.889	.869	.000	.920	.904	.875	.000	.905	.250	.898	.000	.900	.929
Cars & Peds	399	138	0	537	141	98	0	239	0	448	0	448	1224
% Cars & Peds	99.3	99.3	0	99.3	100	100	0	100	0	99.8	0	99.6	99.5
Trucks & Buses	3	1	0	4	0	0	0	0	1	1	0	2	6
% Trucks & Buses	0.7	0.7	0	0.7	0	0	0	0	100	0.2	0	0.4	0.5
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	01	0
					Peal	g Boulevard 1 5 5 5 5 5 5 5 5 5 4 0 5 5 4 0 5 5 7 4 0 5 5 7 4 0 5 5 7 4 0 5 5 7 4 0 5 5 7 4 0 5 5 7 1 3 1 0 0 5 5 7 1 3 1 0 0 5 5 7 1 3 1 0 0 5 5 7 1 3 1 0 0 0 5 7 1 3 1 0 0 0 0 0 0 0 0 0 0 0 0 0	(Route 81) Total 1126 5 0 1131 0 0 0 0 0 0 0 Peds						
		▲ · · · · · · · · · · · · · · · · · · ·											
					Peak Hour Cars & Pea Trucks & B Bikes by D	North Begins at 1 ds uses irection	0:15 AM		141 98 0 0 0 0 141 98 0 141 98 0	$\begin{array}{c} 2 \\ 2 \\ 0 \\ 140 \\ 239 \\ 379 \\$	Stafford Road Uut In Total		
					Thu 497 3 00 500 Out Canpin	ru Right 148 0 1 1 0 0 149 1 448 2 0 448 2 0 448 1 0 1 1 1 0 0 1 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 1 0 0 0 0 1 1 1 1 0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1	Peds 0 0 0 0 						
tel (781) 587-0086 cell (781) 439-4999

N/S: Canning/Stafford (Route 81) E/NE: Hurst Lane/Stafford Road (Local) City, State: Tiverton, RI Client: Bryant/T. Brayton

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Site Code	: 215028
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					Group	s Printed- C	ars & Peds	- Trucks &	z Buses - Bi	kes by Dire	ection						
	Cannir	g Bouleva	rd (Route 8	31)		Stafford	l Road			Hurst I	Lane		Sta	afford Road	(Route 81)		
		From	North			From No	ortheast			From I	East			From S	outh		
Start Time	Thru	Left	Hard Left	Peds	Hard Right	Bear Left	Hard Left	Peds	Hard Right	Right	Left	Peds	Right	Bear Right	Thru	Peds	Int. Total
06:00 AM	15	11	0	0	0	0	0	0	0	3	0	0	4	7	80	0	120
06:15 AM	26	9	0	0	0	0	0	0	5	11	0	0	0	15	84	0	150
06:30 AM	34	4	0	0	0	0	0	0	0	7	2	1	0	15	80	0	143
06:45 AM	48	3	0	0	0	0	0	0	1	8	4	0	1	19	116	0	200
Total	123	27	0	0	0	0	0	0	6	29	6	1	5	56	360	0	613
07:00 AM	71	5	0	0	0	0	0	0	2	12	1	0	0	9	121	0	221
07:15 AM	45	2	0	0	0	0	0	0	0	6	6	1	1	17	123	0	201
07:30 AM	58	4	0	0	0	0	0	0	1	12	1	0	0	19	120	0	215
07:45 AM	81	2	0	0	0	0	0	0	0	10	1	1	1	37	126	0	259
Total	255	13	0	0	0	0	0	0	3	40	9	2	2	82	490	0	896
08:00 AM	45	4	0	0	0	0	0	0	1	10	1	1	0	31	129	0	222
08:15 AM	63	3	0	0	0	0	0	0	5	6	2	0	0	16	99	0	194
08:30 AM	60	6	0	0	0	0	0	0	4	12	3	1	3	28	111	0	228
08:45 AM	86	7	0	0	0	0	0	0	2	5	3	0	5	30	113	0	251
Total	254	20	0	0	0	0	0	0	12	33	9	2	8	105	452	0	895
09:00 AM	76	5	0	0	0	0	0	0	3	11	3	0	2	21	99	0	220
09:15 AM	69	5	0	0	0	0	0	0	2	7	3	0	4	24	81	0	195
09:30 AM	64	11	0	0	0	0	0	0	1	9	5	0	6	21	75	0	192
09:45 AM	62	6	0	0	0	0	0	0	5	14	1	0	4	25	63	0	180
Total	271	27	0	0	0	0	0	0	11	41	12	0	16	91	318	0	787
Grand Total	903	87	0	0	0	0	0	0	32	143	36	5	31	334	1620	0	3191
Apprch %	91.2	8.8	0	0	0	0	0	0	14.8	66.2	16.7	2.3	1.6	16.8	81.6	0	
Total %	28.3	2.7	0	0	0	0	0	0	1	4.5	1.1	0.2	1	10.5	50.8	0	
Cars & Peds	895	87	0	0	0	0	0	0	32	143	33	5	31	328	1612	0	3166
% Cars & Peds	99.1	100	0	0	0	0	0	0	100	100	91.7	100	100	98.2	99.5	0	99.2
Trucks & Buses	8	0	0	0	0	0	0	0	0	0	3	0	0	6	8	0	25
% Trucks & Buses	0.9	0	0	0	0	0	0	0	0	0	8.3	0	0	1.8	0.5	0	0.8
Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Ca	unning B	oulevard	Route 8	1)		St	afford Ro	oad]	Hurst Lar	ne			Stafford	Road (R	oute 81)		
]	From Nor	th			Fre	om North	east				From East	st			F	From Sou	th		
Start Time	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Left	Peds	App. Total	Right	Bear Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analys	sis From (06:00 AN	1 to 09:45	5 AM - P	eak 1 of 1																
Peak Hour for Ent	tire Inters	ection Be	egins at 0	7:45 AM	1																
07:45 AM	81	2	0	0	83	0	0	0	0	0	0	10	1	1	12	1	37	126	0	164	259
08:00 AM	45	4	0	0	49	0	0	0	0	0	1	10	1	1	13	0	31	129	0	160	222
08:15 AM	63	3	0	0	66	0	0	0	0	0	5	6	2	0	13	0	16	99	0	115	194
08:30 AM	60	6	0	0	66	0	0	0	0	0	4	12	3	1	20	3	28	111	0	142	228
Total Volume	249	15	0	0	264	0	0	0	0	0	10	38	7	3	58	4	112	465	0	581	903
% App. Total	94.3	5.7	0	0		0	0	0	0		17.2	65.5	12.1	5.2		0.7	19.3	80	0		
PHF	.769	.625	.000	.000	.795	.000	.000	.000	.000	.000	.500	.792	.583	.750	.725	.333	.757	.901	.000	.886	.872
Cars & Peds	247	15	0	0	262	0	0	0	0	0	10	38	6	3	57	4	110	464	0	578	897
% Cars & Peds	99.2	100	0	0	99.2	0	0	0	0	0	100	100	85.7	100	98.3	100	98.2	99.8	0	99.5	99.3
Trucks & Buses	2	0	0	0	2	0	0	0	0	0	0	0	1	0	1	0	2	1	0	3	6
% Trucks & Buses	0.8	0	0	0	0.8	0	0	0	0	0	0	0	14.3	0	1.7	0	1.8	0.2	0	0.5	0.7
Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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							Groups F	rinted- Ca	rs & Peds								
	Cannin	g Bouleva	ard (Route 8	31)		Stafford	l Road			Hurst I	Lane		Sta	afford Road	(Route 81))	
		From	North			From No	rtheast			From 1	East			From S	South		
Start Time	Thru	Left	Hard Left	Peds	Hard Right	Bear Left	Hard Left	Peds	Hard Right	Right	Left	Peds	Right	Bear Right	Thru	Peds	Int. Total
06:00 AM	15	11	0	0	0	0	0	0	0	3	0	0	4	7	79	0	119
06:15 AM	26	9	0	0	0	0	0	0	5	11	0	0	0	15	84	0	150
06:30 AM	34	4	0	0	0	0	0	0	0	7	2	1	0	15	80	0	143
06:45 AM	47	3	0	0	0	0	0	0	1	8	3	0	1	18	115	0	196
Total	122	27	0	0	0	0	0	0	6	29	5	1	5	55	358	0	608
07:00 AM	70	5	0	0	0	0	0	0	2	12	1	0	0	9	121	0	220
07:15 AM	44	2	0	0	0	0	0	0	0	6	5	1	1	16	123	0	198
07:30 AM	58	4	0	0	0	0	0	0	1	12	1	0	0	18	120	0	214
07:45 AM	81	2	0	0	0	0	0	0	0	10	1	1	1	36	126	0	258
Total	253	13	0	0	0	0	0	0	3	40	8	2	2	79	490	0	890
08:00 AM	44	4	0	0	0	0	0	0	1	10	1	1	0	30	128	0	219
08:15 AM	62	3	0	0	0	0	0	0	5	6	1	0	0	16	99	0	192
08:30 AM	60	6	0	0	0	0	0	0	4	12	3	1	3	28	111	0	228
08:45 AM	86	7	0	0	0	0	0	0	2	5	3	0	5	30	112	0	250
Total	252	20	0	0	0	0	0	0	12	33	8	2	8	104	450	0	889
09:00 AM	74	5	0	0	0	0	0	0	3	11	3	0	2	21	97	0	216
09:15 AM	69	5	0	0	0	0	0	0	2	7	3	0	4	24	79	0	193
09:30 AM	63	11	0	0	0	0	0	0	1	9	5	0	6	21	75	0	191
09:45 AM	62	6	0	0	0	0	0	0	5	14	1	0	4	24	63	0	179
Total	268	27	0	0	0	0	0	0	11	41	12	0	16	90	314	0	779
Grand Total	895	87	0	0	0	0	0	0	32	143	33	5	31	328	1612	0	3166
Apprch %	91.1	8.9	0	0	0	0	0	0	15	67.1	15.5	2.3	1.6	16.6	81.8	0	
Total %	28.3	2.7	0	0	0	0	0	0	1	4.5	1	0.2	1	10.4	50.9	0	

	Ca	nning Bo	oulevard	Route 8	1)		Stafford Road From Northeast						Hurst Lar	ie			Stafford	Road (Re	oute 81)		1
		I	From Nor	th			Fre	m North	east				From Eas	st			F	from Sou	th		
Start Time	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Left	Peds	App. Total	Right	Bear Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analys	sis From 0	6:00 AN	1 to 09:45	5 AM - P	eak 1 of 1																
Peak Hour for Ent	tire Interse	ection Be	egins at 0	7:45 AM	[
07:45 AM	81	2	0	0	83	0	0	0	0	0	0	10	1	1	12	1	36	126	0	163	258
08:00 AM	44	4	0	0	48	0	0	0	0	0	1	10	1	1	13	0	30	128	0	158	219
08:15 AM	62	3	0	0	65	0	0	0	0	0	5	6	1	0	12	0	16	99	0	115	192
08:30 AM	60	6	0	0	66	0	0	0	0	0	4	12	3	1	20	3	28	111	0	142	228
Total Volume	247	15	0	0	262	0	0	0	0	0	10	38	6	3	57	4	110	464	0	578	897
% App. Total	94.3	5.7	0	0		0	0	0	0		17.5	66.7	10.5	5.3		0.7	19	80.3	0		
PHF	.762	.625	.000	.000	.789	.000	.000	.000	000	000	500	792	500	750	713	333	764	906	000	887	.869

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File Name	: 04578B
Site Code	: 215028
Start Date	: 6/18/2015
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							Groups Pr	inted- True	cks & Buses	1							
	Canning	g Bouleva	rd (Route 8	(1)		Stafford	d Road			Hurst L	ane		Sta	afford Road	(Route 81)		
		From	North			From No	ortheast			From E	last			From S	South		
Start Time	Thru	Left	Hard Left	Peds	Hard Right	Bear Left	Hard Left	Peds	Hard Right	Right	Left	Peds	Right	Bear Right	Thru	Peds	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
 06:45 AM	1	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	4
Total	1	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	5
07:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	1	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
 07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	2	0	0	0	0	0	0	0	0	0	1	0	0	3	0	0	6
08:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	3
08:15 AM	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
 08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	2	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	6
09:00 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	4
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
09:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	3	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	8
Grand Total	8	0	0	0	0	0	0	0	0	0	3	0	0	6	8	0	25
Apprch %	100	0	0	0	0	0	0	0	0	0	100	0	0	42.9	57.1	0	
Total %	32	0	0	0	0	0	0	0	0	0	12	0	0	24	32	0	

	C-			(D	1)		C.	-ff1 D				1	Terret T				C + ff	Daal (D	01)		1
	l Ca	nning Bo	Julevard	(Route 8	1)		51	anora Re	Jad				Hurst La	ie			Stafford	Road (R	oute 81)		
		I	From Nor	th			Fre	om North	east				From Ea	st			F	From Sou	th		
Start Time	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Left	Peds	App. Total	Right	Bear Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analys	sis From 0	6:00 AN	1 to 09:4:	5 AM - P	eak 1 of 1																
Peak Hour for En	tire Interso	ection Be	egins at 0	6:45 AM	ĺ																
06:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	1	1	0	2	4
07:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	3	0	0	0	3	0	0	0	0	0	0	0	2	0	2	0	3	1	0	4	9
% App. Total	100	0	0	0		0	0	0	0		0	0	100	0		0	75	25	0		
PHF	750	000	000	000	750	000	000	000	000	000	000	000	500	000	500	000	750	250	000	500	563

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File Name	: 04578B
Site Code	: 215028
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	,							Groups Prir	ited- Bikes	s by Direction	on							
		Canning	g Bouleva	ard (Route 8	81)		Stafford	l Road			Hurst L	Lane		Sta	afford Road	(Route 81)		
			From	North			From No	ortheast			From I	East			From S	South		
5	Start Time	Thru	Left	Hard Left	Peds	Hard Right	Bear Left	Hard Left	Peds	Hard Right	Right	Left	Peds	Right	Bear Right	Thru	Peds	Int. Total
	06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
-	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
G	rand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Total %																	

	Ca	nning B	oulevard	(Route 8	1)		St	afford Ro	oad			J	Hurst Lar	ie			Stafford	Road (R	oute 81)]
		1	From Nor	th			Fre	om North	east				From Eas	st			F	From Sou	th		
Start Time	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Left	Peds	App. Total	Right	Bear Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analys	sis From (06:00 AN	1 to 09:4:	5 AM - P	eak 1 of 1																
Peak Hour for Ent	tire Inters	ection Be	egins at 0	6:00 AM	[
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
DUE	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000

Mario Perone, mperone1@verizon.net tel (781) 587-0086 cell (781) 439-4999

N/S: Canning/Stafford (Route 81) E/NE: Hurst Lane/Stafford Road (Local) City, State: Tiverton, RI Client: Bryant/T. Brayton File Name : 04578B Site Code : 215028 Start Date : 6/18/2015 Page No : 1

																					1
	Ca	inning Bo	oulevard	(Route 8	1)		St	afford Ro	bad			1	Hurst La	ne			Stafford	Road (R	oute 81)	1	
		F	rom Nor	th			Fre	m North	east]	From Ea	st			F	From Sou	th		
Start Time	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Left	Peds	App. Total	Right	Bear Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analys	sis From (06:00 AM	I to 09:45	i AM - P	eak 1 of 1																
Peak Hour for Ent	tire Inters	ection Be	gins at 0'	7:45 AM																	
07:45 AM	81	2	0	0	83	0	0	0	0	0	0	10	1	1	12	1	37	126	0	164	259
08:00 AM	45	4	0	0	49	0	0	0	0	0	1	10	1	1	13	0	31	129	0	160	222
08:15 AM	63	3	0	0	66	0	0	0	0	0	5	6	2	0	13	0	16	99	0	115	194
08:30 AM	60	6	0	0	66	0	0	0	0	0	4	12	3	1	20	3	28	111	0	142	228
Total Volume	249	15	0	0	264	0	0	0	0	0	10	38	7	3	58	4	112	465	0	581	903
% App. Total	94.3	5.7	0	0		0	0	0	0		17.2	65.5	12.1	5.2		0.7	19.3	80	0		
PHF	.769	.625	.000	.000	.795	.000	.000	.000	.000	.000	.500	.792	.583	.750	.725	.333	.757	.901	.000	.886	.872
Cars & Peds	247	15	0	0	262	0	0	0	0	0	10	38	6	3	57	4	110	464	0	578	897
% Cars & Peds	99.2	100	0	0	99.2	0	0	0	0	0	100	100	85.7	100	98.3	100	98.2	99.8	0	99.5	99.3
Trucks & Buses	2	0	0	0	2	0	0	0	0	0	0	0	1	0	1	0	2	1	0	3	6
% Trucks & Buses	0.8	0	0	0	0.8	0	0	0	0	0	0	0	14.3	0	1.7	0	1.8	0.2	0	0.5	0.7
Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
a 1 1 1 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



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File Name	: 04578BB
Site Code	: 215028
Start Date	: 6/18/2015
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					Groups	s Printed- C	ars & Peds	- Trucks &	z Buses - Bi	kes by Dire	ction						
	Cannir	ng Bouleva	rd (Route 8	(1)		Stafford	l Road			Hurst I	Lane		Sta	afford Road	(Route 81)		
		From	North			From No	ortheast			From I	East			From S	outh		
Start Time	Thru	Left	Hard Left	Peds	Hard Right	Bear Left	Hard Left	Peds	Hard Right	Right	Left	Peds	Right	Bear Right	Thru	Peds	Int. Total
02:00 PM	71	5	0	0	0	0	0	0	2	5	2	0	2	16	57	0	160
02:15 PM	97	11	0	0	0	0	0	0	3	9	3	1	4	20	77	0	225
02:30 PM	107	24	0	0	0	0	0	0	0	10	5	0	4	17	77	0	244
02:45 PM	150	15	0	0	0	0	0	0	3	16	6	1	0	24	89	0	304
Total	425	55	0	0	0	0	0	0	8	40	16	2	10	77	300	0	933
03:00 PM	132	10	0	0	0	0	0	0	1	9	3	0	2	18	65	0	240
03:15 PM	152	10	0	0	0	0	0	0	1	12	2	0	3	17	88	0	285
03:30 PM	154	18	0	0	0	0	0	0	0	7	2	0	3	32	92	0	308
03:45 PM	134	21	0	0	0	0	0	0	6	6	1	0	2	27	84	0	281
Total	572	59	0	0	0	0	0	0	8	34	8	0	10	94	329	0	1114
04:00 PM	167	18	0	0	0	0	0	0	0	9	0	0	7	27	77	0	305
04:15 PM	175	9	0	0	0	0	0	0	0	7	2	0	2	27	79	0	301
04:30 PM	174	15	0	0	0	0	0	0	1	6	2	1	2	31	105	0	337
04:45 PM	180	19	0	0	0	0	0	0	1	6	2	0	2	30	93	0	333
Total	696	61	0	0	0	0	0	0	2	28	6	1	13	115	354	0	1276
05:00 PM	169	17	0	0	0	0	0	0	4	11	4	0	4	21	93	0	323
05:15 PM	147	9	0	0	0	0	0	0	0	7	3	1	2	36	95	0	300
05:30 PM	150	15	0	0	0	0	0	0	0	8	7	0	1	25	85	0	291
05:45 PM	163	8	0	0	0	0	0	0	0	1	3	1	1	20	91	0	288
Total	629	49	0	0	0	0	0	0	4	27	17	2	8	102	364	0	1202
Grand Total	2322	224	0	0	0	0	0	0	22	129	47	5	41	388	1347	0	4525
Apprch %	91.2	8.8	0	0	0	0	0	0	10.8	63.5	23.2	2.5	2.3	21.8	75.8	0	
Total %	51.3	5	0	0	0	0	0	0	0.5	2.9	1	0.1	0.9	8.6	29.8	0	
Cars & Peds	2313	223	0	0	0	0	0	0	22	128	43	5	41	385	1344	0	4504
% Cars & Peds	99.6	99.6	0	0	0	0	0	0	100	99.2	91.5	100	100	99.2	99.8	0	99.5
Trucks & Buses	9	1	0	0	0	0	0	0	0	1	2	0	0	3	2	0	18
% Trucks & Buses	0.4	0.4	0	0	0	0	0	0	0	0.8	4.3	0	0	0.8	0.1	0	0.4
Bikes by Direction	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0	4.3	0	0	0	0.1	0	0.1

	Ca	nning Bo	ulevard (Route 8	1)		St	afford Ro	oad			I	Hurst Lar	ne			Stafford	Road (R	oute 81)		
		ŀ	rom Nor	th			Fre	om Northe	east				From Eas	st			1	from Sou	th		
Start Time	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Left	Peds	App. Total	Right	Bear Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analys	sis From (02:00 PM	to 05:45	PM - Pe	ak 1 of 1																
Peak Hour for Ent	tire Inters	ection Be	gins at 04	4:15 PM																	
04:15 PM	175	9	0	0	184	0	0	0	0	0	0	7	2	0	9	2	27	79	0	108	301
04:30 PM	174	15	0	0	189	0	0	0	0	0	1	6	2	1	10	2	31	105	0	138	337
04:45 PM	180	19	0	0	199	0	0	0	0	0	1	6	2	0	9	2	30	93	0	125	333
05:00 PM	169	17	0	0	186	0	0	0	0	0	4	11	4	0	19	4	21	93	0	118	323
Total Volume	698	60	0	0	758	0	0	0	0	0	6	30	10	1	47	10	109	370	0	489	1294
% App. Total	92.1	7.9	0	0		0	0	0	0		12.8	63.8	21.3	2.1		2	22.3	75.7	0		
PHF	.969	.789	.000	.000	.952	.000	.000	.000	.000	.000	.375	.682	.625	.250	.618	.625	.879	.881	.000	.886	.960
Cars & Peds	696	60	0	0	756	0	0	0	0	0	6	30	10	1	47	10	109	370	0	489	1292
% Cars & Peds	99.7	100	0	0	99.7	0	0	0	0	0	100	100	100	100	100	100	100	100	0	100	99.8
Trucks & Buses	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Trucks & Buses	0.3	0	0	0	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2
Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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File Name	: 04578BB
Site Code	: 215028
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							Groups I	Printed- Ca	ars & Peds								
	Cann	ing Boulev	ard (Route 8	81)		Stafford	d Road			Hurst l	Lane		Sta	afford Road	(Route 81))	
		From	North			From No	ortheast			From	East			From	South		
Start Tim	e Thru	Left	Hard Left	Peds	Hard Right	Bear Left	Hard Left	Peds	Hard Right	Right	Left	Peds	Right	Bear Right	Thru	Peds	Int. Total
02:00 PM	1 71	5	0	0	0	0	0	0	2	5	2	0	2	16	57	0	160
02:15 PM	1 97	11	0	0	0	0	0	0	3	9	3	1	4	19	77	0	224
02:30 PM	1 106	23	0	0	0	0	0	0	0	10	5	0	4	17	77	0	242
02:45 PM	1 150	15	0	0	0	0	0	0	3	15	5	1	0	23	89	0	301
Tot	al 424	54	0	0	0	0	0	0	8	39	15	2	10	75	300	0	927
03:00 PM	1 132	10	0	0	0	0	0	0	1	9	3	0	2	18	64	0	239
03:15 PM	1 151	10	0	0	0	0	0	0	1	12	1	0	3	17	87	0	282
03:30 PM	1 154	18	0	0	0	0	0	0	0	7	2	0	3	32	91	0	307
03:45 PM	1 134	21	0	0	0	0	0	0	6	6	0	0	2	26	84	0	279
Tot	al 571	59	0	0	0	0	0	0	8	34	6	0	10	93	326	0	1107
04:00 PN	1 166	18	0	0	0	0	0	0	0	9	0	0	7	27	77	0	304
04:15 PM	1 175	9	0	0	0	0	0	0	0	7	2	0	2	27	79	0	301
04:30 PM	1 173	15	0	0	0	0	0	0	1	6	2	1	2	31	105	0	336
04:45 PM	1 179	19	0	0	0	0	0	0	1	6	2	0	2	30	93	0	332
Tot	al 693	61	0	0	0	0	0	0	2	28	6	1	13	115	354	0	1273
05:00 PM	1 169	17	0	0	0	0	0	0	4	11	4	0	4	21	93	0	323
05:15 PM	1 145	9	0	0	0	0	0	0	0	7	3	1	2	36	95	0	298
05:30 PM	1 148	15	0	0	0	0	0	0	0	8	7	0	1	25	85	0	289
05:45 PM	1 163	8	0	0	0	0	0	0	0	1	2	1	1	20	91	0	287
Tot	al 625	49	0	0	0	0	0	0	4	27	16	2	8	102	364	0	1197
Grand Tota	1 2313	223	0	0	0	0	0	0	22	128	43	5	41	385	1344	0	4504
Apprch 9	6 91.2	8.8	0	0	0	0	0	0	11.1	64.6	21.7	2.5	2.3	21.8	75.9	0	
Total	6 51.4	5	0	0	0	0	0	0	0.5	2.8	1	0.1	0.9	8.5	29.8	0	

	Ca	nning Bo	oulevard	Route 8	1)		St	afford Ro	oad			J	Hurst Lar	ie			Stafford	Road (R	oute 81)		
		I	From Nor	th			Fre	m North	east				From Eas	st			F	From Sou	th		
Start Time	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Left	Peds	App. Total	Right	Bear Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analys	sis From 0	2:00 PM	l to 05:45	PM - Pe	eak 1 of 1																
Peak Hour for Ent	tire Interse	ection Be	egins at 0	4:15 PM																	
04:15 PM	175	9	0	0	184	0	0	0	0	0	0	7	2	0	9	2	27	79	0	108	301
04:30 PM	173	15	0	0	188	0	0	0	0	0	1	6	2	1	10	2	31	105	0	138	336
04:45 PM	179	19	0	0	198	0	0	0	0	0	1	6	2	0	9	2	30	93	0	125	332
05:00 PM	169	17	0	0	186	0	0	0	0	0	4	11	4	0	19	4	21	93	0	118	323
Total Volume	696	60	0	0	756	0	0	0	0	0	6	30	10	1	47	10	109	370	0	489	1292
% App. Total	92.1	7.9	0	0		0	0	0	0		12.8	63.8	21.3	2.1		2	22.3	75.7	0		
PHF	.972	.789	.000	.000	.955	.000	.000	.000	.000	.000	.375	.682	.625	.250	.618	.625	.879	.881	.000	.886	.961

tel (781) 587-0086 cell (781) 439-4999

File Name	: 04578BB
Site Code	: 215028
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							Groups Pr	inted- True	cks & Buses								
	Canning	g Bouleva	ard (Route 8	1)		Staffor	d Road			Hurst I	Lane		Sta	afford Road	(Route 81)		
		From	North			From No	ortheast			From I	East			From S	South		
Start Time	Thru	Left	Hard Left	Peds	Hard Right	Bear Left	Hard Left	Peds	Hard Right	Right	Left	Peds	Right	Bear Right	Thru	Peds	Int. Total
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
02:30 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:45 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	3
Total	1	1	0	0	0	0	0	0	0	1	1	0	0	2	0	0	6
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
 03:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2
 Total	1	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	5
04:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
 04:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Grand Total	9	1	0	0	0	0	0	0	0	1	2	0	0	3	2	0	18
Apprch %	90	10	0	0	0	0	0	0	0	33.3	66.7	0	0	60	40	0	
Total %	50	5.6	0	0	0	0	0	0	0	5.6	11.1	0	0	16.7	11.1	0	

	Ca	nning Bo	oulevard	Route 8	1)		St	afford Ro	oad]	Hurst Lar	ie			Stafford	Road (R	oute 81)		
		I	From Nor	th			Fre	om North	east				From East	st			F	From Sou	th		
Start Time	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Left	Peds	App. Total	Right	Bear Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analys	sis From (02:00 PM	l to 05:45	PM - Pe	ak 1 of 1																
Peak Hour for En	tire Inters	ection Be	egins at 0	2:30 PM																	
02:30 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	1	0	0	1	3
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
Total Volume	2	1	0	0	3	0	0	0	0	0	0	1	1	0	2	0	1	1	0	2	7
% App. Total	66.7	33.3	0	0		0	0	0	0		0	50	50	0		0	50	50	0		
PHF	500	250	000	000	375	000	000	000	000	000	000	250	250	000	250	000	250	250	000	500	583

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File Name	: 04578BB
Site Code	: 215028
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							Groups Prin	nted- Bikes	s by Directi	on							
	Cannin	g Bouleva	ard (Route 8	81)		Staffor	d Road			Hurst I	Lane		St	afford Road	(Route 81))	
		From	North			From No	ortheast			From I	East			From S	South		
Start Time	Thru	Left	Hard Left	Peds	Hard Right	Bear Left	Hard Left	Peds	Hard Right	Right	Left	Peds	Right	Bear Right	Thru	Peds	Int. Total
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
03:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
 04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
 05:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3
Apprch %	0	0	0	0	0	0	0	0	0	0	100	0	0	0	100	0	
Total %	0	0	0	0	0	0	0	0	0	0	667	0	0	0	33 3	0	

	C-			(D 0	1)		C 4	effered D				1	I				C + - ff J	Daal (D			
	L Ca	nning Bo	Julevaru	(Route 8	1)		51	anoru Ko	Jad			1	iurst La	ie			Stafford	Road (R	oute 81)		
		I	From Nor	th	_		Fre	om North	east				From Ea	st			F	From Sou	th		
Start Time	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Left	Peds	App. Total	Right	Bear Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analys	sis From (02:00 PM	l to 05:45	5 PM - Pe	eak 1 of 1																
Peak Hour for Ent	tire Inters	ection Be	egins at 0	2:30 PM																	
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	2
% App. Total	0	0	0	0		0	0	0	0		0	0	100	0		0	0	100	0		
PHE	000	000	000	000	000	000	000	000	000	000	000	000	250	000	250	000	000	250	000	250	500

Mario Perone, mperone1@verizon.net tel (781) 587-0086 cell (781) 439-4999

N/S: Canning/Stafford (Route 81) E/NE: Hurst Lane/Stafford Road (Local) City, State: Tiverton, RI Client: Bryant/T. Brayton File Name : 04578BB Site Code : 215028 Start Date : 6/18/2015 Page No : 1

	Car	nning Bo	ulevard (Route 8	51)		St	afford Ro	oad			I	Hurst Lar	ne			Stafford	Road (R	oute 81)		
		F	rom Nor	th			Fre	om North	east]	From Eas	st			F	from Sou	th		
Start Time	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Left	Peds	App. Total	Right	Bear Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analys	sis From 0	2:00 PM	to 05:45	PM - Pe	ak 1 of 1																
Peak Hour for En	tire Interse	ection Be	gins at 04	4:15 PM																	
04:15 PM	175	9	0	0	184	0	0	0	0	0	0	7	2	0	9	2	27	79	0	108	301
04:30 PM	174	15	0	0	189	0	0	0	0	0	1	6	2	1	10	2	31	105	0	138	337
04:45 PM	180	19	0	0	199	0	0	0	0	0	1	6	2	0	9	2	30	93	0	125	333
05:00 PM	169	17	0	0	186	0	0	0	0	0	4	11	4	0	19	4	21	93	0	118	323
Total Volume	698	60	0	0	758	0	0	0	0	0	6	30	10	1	47	10	109	370	0	489	1294
% App. Total	92.1	7.9	0	0		0	0	0	0		12.8	63.8	21.3	2.1		2	22.3	75.7	0		
PHF	.969	.789	.000	.000	.952	.000	.000	.000	.000	.000	.375	.682	.625	.250	.618	.625	.879	.881	.000	.886	.960
Cars & Peds	696	60	0	0	756	0	0	0	0	0	6	30	10	1	47	10	109	370	0	489	1292
% Cars & Peds	99.7	100	0	0	99.7	0	0	0	0	0	100	100	100	100	100	100	100	100	0	100	99.8
Trucks & Buses	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Trucks & Buses	0.3	0	0	0	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2
Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Mario Perone, mperone1@verizon.net tel (781) 587-0086 cell (781) 439-4999

File Name	: 04578BBB
Site Code	: 215028
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					Group	s Printed- C	ars & Peds	- Trucks &	z Buses - Bi	kes by Dire	ction						
	Cannir	ng Bouleva	rd (Route 8	31)		Stafford	l Road			Hurst L	Lane		St	afford Road	(Route 81)		
		From N	North			From No	ortheast			From E	East			From S	outh		
Start Time	Thru	Left	Hard Left	Peds	Hard Right	Bear Left	Hard Left	Peds	Hard Right	Right	Left	Peds	Right	Bear Right	Thru	Peds	Int. Total
10:00 AM	97	10	0	0	0	0	0	0	2	8	3	0	4	24	80	0	228
10:15 AM	101	12	0	0	0	0	0	0	3	10	2	0	4	25	83	0	240
10:30 AM	117	10	0	0	0	0	0	0	3	7	3	0	6	28	109	0	283
10:45 AM	127	8	0	0	0	0	0	0	0	11	2	0	3	26	113	0	290
Total	442	40	0	0	0	0	0	0	8	36	10	0	17	103	385	0	1041
11:00 AM	122	7	0	0	0	0	0	0	3	7	4	1	2	26	112	0	284
11:15 AM	90	11	0	0	0	0	0	0	1	5	3	0	2	27	89	0	228
11:30 AM	113	9	0	0	0	0	0	0	3	7	1	0	3	22	90	0	248
11:45 AM	98	8	0	0	0	0	0	0	2	10	3	0	4	24	82	0	231
Total	423	35	0	0	0	0	0	0	9	29	11	1	11	99	373	0	991
12:00 PM	115	8	0	0	0	0	0	0	0	6	3	0	2	26	92	0	252
12:15 PM	124	10	0	0	0	0	0	0	2	7	2	1	2	21	114	0	283
12:30 PM	131	11	0	0	0	0	0	0	3	5	2	0	2	30	100	0	284
12:45 PM	104	11	0	0	0	0	0	0	0	5	0	0	3	21	97	0	241
Total	474	40	0	0	0	0	0	0	5	23	7	1	9	98	403	0	1060
01:00 PM	118	8	0	0	0	0	0	0	1	8	1	0	1	24	94	0	255
01:15 PM	121	6	0	0	0	0	0	0	2	6	1	0	2	27	89	0	254
01:30 PM	118	10	0	0	0	0	0	0	2	3	3	0	4	19	83	0	242
01:45 PM	101	9	0	0	0	0	0	0	0	5	2	0	2	21	85	0	225
Total	458	33	0	0	0	0	0	0	5	22	7	0	9	91	351	0	976
Grand Total	1797	148	0	0	0	0	0	0	27	110	35	2	46	391	1512	0	4068
Apprch %	92.4	7.6	0	0	0	0	0	0	15.5	63.2	20.1	1.1	2.4	20.1	77.6	0	
Total %	44.2	3.6	0	0	0	0	0	0	0.7	2.7	0.9	0	1.1	9.6	37.2	0	
Cars & Peds	1792	147	0	0	0	0	0	0	25	110	35	2	46	391	1505	0	4053
% Cars & Peds	99.7	99.3	0	0	0	0	0	0	92.6	100	100	100	100	100	99.5	0	99.6
Trucks & Buses	5	1	0	0	0	0	0	0	0	0	0	0	0	0	5	0	11
% Trucks & Buses	0.3	0.7	0	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0.3
Bikes by Direction	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	4
% Bikes by Direction	0	0	0	0	0	0	0	0	7.4	0	0	0	0	0	0.1	0	0.1
% Bikes by Direction	0	0	0	0	0	0	0	0	7.4	0	0	0	0	0	0.1	0	0.1

	Ca	nning Bo	oulevard (Route 8	1)		St	afford Ro	oad			1	Hurst Lar	ne			Stafford	Road (R	oute 81)		
		I	From Nor	th			Fre	om North	east				From Ea	st			F	From Sou	th		
Start Time	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Left	Peds	App. Total	Right	Bear Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analys	is From 1	0:00 AN	4 to 01:45	5 PM - P	eak 1 of 1																
Peak Hour for Ent	ire Inters	ection Be	egins at 1	0:15 AM	[
10:15 AM	101	12	0	0	113	0	0	0	0	0	3	10	2	0	15	4	25	83	0	112	240
10:30 AM	117	10	0	0	127	0	0	0	0	0	3	7	3	0	13	6	28	109	0	143	283
10:45 AM	127	8	0	0	135	0	0	0	0	0	0	11	2	0	13	3	26	113	0	142	290
11:00 AM	122	7	0	0	129	0	0	0	0	0	3	7	4	1	15	2	26	112	0	140	284
Total Volume	467	37	0	0	504	0	0	0	0	0	9	35	11	1	56	15	105	417	0	537	1097
% App. Total	92.7	7.3	0	0		0	0	0	0		16.1	62.5	19.6	1.8		2.8	19.6	77.7	0		
PHF	.919	.771	.000	.000	.933	.000	.000	.000	.000	.000	.750	.795	.688	.250	.933	.625	.938	.923	.000	.939	.946
Cars & Peds	464	37	0	0	501	0	0	0	0	0	8	35	11	1	55	15	105	414	0	534	1090
% Cars & Peds	99.4	100	0	0	99.4	0	0	0	0	0	88.9	100	100	100	98.2	100	100	99.3	0	99.4	99.4
Trucks & Buses	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	5
% Trucks & Buses	0.6	0	0	0	0.6	0	0	0	0	0	0	0	0	0	0	0	0	0.5	0	0.4	0.5
Bikes by Direction	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	2
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0	11.1	0	0	0	1.8	0	0	0.2	0	0.2	0.2

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File Name	: 04578BBB
Site Code	: 215028
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							Groups I	Printed- Ca	rs & Peds			,					
	Cannin	g Bouleva	ard (Route	81)		Stafford	d Road			Hurst I	Lane		St	afford Road	d (Route 81))	
		From	North			From No	ortheast			From 1	East			From	South		
Start Time	Thru	Left	Hard Left	Peds	Hard Right	Bear Left	Hard Left	Peds	Hard Right	Right	Left	Peds	Right	Bear Right	Thru	Peds	Int. Total
10:00 AM	97	10	0	0	0	0	0	0	2	8	3	0	4	24	79	0	227
10:15 AM	100	12	0	0	0	0	0	0	3	10	2	0	4	25	82	0	238
10:30 AM	116	10	0	0	0	0	0	0	3	7	3	0	6	28	109	0	282
10:45 AM	127	8	0	0	0	0	0	0	0	11	2	0	3	26	112	0	289
Total	440	40	0	0	0	0	0	0	8	36	10	0	17	103	382	0	1036
11:00 AM	121	7	0	0	0	0	0	0	2	7	4	1	2	26	111	0	281
11:15 AM	90	11	0	0	0	0	0	0	1	5	3	0	2	27	89	0	228
11:30 AM	112	9	0	0	0	0	0	0	3	7	1	0	3	22	90	0	247
11:45 AM	98	8	0	0	0	0	0	0	2	10	3	0	4	24	82	0	231
Total	421	35	0	0	0	0	0	0	8	29	11	1	11	99	372	0	987
12:00 PM	115	8	0	0	0	0	0	0	0	6	3	0	2	26	92	0	252
12:15 PM	124	10	0	0	0	0	0	0	2	7	2	1	2	21	113	0	282
12:30 PM	131	11	0	0	0	0	0	0	2	5	2	0	2	30	100	0	283
12:45 PM	104	11	0	0	0	0	0	0	0	5	0	0	3	21	97	0	241
Total	474	40	0	0	0	0	0	0	4	23	7	1	9	98	402	0	1058
01:00 PM	117	8	0	0	0	0	0	0	1	8	1	0	1	24	94	0	254
01:15 PM	121	6	0	0	0	0	0	0	2	6	1	0	2	27	88	0	253
01:30 PM	118	10	0	0	0	0	0	0	2	3	3	0	4	19	82	0	241
01:45 PM	101	8	0	0	0	0	0	0	0	5	2	0	2	21	85	0	224
Total	457	32	0	0	0	0	0	0	5	22	7	0	9	91	349	0	972
Grand Total	1792	147	0	0	0	0	0	0	25	110	35	2	46	391	1505	0	4053
Apprch %	92.4	7.6	0	0	0	0	0	0	14.5	64	20.3	1.2	2.4	20.1	77.5	0	
Total %	44.2	3.6	0	0	0	0	0	0	0.6	2.7	0.9	0	1.1	9.6	37.1	0	
												~ I					

	Ca	nning Bo	oulevard	Route 8	1)		St	afford Ro	ad]	Hurst Lar	e			Stafford	Road (R	oute 81)		
		I	From Nor	th			Fre	om North	east				From Eas	t			F	from Sou	th		
Start Time	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Left	Peds	App. Total	Right	Bear Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analys	sis From 1	0:00 AN	1 to 01:45	5 PM - P	eak 1 of 1																
Peak Hour for Ent	tire Interse	ection Be	egins at 1	0:15 AM	ſ																
10:15 AM	100	12	0	0	112	0	0	0	0	0	3	10	2	0	15	4	25	82	0	111	238
10:30 AM	116	10	0	0	126	0	0	0	0	0	3	7	3	0	13	6	28	109	0	143	282
10:45 AM	127	8	0	0	135	0	0	0	0	0	0	11	2	0	13	3	26	112	0	141	289
11:00 AM	121	7	0	0	128	0	0	0	0	0	2	7	4	1	14	2	26	111	0	139	281
Total Volume	464	37	0	0	501	0	0	0	0	0	8	35	11	1	55	15	105	414	0	534	1090
% App. Total	92.6	7.4	0	0		0	0	0	0		14.5	63.6	20	1.8		2.8	19.7	77.5	0		1
PHF	.913	.771	.000	.000	.928	.000	.000	.000	000	000	667	795	688	250	917	625	938	924	000	934	.943

Transportation Data Corporation Mario Perone, mperone1@verizon.net tel (781) 587-0086 cell (781) 439-4999

File Name	: 04578BBB
Site Code	: 215028
Start Date	: 6/20/2015
Page No	:1

Image: From Work Right Right Right Bear Right Bear Right Thru Peds 10:00 AM 0 <td< td=""><td></td></td<>	
Start Time Thru Left Hard Left Peds Hard Right Right Left Peds Right Left Peds Right Bear Right Thru Peds 10:00 AM 0 <td></td>	
10:00 AM 0 0 0 0 0 0 0 0 0 0 0 1 0 10:15 AM 1 0 0 0 0 0 0 0 0 0 0 0 0 1 0 10:30 AM 1 0	Int. Total
10:15 AM 1 0 0 0 0 0 0 0 0 0 0 0 0 1 0 10:30 AM 1 0	1
10:30 AM 1 0<	2
10:45 AM 0<	1
Total 2 0 0 0 0 0 0 0 0 0 2 0	0
	4
11:00 AM 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 0	2
11:15 AM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0
11:30 AM 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1
11:45 AM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0
Total 2 0 0 0 0 0 0 0 0 0 1 0	3
12:00 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0
12:15 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 0	1
12:30 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0
12:45 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0
Total 0 0 0 0 0 0 0 0 0 1 0	1
01:00 PM 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1
01:15 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0
01:30 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 0	1
01:45 PM 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1
Total 1 1 0 0 0 0 0 0 0 0 1 0	3
Grand Total 5 1 0 0 0 0 0 0 0 0 0 0 0 0 0 5 0	11
Apprch % 83.3 16.7 0	
Total % 45.5 9.1 0 0 0 0 0 0 0 0 0 45.5 0	

	Ca	nning Bo	oulevard	(Route 8	1)		St	afford Ro	oad]	Hurst Lar	ie			Stafford	Road (R	oute 81)		
		Ī	From Nor	th			Fre	om North	east				From Eas	st			F	From Sou	th		
Start Time	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Left	Peds	App. Total	Right	Bear Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analys	sis From 1	0:00 AN	1 to 01:4:	5 PM - P	eak 1 of 1																
Peak Hour for En	tire Interso	ection Be	egins at 1	0:15 AM	[
10:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
10:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
Total Volume	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	5
% App. Total	100	0	0	0		0	0	0	0		0	0	0	0		0	0	100	0		
PHF	750	000	000	000	750	000	000	000	000	000	000	000	000	000	000	000	000	500	000	500	625

Transportation Data Corporation Mario Perone, mperone1@verizon.net tel (781) 587-0086 cell (781) 439-4999

File Name	: 04578BBB
Site Code	: 215028
Start Date	: 6/20/2015
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								Groups Pri	nted- Bikes	s by Directi	on							
		Canning	g Bouleva	ard (Route 8	81)		Stafford	d Road			Hurst I	Lane		St	afford Road	(Route 81))	
			From	North			From No	ortheast			From 1	East			From	South		
Start	Time	Thru	Left	Hard Left	Peds	Hard Right	Bear Left	Hard Left	Peds	Hard Right	Right	Left	Peds	Right	Bear Right	Thru	Peds	Int. Total
10:0	00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:1	5 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:3	30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:4	45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
11:0	00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
11:1	5 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:3	30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:4	45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
12:0	00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:1	15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:3	30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
12:4	45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
01:0	00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:1	15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
01:3	30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:4	45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Grand	Total	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	4
App	orch %	0	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	
Ť	otal %	0	0	0	0	0	0	0	0	50	0	0	0	0	0	50	0	

	Ca	nning B	oulevard	(Route 8	1)		St	afford Ro	oad]	Hurst Lar	ne			Stafford	Road (R	oute 81)		
		Ŭ I	From Nor	th			Fre	om North	east				From Eas	st			F	From Sou	th		
Start Time	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Left	Peds	App. Total	Right	Bear Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analys	sis From 1	0:00 AN	1 to 01:45	5 PM - P	eak 1 of 1																
Peak Hour for En	tire Inters	ection B	egins at 1	0:15 AM	1																
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
11:00 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	0	0	0	0	1	0	0	0	1	0	0	1	0	1	2
% App. Total	0	0	0	0		0	0	0	0		100	0	0	0		0	0	100	0		1
PHE	000	000	000	000	000	000	000	000	000	000	250	000	000	000	250	000	000	250	000	250	500

Mario Perone, mperone1@verizon.net tel (781) 587-0086 cell (781) 439-4999

N/S: Canning/Stafford (Route 81) E/NE: Hurst Lane/Stafford Road (Local) City, State: Tiverton, RI Client: Bryant/T. Brayton File Name : 04578BBB Site Code : 215028 Start Date : 6/20/2015 Page No : 1

	0	·	1 1	(D) () (1		C .	CC 1 D	1				T . T				G . CC 1	D 1/D	0.1.)		1
	Ca	nning Bo	ulevard	Koute 8	51)		St	arrord R	bad			1	iurst Lai	ie			Starford	Koad (R	(oute 81)		
	L	F	rom Nor	th			Fre	m North	east]	From Eas	st			F	from Sou	ıth		
Start Time	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Left	Hard Left	Peds	App. Total	Hard	Right	Left	Peds	App. Total	Right	Bear Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analy	sis From 1	0:00 AM	to 01:45	PM - P	eak 1 of 1																
Peak Hour for En	tire Inters	ection Be	gins at 10	0:15 AM	[
10:15 AM	101	12	0	0	113	0	0	0	0	0	3	10	2	0	15	4	25	83	0	112	240
10:30 AM	117	10	0	0	127	0	0	0	0	0	3	7	3	0	13	6	28	109	0	143	283
10:45 AM	127	8	0	0	135	0	0	0	0	0	0	11	2	0	13	3	26	113	0	142	290
11:00 AM	122	7	0	0	129	0	0	0	0	0	3	7	4	1	15	2	26	112	0	140	284
Total Volume	467	37	0	0	504	0	0	0	0	0	9	35	11	1	56	15	105	417	0	537	1097
% App. Total	92.7	7.3	0	0		0	0	0	0		16.1	62.5	19.6	1.8		2.8	19.6	77.7	0	-	
PHF	.919	.771	.000	.000	.933	.000	.000	.000	.000	.000	.750	.795	.688	.250	.933	.625	.938	.923	.000	.939	.946
Cars & Peds	464	37	0	0	501	0	0	0	0	0	8	35	11	1	55	15	105	414	0	534	1090
% Cars & Peds	99.4	100	0	0	99.4	0	0	0	0	0	88.9	100	100	100	98.2	100	100	99.3	0	99.4	99.4
Trucks & Buses	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	5
% Trucks & Buses	0.6	0	0	0	0.6	0	0	0	0	0	0	0	0	0	0	0	0	0.5	0	0.4	0.5
Bikes by Direction	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	2
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0	11.1	0	0	0	1.8	0	0	0.2	0	0.2	0.2



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William S. Canning Boulevard just south of Route 24 Interchange City, State: Fall River, MA Client: Bryant/T. Brayton

Start	18-Jun-15	1	NB	Hour	Totals	ç	SB	Hour	Totals	Combin	ed Totals
Time	Thu	Mornina	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	- THU	8	144	morning	7 41001110011	21	148	morning		morning	7 4101110011
12:15		6	135			17	132				
12:30		6	117			12	117				
12:45		3	122	23	518	7	145	57	542	80	1060
01:00		1	155			4	160				
01:15		3	133			8	145				
01:30		3	140			4	152				
01:45		3	138	10	566	6	155	22	612	32	1178
02:00		3	164			3	164				
02:15		2	145			4	146				
02:30		1	152			3	173				
02:45		0	157	6	618	8	198	18	681	24	1299
03:00		7	139			7	201				
03:15		3	156			3	214				
03:30		5	160			3	226				
03:45		12	139	27	594	6	225	19	866	46	1460
04:00		16	147			5	253				
04:15		22	140			8	249				
04:30		34	167			6	236				
04:45		38	157	110	611	9	247	28	985	138	1596
05:00		45	173			17	236				
05:15		84	166			31	244				
05:30		99	174			45	227				
05:45		108	140	336	653	48	214	141	921	477	1574
06:00		151	123			60	219				
06:15		171	133			77	180				
06:30		187	112			76	149				
06:45		207	103	716	471	79	164	292	712	1008	1183
07:00		223	109			111	160				
07:15		220	86			87	158				
07:30		217	81			114	132				
07:45		201	73	861	349	120	132	432	582	1293	931
08:00		205	70			77	130				
08:15		187	74			96	125				
08:30		163	83			93	109				
08:45		182	78	737	305	94	87	360	451	1097	756
09:00		174	59			121	68				
09:15		151	61			88	95				
09:30		152	36			106	76				
09:45		127	47	604	203	97	75	412	314	1016	517
10:00		139	43			117	63				
10:15		138	50			122	54				
10:30		130	41			124	42				
10:45		124	22	531	156	134	41	497	200	1028	356
11:00		147	22			136	31				
11:15		138	17			118	23				
11:30		137	19			143	21	F 00	400	4404	1.00
11:45		143	12	565	70	142	31	539	106	1104	176
Iotal		4526	5114			2817	6972			/343	12086
Percent	· · · ·	47.0%	53.0%			28.8%	/1.2%			31.8%	62.2%
		964	40			978	39			194	29
i otal											

04578Bvolume Site Code: 215028

Mario Perone, mperone1@verizon.net tel (781) 587-0086 cell (781) 439-4999

William S. Canning Boulevard just south of Route 24 Interchange City, State: Fall River, MA Client: Bryant/T. Brayton

$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	Start	19- lun-15	N	NB	Hour	Totals		SB	Hour	Totals	Combin	ed Totals
$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	Time	Fri	Morning	Afternoon	Morning	Afternoon	Mornina	Afternoon	Morning	Afternoon	Morning	Afternoon
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	12.00		4	137	Worning	7 (10011	21	167	Morning	7 (((c))))	Worning	7410011
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	12:15		6	170			16	194				
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	12:30		3	151			24	166				
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	12:45		3	144	16	602	11	172	72	699	88	1301
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	01:00		2	143	10	002	12	158		000	00	1001
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	01:15		2	141			9	173				
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	01:30		2	139			6	158				
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	01:45		5	141	11	564	6	143	33	632	44	1196
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	02.00		3	152		004	ğ	155	00	002		1100
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	02:00		5	145			5	154				
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	02:30		5	140			7	168				
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	02:45		6	159	19	596	4	198	25	675	44	1271
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	03:00		4	134	10	000	3	201	20	0/0		1211
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	03:15		2	164			4	189				
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	03:30		8	142			3	215				
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	03:45		7	162	21	602	6	223	16	828	37	1430
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	00.40		18	174	21	002	1	244	10	020	01	1400
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	04:00		23	142			8	248				
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	04.10		30	173			1	238				
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	04:45		40	179	111	668	11	230	24	971	135	1630
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	05.00		4 0 56	173		000	17	251	27	571	155	1055
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	05:00		76	150			26	201				
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	05:30		01	165			20 54	230				
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	05:45		106	136	320	625	/9	233	145	000	474	1615
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	00.40		130	110	529	025	40	212	145	990	4/4	1015
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	06:15		152	127			46	173				
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	00.15		176	1/3			40 84	181				
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	06:45		188	114	646	502	87	162	260	716	906	1218
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	00.45		230	107	040	502	110	140	200	710	900	1210
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	07:00		230	107			108	148				
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	07:30		220	0/			132	138				
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	07:45		200	115	880	138	126	11/	476	549	1365	087
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	07.45		209	08	009	430	109	123	470	545	1303	907
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	08.00		187	105			114	1/1				
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	00.10		187	104			109	124				
00.45 105 05 107 352 105 114 441 502 1205 504 09:00 152 70 118 94 110 102 118 94 09:00 184 75 120 97 120 97 115 161 64 660 278 144 85 492 378 1152 656 10:00 152 65 117 90 7 7 7 122 62 7	08:45		180	85	767	302	109	11/	111	502	1208	80/
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	00.45		152	70	101	552	118	0/		502	1200	034
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	09.00		163	69			110	102				
09:45 164 173 120 37 492 378 1152 656 10:00 152 65 117 90 152 656 10:00 152 65 117 90 152 65 10:15 142 73 122 62 167 17 90 17 17 90 17 17 90 17 17 90 17 17 90 17 17 90 17 17 90 17 120 17 120 11 121 120 11 121 120 11 121 11 11 11 11 11 11 11 11 11	00.10		184	75			120	97				
00.40 101 04 000 270 144 000 142 070 1132 000 10:00 152 65 117 90 122 62 1132 010 10:15 142 73 122 62 117 90 101 101 10:30 141 44 121 70 101 101 101 101 101 10:45 142 42 577 224 142 53 502 275 1079 499 11:00 153 41 121 60 148 38 111 101 <t< td=""><td>09.30</td><td></td><td>161</td><td>64</td><td>660</td><td>278</td><td>144</td><td>85</td><td>492</td><td>378</td><td>1152</td><td>656</td></t<>	09.30		161	64	660	278	144	85	492	378	1152	656
10:00 132 03 111 30 10:15 142 73 122 62 10:30 141 44 121 70 10:45 142 42 577 224 142 53 502 275 1079 499 11:00 153 41 121 60 111 60 111 111 111 60 111 11	10.00		152	65	000	270	117	90	432	570	1152	050
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	10:00		142	73			122	62				
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	10:10		141	44			121	70				
10:40 142 42 677 224 142 550 562 276 1675 465 11:00 153 41 121 60 1	10:45		142	42	577	224	142	53	502	275	1079	400
11:15 150 34 148 38 11:15 150 34 148 38 11:30 180 27 160 35 11:45 152 15 635 117 156 41 585 174 1220 291 Total 4681 5608 3071 7389 7752 12997 Percent 45.5% 54.5% 29.4% 70.6% 37.4% 62.6% Combined 10289 10460 20749	11.00		153	41	511	227	121	60	002	215	1073	+33
11:30 180 27 160 35 11:45 152 15 635 117 156 41 585 174 1220 291 Total 4681 5608 3071 7389 7752 12997 Percent 45.5% 54.5% 29.4% 70.6% 37.4% 62.6% Combined Total 10289 10460 20749	11.00		150	34			148	38				
11:45 152 15 635 117 156 41 585 174 1220 291 Total 4681 5608 3071 7389 7752 12997 Percent 45.5% 54.5% 29.4% 70.6% 37.4% 62.6% Combined 10289 10460 20749 20749	11.13		180	27			160	35				
Total 4681 5608 3071 7389 7752 12997 Percent 45.5% 54.5% 29.4% 70.6% 37.4% 62.6% Combined 10289 10460 20749	11:45		152	15	635	117	156	41	585	174	1220	201
Percent 45.5% 54.5% 29.4% 70.6% 37.4% 62.6% Combined Total 10289 10460 20749	Total		4681	5608	000	117	3071	7380	000	174	7752	12007
Combined 10289 10460 20749 Total 10289 10460 20749	Percent		45.5%	54 5%			29.4%	70.6%			37.4%	62.6%
Total 10289 10460 20749	Combined		-0.070	07.070			20. T/U	10.070			011/0	52.070
	Total		102	89			104	60			207	49

04578Bvolume

Site Code: 215028

Mario Perone, mperone1@verizon.net tel (781) 587-0086 cell (781) 439-4999

William S. Canning Boulevard just south of Route 24 Interchange City, State: Fall River, MA Client: Bryant/T. Brayton

Ctart	20 Jun 15	N		Hour	Tatala		D	Hour	Tatala	Combine	
Start	20-Jun-15	Namina	IB Afterracera	Hour	Iotais	Marrima	B	Hour	Iotais	Combine	
1ime	Sat	IVIORNING	Atternoon	worning	Atternoon		Atternoon	Iviorning	Atternoon	worning	Atternoon
12:00		17	168			35	1/1				
12:15		17	188			31	163				
12:30		15	169			20	189				
12:45		13	196	62	721	37	165	123	688	185	1409
01:00		3	154			14	173				
01:15		6	160			13	180				
01:30		6	144			13	177				
01:45		7	150	22	608	8	155	48	685	70	1293
02.00		5	163			8	162				
02:15		5	152			20	181				
02:10		6	163			11	161				
02:30		2	122	10	610	6	155	45	650	62	1260
02.40		2	162	10	010	0	100	45	059	03	1209
03.00		1	102			0	103				
03:15		4	155			2	170				
03:30		3	143			2	183				
03:45		4	154	18	614	2	165	12	681	30	1295
04:00		9	166			2	178				
04:15		19	154			9	182				
04:30		19	149			9	167				
04:45		10	164	57	633	9	178	29	705	86	1338
05:00		12	176			11	172				
05.15		20	158			8	157				
05:30		41	167			32	163				
05:45		47	151	120	652	32	167	83	659	203	1311
00.40			124	120	052	24	144	00	055	200	1011
00.00		00	134			34	144				
06:15		65	111			35	142				
06:30		83	126			48	120				
06:45		66	96	272	467	44	110	161	516	433	983
07:00		82	90			57	114				
07:15		108	77			55	117				
07:30		122	87			82	102				
07:45		118	97	430	351	71	104	265	437	695	788
08:00		120	69			85	93				
08:15		133	59			85	84				
08:30		140	80			90	81				
08:45		144	86	537	294	102	82	362	340	899	634
00.10		152	72	001	201	110	98	002	010	000	001
00:15		140	65			125	80				
09.13		140	60			123	03				
09.30		100	54	609	252	124	93	505	266	1110	610
09.45		160	54	000	255	140	00	505	300	1113	019
10:00		150	55			144	/6				
10:15		186	44			163	47				
10:30		173	38			166	82				
10:45		190	37	699	174	160	71	633	276	1332	450
11:00		196	39			151	65				
11:15		214	30			164	47				
11:30		160	29			165	40				
11:45		154	28	724	126	162	39	642	191	1366	317
Total		3567	5503			2908	6203			6475	11706
Percent		39.3%	60.7%			31.9%	68.1%			35.6%	64.4%
Combined			-								
Total		907	0			911	1			1818	1
Tota	al	127	74 16224	5		27	96 205	64		2157	0 36780
Dercon	 it	121 AA C)% 56.0%			20.0	0% Z00	0%		27.0	% 62.0%
Combine	n d	44.0	0.07	U		30.0	/0 /0.0	//0		57.0	/0 03.0%
	u J		28999				29360			į	58359
	11 F		0 452								
ADT	I	ADT 1	9,403	A	ADT 19,453						

Page 3

04578Bvolume Site Code: 215028

Route 24 N & Route 81 N (Exit 1) Southeast Quadrant City, State: Fall River, MA Client: Bryant/T. Brayton

tel (781) 587-0086 cell (781) 439-4999

Start	18-Jun-15	81N t	o 24N	Hour	Totals	24N	to 81N	Hour	Totals	Combin	ed Totals
Time	Thu	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		3	73	· · · · ·		1	43			· · · · ·	
12:15		3	60			2	36				
12:30		4	64			3	41				
12:45		2	62	12	259	5	29	11	149	23	408
01:00		0	76			1	32				
01:15		1	49			1	47				
01:30		0	74			1	44				
01:45		3	76	4	275	2	37	5	160	9	435
02:00		0	72		_	2	42				
02:15		1	74			2	42				
02:30		0	70			0	49				
02:45		0	89	1	305	0	32	4	165	5	470
03:00		5	70			3	33			-	
03.15		2	84			0	42				
03:30		7	84			2	44				
03:45		10	72	24	310	1	52	6	171	30	481
04:00		14	82	27	010	0	54	Ū		00	401
04:15		16	72			0	42				
04:10		32	94			2	63				
04:45		28	75	90	323	1	57	3	216	03	530
05.00		53	01	50	525	2	38	0	210	55	000
05:00		71	82			1	54				
05.30		85	85			1	34				
05:45		00	00	200	240	7	26	11	162	210	502
05.45		126	66	299	540	7	42	11	102	510	502
06:15		120	71			5	43				
00.15		120	12			9	21				
06.30		150	43	E40	220	6	32	21	152	571	201
00.45		100	50	540	230	10	27	31	155	571	291
07.00		109	20			10	32				
07.15		144	32			22	0				
07:30		101	39	500	105	22	30	77	05	667	050
07:45		110	38	590	105	23	15	11	85	007	250
08:00		153	30			24	17				
08:15		119	24			27	11				
08:30		92	41	470	100	27	15	444	50	500	407
08:45		114	44	478	139	30	15	114	58	592	197
09:00		116	27			24	6				
09:15		79	32			27	8				
09:30		90	14	050	0.1	27	10	100		450	404
09:45		67	21	352	94	28	6	106	30	458	124
10:00		81	22			21	8				
10:15		77	24			27	7				
10:30		69	19			35	1				
10:45		64	7	291	72	34	12	117	34	408	106
11:00		76	13			32	5				
11:15		54	6			50	7				
11:30		74	10			34	10				
11:45		62	2	266	31	26	4	142	26	408	57
Total		2947	2551			627	1409			3574	3960
Percent		53.6%	46.4%			30.8%	69.2%			47.4%	52.6%
Combined		= 10	•								

2036

5498

Total

04578CVOLUME Site Code: 215028

7534

Route 24 N & Route 81 N (Exit 1) Southeast Quadrant City, State: Fall River, MA Client: Bryant/T. Brayton

tel (781) 587-0086 cell (781) 439-4999

Start	19-Jun-15	81N t	o 24N	Hour	Totals	24N	to 81N	Hour	Totals	Combin	ed Totals
Time	Fri	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		1	60			0	42	•		· · · · ·	
12:15		3	81			5	48				
12:30		2	80			1	50				
12:45		2	63	8	284	2	39	8	179	16	463
01:00		2	68			4	34		-		
01:15		0	60			2	42				
01:30		2	82			0	44				
01.45		3	69	7	279	2	39	8	159	15	438
02:00		1	80	•	2.0	4	34	Ū	100	10	100
02:00		4	78			1	38				
02:10		3	70			2	37				
02:00		5	78	13	310	0	52	7	161	20	171
02.40		2	70	15	510	2	46	I	101	20	771
03:15		2	80			1	40				
03.10		7	71			1	43 55				
03.30		6	00	17	210	0	10	1	109	21	516
03.45		12	90	17	310	0	40	4	190	21	510
04.00		12	70			0	47				
04.15		10	70			0	47				
04:30		24	95	00	240	3	62	6	014	00	FF4
04:45		32	100	80	340	3	55	0	211	92	551
05:00		53	84			0	48				
05:15		69	78			1	38				
05:30		67	89	070	0.1.1	2	47	-	470	000	101
05:45		87	60	276	311	4	37	(170	283	481
06:00		11/	70			1	35				
06:15		126	73			8	36				
06:30		125	68			14	28				
06:45		145	74	513	285	14	23	37	122	550	407
07:00		165	41			15	24				
07:15		159	61			22	32				
07:30		162	43			34	27				
07:45		126	54	612	199	24	14	95	97	707	296
08:00		144	48			18	10				
08:15		119	40			20	13				
08:30		132	46			23	12				
08:45		110	37	505	171	34	13	95	48	600	219
09:00		90	39			28	21				
09:15		85	33			30	14				
09:30		113	36			21	14				
09:45		75	35	363	143	36	13	115	62	478	205
10:00		84	34			25	6				
10:15		67	34			41	13				
10:30		67	25			25	11				
10:45		72	25	290	118	33	8	124	38	414	156
11:00		72	17			38	5				
11:15		78	17			47	7				
11:30		82	12			33	3				
11:45		65	10	297	56	45	4	163	19	460	75
Total		2987	2814			669	1464			3656	4278
Percent		51.5%	48.5%			31.4%	68.6%			46.1%	<u>53.9%</u>
Combined		E00	1			044				700	A
Total		580	I			213	00			793	+

04578CVOLUME Site Code: 215028

Route 24 N & Route 81 N (Exit 1) Southeast Quadrant City, State: Fall River, MA Client: Bryant/T. Brayton

tel (781) 587-0086 cell (781) 439-4999

04578CVOLUME Site Code: 215028

Start	20-Jun-15	81N t	o 24N	Hour	Totals	24N to	81N	Hour	Totals	Combine	d Totals
Time	Sat	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		11	87	V		5	41	· · · · ·		· · ·	
12:15		9	95			3	40				
12:30		6	80			4	35				
12:45		7	99	33	361	6	36	18	152	51	513
01:00		1	75			2	40				
01:15		2	68			2	45				
01:30		2	75			3	47				
01:45		6	77	11	295	3	39	10	171	21	466
02:00		1	68			2	36				
02:15		3	79			6	55				
02:30		1	72			4	39				
02:45		2	66	7	285	3	39	15	169	22	454
03:00		4	73	-		2	31				
03:15		3	75			0	35				
03:30		3	80			3	35				
03:45		1	68	11	296	1	40	6	141	17	437
04:00		5	91		200	0	42	C C			
04.15		13	98			2	26				
04:30		14	62			4	41				
04:45		7	78	39	329	2	41	8	150	47	479
05:00		11	101	00	020	1	39	Ū	100	••	110
05:15		13	85			0	33				
05:30		32	87			3	31				
05:45		30	81	86	354	3	35	7	138	93	492
06:00		41	71	00	004	1	32	,	100		452
06:15		51	56			1	27				
06:30		63	68			-	23				
06:45		41	47	106	242	8	30	21	112	217	354
00.45		41	47	190	242	10	26	21	112	217	334
07.00		49	41			10	20				
07.13		78	43			7	12				
07.30		64	42	271	172	10	14	10	70	210	250
07.43		50	40	2/1	172	19	14	40	70	319	200
00.00		72	21			12	22				
00.15		07	26			12	12				
08:45		66	53	284	154	22	12	83	64	367	219
00.40		00	20	204	154	22	16	03	04	307	210
09.00		60	30			23	10				
09.15		02	32			23	0				
09:30		89	38	215	100	34	14	100	40	401	177
09.45		01	20	315	120	20	0	100	49	421	177
10.00		01	34			20	0				
10.15		0/	23			39	7				
10.30		91	29	246	102	20	0	104	22	470	125
10.45		0/	10	340	102	37	10	124	33	470	135
11:00		103	23			40	0				
11.13		109	17			30	9				
11.30		74	10	250	74	21	6	150	20	506	102
11:45		1040	10	330	/ 1	4/	1290	001	32	2551	103
I otal		1949	2109 50 00/			002	1209			2001	40/8 61 F0/
		41.1%	58.9%			31.8%	00.2%			30.5%	01.3%
		473	8			1891				6629	
		70	02 045	1		100	0 44	62		070	1 10010
	ai 54	۵۱ ۸۰ ۲	00 015 00/ E0.00	4 /		189	o 41	0Z 70/		9/8	
Percer	เ	49.2	270 50.8%	0		31.35	/0 00.	70		44.3%	0 35.1%
	u .		16037			(6060			2	2097
	di T	4 D T	7 266								
AD	I	ADT	1,300		AADT 7,366						

Mario Perone, mperone1@verizon.net tel (781) 587-0086 cell (781) 439-4999

24N to 81S

Hour Totals

Hour Totals

Route 24 N & Route 81 S (Exit 1) Southwest Quadrant City, State: Fall River, MA Client: Bryant/T. Brayton

18-Jun-15

81S to 24N

Start

Morning Morning Afternoon Time Thu Morning Afternoon Afternoon Morning Afternoon Morning Afternoon 12:00 12:15 12:30 12:45 01:00 01:15 01:30 01:45 02:00 02:15 02:30 2 02:45 03:00 03:15 03:30 03:45 04:00 04:15 04:30 04:45 05:00 05:15 05:30 05:45 06:00 06:15 06:30 06:45 07:00 07:15 07:30 07:45 08:00 08:15 08:30 08:45 09:00 09:15 09:30 09:45 10:00 10:15 10:30 10:45 11:00 11:15 11:30 11:45 Total Percent 37.6% 62.4% 37.4% 62.6% 37.5% 62.5% Combined Total

Page 1

04578Dvolume Site Code: 215028

Combined Totals

24N to 81S

Mario Perone, mperone1@verizon.net tel (781) 587-0086 cell (781) 439-4999

Hour Totals

Route 24 N & Route 81 S (Exit 1) Southwest Quadrant City, State: Fall River, MA Client: Bryant/T. Brayton

19-Jun-15

Start

81S to 24N

Time	Fri M	orning	Afternoo	on Morning	Afternoo	n Mornin	g Afternoo	on Morning	Afternoo	n Morning	Afternoon
12:00		9	109	-		3	17	_			
12:15		5	131			3	18				
12:30		5	127			1	15				
12:45		9	150	28	517	2	21	9	71	37	588
01:00		10	140			0	23				
01:15		10	117			1	19				
01:30		9	126			1	17				
01:45		3	128	32	511	1	26	3	85	35	596
02:00		7	147			0	28				
02:15		4	139			0	21				
02:30		8	137			0	14				
02:45		2	139	21	562	1	25	1	88	22	650
03:00		3	151			1	22				
03:15		2	118			0	28				
03:30		3	142			0	28				
03:45		3	132	11	543	0	41	1	119	12	662
04:00		8	149			0	25				
04:15		11	151			0	30				
04:30		23	145			1	31				
04:45		24	137	66	582	2	32	3	118	69	700
05:00		19	149			2	35				
05:15		27	148			4	29				
05:30		46	129			9	25				
05:45		47	126	139	552	9	17	24	106	163	658
06:00		63	141			11	20				
06:15		71	129			11	14				
06:30		82	107			11	18				
06:45		93	105	309	482	19	18	52	70	361	552
07:00		109	116			19	17				
07:15		138	85			19	10				
07:30		139	84			18	13				
07:45		128	90	514	375	16	11	72	51	586	426
08:00		114	96			19	9				
08:15		99	71			16	19				
08:30		120	79			16	12				
08:45		91	58	424	304	18	10	69	50	493	354
09:00		87	57			17	12				
09:15		99	65			26	10				
09:30		79	64			17	11				
09:45		84	36	349	222	16	6	76	39	425	261
10:00		94	60			18	12				
10:15		86	39			19	6				
10:30		95	43			14	8				
10:45		97	35	372	177	29	5	80	31	452	208
11:00		119	42			18	8				
11:15		120	41			19	4				
11:30		123	33			18	5				
11:45		134	17	496	133	21	4	76	21	572	154
Total	2	761	4960			466	849			3227	5809
Percent	35	.8%	64.2%			35.4%	64.6%			35.7%	64.3%
Combined			04				1045			0.00	
Total		11	21				1315			900	00

04578Dvolume Site Code: 215028

Combined Totals

Hour Totals

24N to 81S

Morning Afternoon

Hour Totals

Morning Afternoon

Mario Perone, mperone1@verizon.net tel (781) 587-0086 cell (781) 439-4999

Hour Totals

Morning Afternoon

Route 24 N & Route 81 S (Exit 1) Southwest Quadrant City, State: Fall River, MA Client: Bryant/T. Brayton

20-Jun-15

Sat

81S to 24N

Morning Afternoon

Start

Time

12:00	26	169			3	10)			
12:15	12	126			3	19)			
12:30	12	126			1	23	3			
12:45	16	124	66	545	4	15	5 11	67	77	612
01:00	11	108			0	22	2			
01:15	7	118			3	24	+			
01:30	6	126			0	18	3			
01:45	5	109	29	461	0	27	3	91	32	552
02:00	4	111			1	20)			
02:15	11	116			1	18	3			
02:30	11	111			0	20)			
02:45	4	119	30	457	0	25	2	83	32	540
03:00	2	107	00	-01	0	20	2	00	02	040
03.15	9	126			1	26				
03:30	3	08			0	10				
03:30	3	125	10	456	0	13	1	96	10	542
03.45	4	120	10	450	0	21		00	19	042
04:00	5	112			0	20				
04.15	5	117			0	19				
04:30	10	132	07	504	0	22		00	00	500
04:45	9	143	27	504	3	17	3	86	30	590
05:00	11	142			2	16	5			
05:15	11	136			2	20)			
05:30	17	143			8	23	3			
05:45	20	123	59	544	9	18	8 21	77	80	621
06:00	27	114			4	23	3			
06:15	38	93			6	12	2			
06:30	36	92			9	17	,			
06:45	30	87	131	386	5	14	24	66	155	452
07:00	41	78			11	14	+			
07:15	66	74			9	19)			
07:30	63	67			18	13	3			
07:45	57	76	227	295	10	13	48	59	275	354
08:00	59	48			9	11				
08:15	75	62			8	6	3			
08:30	69	61			12	11				
08:45	75	52	278	223	17	8	46	36	324	259
09.00	81	57			14	7				
09.15	81	54			17	10				
09:30	102	40			15	6				
09:45	85	49	349	200	20	4	66	27	415	227
10:00	106	40	040	200	15	1		21	-10	221
10:00	121	31			14					
10:13	11/	42			24					
10:45	114	42	460	140	24	10	74	22	524	170
11:00	119	32	400	140	21	7	, 74	22	554	170
11:15	105	20			19	1				
11:15	134	32			21	3				
11:30	131	21		0.5	17	5		10	=00	
11:45	155	10	525	95	16	4	13	19	598	114
lotal	2199	4314			372	/19)		2571	5033
Percent	33.8%	66.2%			34.1%	65.9%)		33.8%	66.2%
Combined	651	3			1091				7604	
Total	001	-								
Iotal	75	92 136	49		131	1	2361		8903	16010
Percent	35.7	7% 64.3	3%		35.7%	%	64.3%		35.7%	64.3%
Combined		21241				3672			240	913
Total					•	5012			240	
ADT	ADT	8,304		AADT 8,304						

04578Dvolume Site Code: 215028

Combined Totals

Morning Afternoon

Mario Perone, mperone1@verizon.net tel (781) 587-0086 cell (781) 439-4999

Route 24 S & Route 81 S (Exit 1) Northwest Quadrant City, State: Fall River, MA Client: Bryant/T. Brayton

04578Evolume Site Code: 215028

Start	18-Jun-15	81S Morning	to 24S	Hour Norping	Totals	24S	to 81S	Hour Norning	Totals	Combir Morpina	ned Totals
12:00	IIIu	າ ກ	Alternoo	n woning	Allemou	12		in morning	Allemoo	Morning	Allemoon
12:00		4	48 38			5	53 42				
12:30		0	39			3	46				
12:45		3	40	9	165	3	53	24	194	33	359
01.00		2	25	Ū		1	53				
01:00		2	36			2	62				
01:30		2	41			3	67				
01:45		2	44	8	146	5	67	11	249	10	305
01.40		0	34	0	140	2	59		245	10	000
02:00		1	31			2	62				
02:30		0	43			1	88				
02:00		1	40	2	148	3	108	8	317	10	465
02:40		0	37	2	140	2	97	0	517	10	400
03:15		1	36			2	98				
03.30		2	41			1	115				
03:45		1	34	4	148	4	106	Q	416	13	564
03.45		1	37		1-0	4	138	5	410	15	504
04.00		1	44			4	121				
04.13		5	46				121				
04:30		5	40	12	167	6	120	10	513	31	680
05:00		7	52	12	107	10	120	10	010	51	000
05:00		1	40			11	120				
05.13		3	40			21	123				
05:45		9	37	20	163	10	110	61	480	81	643
06:00		12	35	20	105	27	108	01	400	01	040
06:15		16	34			21	100				
00.13		25	25			20	73				
06:45		16	23	60	117	45	80	136	363	205	480
07:00		15	17	03		45	78	150	505	205	+00
07:00		29	24			57	81				
07:10		23	24			53	60				
07:45		30	27	101	92	65	64	220	283	321	375
08.00		44	17	101	52	28	61	220	200	521	575
08.00		34	29			40	65				
00.10		20	18				19				
08:45		33	15	131	79	41	30	147	214	278	203
00:40		26	18	101	10	48	34	1-17	217	210	200
00:00		20	10			38	19				
09.10		20	18			47	46				
09.30		21	10	92	56	31	37	164	166	256	222
10.00		24	6	52	50	58	26	104	100	200	
10:00		10	9			50	28				
10:10		27	11			57	19				
10:35		21	9	91	35	60	24	234	97	325	132
11.00		42	1	31	55	51	24	204	31	525	152
11.00		36	т 2			47	15				
11.13		33	3			50	1/				
11:45		36	1	1/7	1/	62	0	210	50	357	73
Total		686	1330	17/	14	1243	3351	210	55	1020	4681
Percent		34 0%	66.0%			27 1%	72 9%			29.2%	70.8%
Combined		01.070	00.070				1 = .0 /0			20.270	
Total		20	16			45	94			661	10

Page 1

24S to 81S

Hour Totals

Mario Perone, mperone1@verizon.net tel (781) 587-0086 *cell* (781) 439-4999

Hour Totals

Route 24 S & Route 81 S (Exit 1) Northwest Quadrant City, State: Fall River, MA Client: Bryant/T. Brayton

19-Jun-15

81S to 24S

Start

Total

Morning Time Fri Morning Afternoon Afternoon Morning Afternoon Morning Afternoon Morning Afternoon 12:00 12:15 12:30 12:45 01:00 01:15 01:30 01:45 02:00 02:15 02:30 02:45 03:00 03:15 03:30 03:45 04:00 04:15 04:30 04:45 05:00 05:15 05:30 05:45 06:00 06:15 06:30 06:45 07:00 07:15 07:30 07:45 08:00 08:15 08:30 08:45 09:00 09:15 09:30 09:45 10:00 10:15 10:30 10:45 11:00 11:15 11:30 11:45 Total 28.9% Percent 33.1% 66.9% 71.1% 30.1% 69.9% Combined

Page 2

04578Evolume Site Code: 215028

Combined Totals

Mario Perone, mperone1@verizon.net tel (781) 587-0086 cell (781) 439-4999

Route 24 S & Route 81 S (Exit 1) Northwest Quadrant City, State: Fall River, MA Client: Bryant/T. Brayton

04578Evolume Site Code: 215028

Start	20-Jun-15	81S t	o 24S	Hour	Totals	24S to	0 81S	Hour	Totals	Combined	d Totals
Time	Sat	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		4	42			18	53				
12:15		2	47			15	53				
12:30		5	28			13	66				
12:45		3	33	14	150	18	73	64	245	78	395
01:00		2	52			9	61				
01:15		1	30			8	80				
01:30		0	40			7	67				
01:45		2	43	5	165	6	59	30	267	35	432
02:00		1	35			5	72				
02:15		1	40			7	71				
02:30		1	44			9	42				
02:45		4	41	7	160	3	50	24	235	31	395
03:00		4	41			1	77			-	
03:15		0	41			1	66				
03:30		2	36			0	79				
03:45		2	40	8	158	2	63	4	285	12	443
04:00		3	33	Ū		3	64	•	200		
04.15		2	36			3	71				
04:30		3	30			6	72				
04:45		1	27	9	126	3	89	15	296	24	422
05:00		6	33	0	120	2	73	10	200		122
05:15		3	38			6	69				
05:30		2	28			14	78				
05:45		2	24	13	123	13	79	35	299	48	422
06:00		5	28	10	120	18	56	00	200	40	722
06:15		12	20			15	63				
06.10		10	30			22	53				
06:45		7	20	3/	108	18	48	73	220	107	328
00.45		1	20	54	100	22	40	75	220	107	520
07:00		10	20			22	14				
07.13		19	20			29	44 52				
07.30		14	17	52	07	20	21	120	195	100	272
07.45		10	14	55	07	40	40	129	165	102	212
00.00		10	14			40	40				
00.15		12	19			42	41				
00.30		10	15	E A	50	40	30	155	160	200	224
00.45		11	15	54	59	42	40	155	102	209	221
09:00		24	15			58	37				
09:15		35	12			42	46				
09:30		34	11	110	40	45	54	040	477	200	005
09:45		25	10	118	48	65	40	210	177	328	225
10:00		26	8			61	40				
10:15		23	11			54	33				
10:30		33	6			69	51		101	0.40	101
10:45		28	5	110	30	46	37	230	161	340	191
11:00		40	4			54	46				
11:15		39	5			67	24				
11:30		42	3			64	26				
11:45		58	3	179	15	78	25	263	121	442	136
Total		604	1229			1232	2653			1836	3882
Percent		33.0%	67.0%			31.7%	68.3%			32.1%	67.9%
Combined		183	3			3885	5			5718	
Total			-								
_ Tota	al	19	/2 393	8		386	is 942	28		5837	13366
Percer	nt	33.4	1% 66.6%	6		29.19	% 70.9	%		30.4%	69.6%
Combine	d		5910			1	13293			1	9203
Tota	al										
AD	Г	ADT	6,401		AADT 6,401						

Transportation Data Corporation Mario Perone, mperone1@verizon.net tel (781) 587-0086 cell (781) 439-4999

Route 24 S and Route 81 N (Exit 1) Northeast Quadrant City, State: Fall River, MA Client: Bryant/T. Brayton

$\begin{array}{ c c c c c c c c c c c c c c c c c c c$		Start	18-Jun-15	24S t	to 81N	Hour	Totals	81N	to 24S	Hour	Totals	Combine	ed Totals
$\begin{array}{c c c c c c c c c c c c c c c c c c c $		Time	Thu	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
$\begin{array}{c c c c c c c c c c c c c c c c c c c $		12:00		19	117	· · · · ·		1	14			· · · · ·	
$\begin{array}{c c c c c c c c c c c c c c c c c c c $		12:15		8	115			0	13				
$\begin{array}{c c c c c c c c c c c c c c c c c c c $		12:30		17	113			0	12				
$\begin{array}{c c c c c c c c c c c c c c c c c c c $		12:45		10	111	54	456	0	14	1	53	55	509
$\begin{array}{c c c c c c c c c c c c c c c c c c c $		01:00		5	100			0	10				
$\begin{array}{c c c c c c c c c c c c c c c c c c c $		01:15		5	107			0	20				
$\begin{array}{c c c c c c c c c c c c c c c c c c c $		01:30		10	109			0	14				
$\begin{array}{c c c c c c c c c c c c c c c c c c c $		01:45		4	101	24	417	0	15	0	59	24	476
$\begin{array}{c c c c c c c c c c c c c c c c c c c $		02:00		5	107			0	26				
$\begin{array}{c c c c c c c c c c c c c c c c c c c $		02:15		5	133			0	12				
$\begin{array}{c c c c c c c c c c c c c c c c c c c $		02:30		2	155			1	17				
$\begin{array}{c c c c c c c c c c c c c c c c c c c $		02:45		3	160	15	555	0	21	1	76	16	631
$\begin{array}{c c c c c c c c c c c c c c c c c c c $		03:00		2	159			1	18				
$\begin{array}{c c c c c c c c c c c c c c c c c c c $		03.15		2	165			0	11				
$\begin{array}{c c c c c c c c c c c c c c c c c c c $		03:30		2	195			0	17				
$\begin{array}{c c c c c c c c c c c c c c c c c c c $		03:45		3	175	9	694	0	16	1	62	10	756
$\begin{array}{c c c c c c c c c c c c c c c c c c c $		04.00		6	184	U	001	1	17	•	02	10	100
$\begin{array}{c c c c c c c c c c c c c c c c c c c $		04:15		2	213			2	19				
$\begin{array}{c c c c c c c c c c c c c c c c c c c $		04:30		3	195			3	11				
$\begin{array}{c c c c c c c c c c c c c c c c c c c $		04:45		8	189	19	781	4	15	10	62	29	843
$\begin{array}{c c c c c c c c c c c c c c c c c c c $		05:00		7	195	10	101	2	12	10	02	20	040
$\begin{array}{c c c c c c c c c c c c c c c c c c c $		05:15		11	185			5	21				
$\begin{array}{c c c c c c c c c c c c c c c c c c c $		05:30		9	188			5	25				
$\begin{array}{c c c c c c c c c c c c c c c c c c c $		05:45		31	150	58	718	10	20	31	64	80	782
$\begin{array}{c c c c c c c c c c c c c c c c c c c $		00.40		25	135	50	710	11	15	51	04	03	102
$\begin{array}{c c c c c c c c c c c c c c c c c c c $		06:15		20	100			13	12				
$\begin{array}{c c c c c c c c c c c c c c c c c c c $		00.13		30 46	144			10	12				
$\begin{array}{c c c c c c c c c c c c c c c c c c c $		06:45		40	110	140	510	27	8	70	11	210	563
$\begin{array}{c c c c c c c c c c c c c c c c c c c $		00.45		40	110	145	515	21	0	70	44	219	505
$\begin{array}{c c c c c c c c c c c c c c c c c c c $		07:00		03	107			20	9				
$\begin{array}{c c c c c c c c c c c c c c c c c c c $		07.13		147	82			20	0				
$\begin{array}{c c c c c c c c c c c c c c c c c c c $		07:45		147	02	155	200	20	3	00	20	542	110
$\begin{array}{c c c c c c c c c c c c c c c c c c c $		07.45		107	91	455	390	20	5	00	29	545	419
$\begin{array}{c c c c c c c c c c c c c c c c c c c $		08.00		123	35			23	5				
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$		00.10		01	75			23	1				
$\begin{array}{c c c c c c c c c c c c c c c c c c c $		00.30		91	70	125	200	17	1	00	15	515	212
$\begin{array}{c c c c c c c c c c c c c c c c c c c $		00.45		95	70	425	290	17	4	90	15	515	313
$\begin{array}{c c c c c c c c c c c c c c c c c c c $		09.00		60	60			10	5				
$\begin{array}{c c c c c c c c c c c c c c c c c c c $		09.15		100	40			10	5				
09.45 107 47 338 230 13 1 60 13 398 243 10:00 73 37 19 5 11 4 5 10 13 14 5 11 14 5 10 11 14 11		09.30		100	49	220	220	14	2	60	12	200	242
$\begin{array}{c c c c c c c c c c c c c c c c c c c $		10:00		72	47	330	230	13	5	00	13	390	243
$\begin{array}{c c c c c c c c c c c c c c c c c c c $		10.00		73	37			19	5				
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $		10.15		90	40			14	5				
$\begin{array}{c c c c c c c c c c c c c c c c c c c $		10.30		91	39	240	150	11	5	61	10	400	170
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $		10.45		00	37	340	159	15	4	01	19	409	170
11.15 155 35 24 1 11:30 111 21 14 1 11:45 118 28 479 105 10 0 63 3 542 108 Total 2373 5322 476 499 2849 5821 Percent 30.8% 69.2% 48.8% 51.2% 32.9% 67.1% Combined 7695 975 8670		11:00		117	21			15	1				
11.30 111 21 14 1 11:45 118 28 479 105 10 0 63 3 542 108 Total 2373 5322 476 499 2849 5821 Percent 30.8% 69.2% 48.8% 51.2% 32.9% 67.1% Combined 7695 975 8670		11:15		133	35			24	1				
11.45 118 26 479 105 0 63 3 542 108 Total 2373 5322 476 499 2849 5821 Percent 30.8% 69.2% 48.8% 51.2% 32.9% 67.1% Combined 7695 975 8670		11:30		110	21	170	105	14	1	60	2	E 40	100
Percent 30.8% 69.2% 476 499 2849 5821 Combined 7695 975 8670	_	11:45 Tatal		118	28	4/9	105	10	400	03	3	2942	108
Fercent 50.6% 69.2% 48.8% 51.2% 32.9% 67.1% Combined 7695 975 8670		I Otal		23/3	5322 60.20/			4/0 /0 00/	499			∠849 22.0%	582'l
Total 7695 975 8670	_	Combined	· · · ·	30.0%	09.2%			40.0%	51.2%			32.9%	07.1%
				769	5			97	5			867	0

04578Fvolume Site Code: 215028

Transportation Data Corporation Mario Perone, mperone1@verizon.net tel (781) 587-0086 cell (781) 439-4999

Hour Totals

81N to 24S

Route 24 S and Route 81 N (Exit 1) Northeast Quadrant City, State: Fall River, MA Client: Bryant/T. Brayton

19-Jun-15

Start

Total

24S to 81N

Start	19-Jun-15	2401	0.0111	riour	TULAIS	OTIN	10 243	rioui	TULAIS	COMDIN	eu Tolais
Time	Fri	Morning	Afternoon								
12:00		20	142			1	13				
12:15		24	136			1	22				
12:30		14	122			0	15				
12:45		16	129	74	529	1	10	3	60	77	589
01:00		15	127			0	21				
01:15		11	137			1	26				
01:30		4	132			0	10				
01:45		6	141	36	537	1	15	2	72	38	609
02:00		7	126			0	15				
02:15		7	152			0	18				
02:30		2	163			1	16				
02.45		5	173	21	614	0	11	1	60	22	674
03:00		1	145		•••	0	16				0
03.15		5	163			0	17				
03:30		1	185			0	20				
03:45		3	179	10	672	1	20	1	73	11	745
04:00		6	195	10	072	4	18		10	••	740
04:15		4	201			2	17				
04:30		6	188			3	17				
04:45		9	180	25	764	3	18	12	70	37	834
05:00		7	208	20	101	3	21		10	01	001
05:15		17	182			5	11				
05:30		16	187			9	10				
05:45		22	138	62	715	16	15	33	57	95	772
06:00		19	158	02	110	10	13	00	01	00	
06:15		29	166			17	11				
06:30		48	113			19	13				
06:45		61	134	157	571	23	7	70	44	227	615
07:00		60	122	101	071	33	10	10	••		010
07:15		106	98			15	10				
07:30		112	100			29	10				
07:45		136	84	414	404	20	7	97	37	511	441
08:00		115	100			21	3	01	01	011	
08.15		114	103			16	10				
08:30		111	95			17	6				
08:45		116	111	456	409	22	8	76	27	532	436
09:00		75	81			18	13				
09:15		90	66			19	5				
09:30		94	67			18	5				
09:45		104	51	363	265	19	7	74	30	437	295
10:00		91	40			22	10				
10:15		96	52			11	9				
10:30		122	50			16	0				
10:45		130	33	439	175	16	4	65	23	504	198
11:00		136	37			12	3				
11:15		120	50			15	1				
11:30		114	35			13	0				
11:45		135	32	505	154	18	0	58	4	563	158
Total		2562	5809			492	557		•	3054	6366
Percent		30.6%	69.4%			46.9%	53.1%			32.4%	67.6%
Combined											
		837	1			104	19			942	U

04578Fvolume

Hour Totals

Site Code: 215028

Combined Totals

Route 24 S and Route 81 N (Exit 1) Northeast Quadrant City, State: Fall River, MA Client: Bryant/T. Brayton

Transportation Data Corporation Mario Perone, mperone1@verizon.net tel (781) 587-0086 cell (781) 439-4999

	Start	20-Jun-15	24S t	o 81N	Hour	Totals	81N t	o 24S	Hour	Totals	Combined	Totals
	Time	Sat	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning A	fternoon
	12:00		37	130			0	14				
	12:15		50	103			0	13				
	12:30		22	128			0	15				
	12:45		28	128	137	489	0	16	0	58	137	547
	01:00		18	113			0	13				
	01:15		10	94			1	11				
	01:30		21	129			1	16				
	01:45		16	121	65	457	1	13	3	53	68	510
	02:00		14	105			0	25				
	02:15		11	112			0	19				
	02:30		10	111			1	17				
	02:45		8	131	43	459	0	13	1	74	44	533
	03:00		7	110			0	14				
	03:15		11	114			0	12				
	03:30		5	109			0	9				
	03.45		2	129	25	462	1	15	1	50	26	512
	04:00		4	108			1	13				•
	04.15		4	120			4	15				
	04:30		13	137			2	18				
	04.45		9	128	30	493	0	17	7	63	37	556
	05:00		8	132	00	100	2	8	•	00	01	000
	05:15		g	123			5	12				
	05:30		10	99			4	8				
	05:45		17	115	11	469	-	9	10	37	63	506
	00.40		12	110		403	3	1	13	57	00	500
	06:15		14	107			2	4				
	06.15		14	01			<u></u> о	12				
	06.30		22	01	00	404	0	13	25	07	100	400
	06:45		29	94	83	401	11	4	25	21	108	428
	07:00		31	11			9	11				
	07:15		43	96			5	8				
	07:30		38	67	101		13	9				
	07:45		79	88	191	328	1/	(44	35	235	363
	08:00		64	92			24	4				
	08:15		55	/1			13	/				
	08:30		74	53			14	5				
	08:45		94	60	287	276	18	2	69	18	356	294
	09:00		81	75			14	7				
	09:15		75	91			12	7				
	09:30		90	57			20	3				
	09:45		114	60	360	283	14	4	60	21	420	304
	10:00		97	56			14	3				
	10:15		102	54			14	2				
	10:30		109	48			13	0				
	10:45		98	32	406	190	17	4	58	9	464	199
	11:00		126	41			10	5				
	11:15		109	41			20	3				
	11:30		146	28			18	1				
	11:45		112	34	493	144	16	0	64	9	557	153
	Total		2164	4451			351	454			2515	4905
_	Percent		32.7%	67.3%			43.6%	56.4%			33.9%	66.1%
_	Combined		661	5			000				7400	
	Total		100	J			805)			7420	
	Tota	al	70	99 1558	2		13	19 15 ⁻	10		8418	17092
	Percer	nt	31.3	68.7%	6		46.6	% 53.4	%		33.0%	67.0%
	Combine	d		22601				2020			05	510
	Tota	al		22001				2029			25	10
	AD.	Т	ADT	8,503		AADT 8,503						

04578Fvolume Site Code: 215028

APPENDIX B

Trip Generation



October 28, 2015 BAI No. 215028

Trip Generation Calculations Gaming Facility William S. Canning Boulevard Tiverton, RI

The number of trips anticipated to be generated by the proposed gaming facility was estimated using projected visitation volumes provided by The Innovation Group on behalf of Twin River Management Group. The visitation volumes conservatively assume that there will be no other gaming facilities constructed in southeastern Massachusetts. The Innovation Group provided a breakdown of the number of vehicles entering the proposed gaming facility during each hour of the day for the entire week. The volumes that occurred during the weekday A.M., weekday P.M., and Saturday P.M. peak hours were extracted from the overall volumes. It was assumed that an average visit to the gaming facility would be three hours, and the number of exiting vehicles was calculated based on the previously entered vehicles.

The distribution of the anticipated new vehicle trips by direction was based on the market area for the proposed gaming facility.

The volumes anticipated to be generated by the proposed gaming facility during the weekday A.M., weekday P.M., and Saturday P.M. peak hours can be found in Table No. B-1.

Time Period	Direction	Generated Trips				
Weekday A.M.	Enter	47				
Peak Hour	Exit	35				
Weekday P.M.	Enter	297				
Peak Hour	Exit	265				
Saturday P.M.	Enter	388				
Peak Hour	Exit	291				

Table No. B-1 Trip Generation Summary Gaming Facility

TRAFFIC VOLUMES PROPOSED GAMING FACILITY WILLIAM S. CANNING BOULEVARD, TIVERTON, RI SITE GENERATED TRIPS



TRAFFIC VOLUMES PROPOSED GAMING FACILITY WILLIAM S. CANNING BOULEVARD, TIVERTON, RI SITE GENERATED TRIPS



TRAFFIC VOLUMES PROPOSED GAMING FACILITY WILLIAM S. CANNING BOULEVARD, TIVERTON, RI SITE GENERATED TRIPS



APPENDIX C

Intersection Capacity Analysis Computations




WEEKDAY AM PEAK





WILLIAM S. CANNING BOULEVARD

HCS 2010 Two-Way Stop Control Summary Report **General Information Site Information** Analyst dbc Intersection Canning Blvd/Stafford Rd Agency/Co. Bryant Associates, Inc. Jurisdiction Tiverton Date Performed 10/26/2015 East/West Street Stafford Road Analysis Year 2018 North/South Street Canning Boulevard Time Analyzed AM Peak Peak Hour Factor 0.95 Intersection Orientation North-South 0.25 Analysis Time Period (hrs) **Project Description** 215028 - Gaming Facility - AM Peak - No Build

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach		Eastb	ound			West	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	0	0	0	1	0
Configuration						L		R			Т			LT		
Volume (veh/h)						49		145			541			73	227	
Percent Heavy Vehicles						4		1						4		
Proportion Time Blocked																
Right Turn Channelized		N	0			N	lo			N	0			Ν	0	
Median Type								Undi	vided							
Median Storage																
Delay, Queue Length, and	Level	of Ser	vice													
Flow Rate (veh/h)						52		153						316		
Capacity						260		524						1014		
v/c Ratio						0.20		0.29						0.31		
95% Queue Length						0.7		1.2						0.2		
Control Delay (s/veh)						22.3		14.7						8.8		
Level of Service (LOS)						С		В						А		
Approach Delay (s/veh)						16	5.6							2	.7	
Approach LOS						(2							/	4	

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HCS 2010 Two-Way Stop Control Summary Report **General Information Site Information** Analyst dbc Intersection Canning Blvd/Stafford Rd Agency/Co. Bryant Associates, Inc. Jurisdiction Tiverton Date Performed 10/26/2015 East/West Street Stafford Road Analysis Year 2018 North/South Street Canning Boulevard Time Analyzed PM Peak Peak Hour Factor 0.97 Intersection Orientation North-South 0.25 Analysis Time Period (hrs) **Project Description** 215028 - Gaming Facility - PM Peak - No Build

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach		Eastb	ound			West	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	0	0	0	1	0
Configuration						L		R			Т			LT		
Volume (veh/h)						91		101			412			167	684	
Percent Heavy Vehicles						0		1						3		
Proportion Time Blocked																
Right Turn Channelized		N	0			N	lo			N	0			Ν	0	
Median Type								Undi	vided							
Median Storage																
Delay, Queue Length, and	Level	of Ser	vice													
Flow Rate (veh/h)						94		104						877		
Capacity						120		631						1145		
v/c Ratio						0.78		0.16						0.77		
95% Queue Length						4.5		0.6						0.5		
Control Delay (s/veh)						100.5		11.8						8.7		
Level of Service (LOS)						F		В						А		
Approach Delay (s/veh)						53	3.9							3	.5	
Approach LOS							-							/	4	

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N

SATURDAY PM PEAK

WILLIAM S. CANNING BOULEVARD

HCS 2010 Two-Way Stop Control Summary Report **General Information Site Information** Analyst dbc Intersection Canning Blvd/Stafford Rd Agency/Co. Bryant Associates, Inc. Jurisdiction Tiverton Date Performed 10/26/2015 East/West Street Stafford Road Analysis Year 2018 North/South Street Canning Boulevard Time Analyzed Saturday PM Peak Peak Hour Factor 0.93 Intersection Orientation 0.25 North-South Analysis Time Period (hrs) **Project Description** 215028 - Gaming Facility - Sat PM Peak - No Build

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach		Eastb	ound			West	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	0	0	0	1	0
Configuration						L		R			Т			LT		
Volume (veh/h)						96		138			439			136	393	
Percent Heavy Vehicles						0		0						1		
Proportion Time Blocked																
Right Turn Channelized		N	0			N	lo			N	0			Ν	0	
Median Type								Undi	vided							
Median Storage																
Delay, Queue Length, and	Level	of Ser	vice													
Flow Rate (veh/h)						103		148						569		
Capacity						182		596						1095		
v/c Ratio						0.57		0.25						0.52		
95% Queue Length						3.0		1.0						0.5		
Control Delay (s/veh)						47.8		13.0						8.8		
Level of Service (LOS)						E		В						А		
Approach Delay (s/veh)						27	7.3							3	.4	
Approach LOS						[2							/	4	

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WILLIAM S. CANNING BOULEVARD



STAFFORD ROAD

HCS 2010 Two-Way Stop Control Summary Report **General Information Site Information** Analyst dbc Intersection Stafford Rd/Hurst Ln Agency/Co. Bryant Associates, Inc. Jurisdiction Tiverton Date Performed 10/26/2015 East/West Street Hurst Lane Analysis Year 2018 North/South Street Stafford Road Time Analyzed AM Peak Peak Hour Factor 0.90 Intersection Orientation North-South 0.25 Analysis Time Period (hrs) **Project Description** 215028 - Gaming Facility - AM Peak - No Build

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach		Eastb	ound			West	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						9		44			589	2		13	263	
Percent Heavy Vehicles						11		0						0		
Proportion Time Blocked																
Right Turn Channelized		N	0			N	lo			N	0			Ν	lo	
Median Type								Undi	vided							
Median Storage																
Delay, Queue Length, and	Level	of Ser	vice													
Flow Rate (veh/h)							59							306		
Capacity							414							938		
v/c Ratio							0.14							0.33		
95% Queue Length							0.5							0.0		
Control Delay (s/veh)							15.1							8.9		
Level of Service (LOS)							С							А		
Approach Delay (s/veh)						15	5.1							0	.6	
Approach LOS						(2							/	4	

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Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach		Eastb	ound			West	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	10	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						10		37			493	10		62	719	
Percent Heavy Vehicles						0		0						0		
Proportion Time Blocked																
Right Turn Channelized		N	lo			Ν	lo			N	lo			N	lo	
Median Type								Undi	vided							
Median Storage																
Delay, Queue Length, and	Level	of Ser	vice													
Flow Rate (veh/h)							49							814		
Capacity							356							1053		
v/c Ratio							0.14							0.77		
95% Queue Length							0.5							0.2		
Control Delay (s/veh)							16.7							8.6		
Level of Service (LOS)							С							А		
Approach Delay (s/veh)						16	5.7							1	.6	
Approach LOS						(2							1	4	

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WILLIAM S. CANNING BOULEVARD



SATURDAY PM PEAK

STAFFORD ROAD

HCS 2010 Two-Way Stop Control Summary Report **General Information Site Information** Analyst dbc Intersection Stafford Rd/Hurst Ln Agency/Co. Bryant Associates, Inc. Jurisdiction Tiverton Date Performed 10/26/2015 East/West Street Hurst Lane Analysis Year 2018 North/South Street Stafford Road Time Analyzed Saturday PM Peak Peak Hour Factor 0.95 Intersection Orientation 0.25 North-South Analysis Time Period (hrs) **Project Description** 215028 - Gaming Facility - Sat PM Peak - No Build

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach		Eastb	ound			West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						10		43			511	14		36	457	
Percent Heavy Vehicles						0		0						0		
Proportion Time Blocked																
Right Turn Channelized		N	lo			N	lo			N	0			Ν	0	
Median Type								Undi	vided							
Median Storage																
Delay, Queue Length, and	Level	of Ser	vice													
Flow Rate (veh/h)							56							519		
Capacity							425							1026		
v/c Ratio							0.13							0.51		
95% Queue Length							0.5							0.1		
Control Delay (s/veh)							14.7							8.6		
Level of Service (LOS)							В							A		
Approach Delay (s/veh)						14	1.7							1	.0	
Approach LOS						I	3								4	

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WEEKDAY AM PEAK

TRAFFIC VOLUMES PROPOSED GAMING FACILITY WILLIAM S. CANNING BOULEVARD, TIVERTON, RI SITE GENERATED TRIPS





		s				S LOS A					3 LOS A					LOS B					3 LOS A					LOS A	
000000	ci ago	Vehicle				187.33					347.33					54					605.33					35.67	1770 6
···v		Delay				9.74					1.01					11.00					3.30					1.35	3 0 1
		Queue Length Max	100.74	100.74	100.74		0	0	0	0		63.98	64.16	63.98	63.98		158.01	157.92	157.92	157.92		21.56	21.56	21.56	21.56		
	8	Queue Length	5.45	5.91	5.45		0	0	0	0		2.41	1.9	2.41	2.41		2.01	2.17	2.17	2.17		0.1	0.1	0.1	0.1		
	(1)	Vehicles	50	140	0	190	11	212	99	54	343	6	ŝ	48	0	60	2	84	491	2	579	1	1	2	29	33	1205
		Delay	9.37	8.47	0	8.71	0.72	1.12	1.12	1.14	1.11	13.55	12.96	9.78	0	10.5	1.05	2.53	3.32	2.17	3.19	0.07	-0.59	-0.6	1.4	1.18	3 78
		Queue Length Max	94.76	94.76	94.76		0	0	0	0		64.87	65.04	64.87	64.87		394.51	394.43	394.43	394.43		22.43	22.43	22.43	22.43		
u		Queue Length	4.59	4.89	4.59		0	0	0	0		2.26	1.72	2.26	2.26		3.22	3.36	3.36	3.36		0.2	0.2	0.2	0.2		
Rı	2	Vehicles	54	129	0	183	13	193	62	56	324	8	2	42	0	52	0	78	526	ε	607	0	2	2	32	36	1202
		Delay	8.54	8.24	0	8.33	1.04	0.97	0.94	0.67	0.92	14.65	22.88	11.29	0	12.25	0	3.09	3.02	1.97	3.02	0	0.27	-0.62	2.02	1.78	3.62
		Queue Length Max	171.44	171.44	171.44		0	0	0	0		23.03	23.21	23.03	23.03		152.59	152.51	152.51	152.51		21.41	21.41	21.41	21.41		
		Queue Length	9.92	10.17	9.92		0	0	0	0		1.76	0.97	1.76	1.76		2.78	3.01	3.01	3.01		0.16	0.16	0.16	0.16		
		Vehicles	47	141	1	189	10	220	75	70	375	∞	2	40	0	50	2	98	529	1	630	1	2	0	35	38	1282
		Delay	14.08	11.45	24	12.17	0.43	0.94	1.34	0.84	0.99	21.3	6.71	8.23	0	10.26	4.53	2.96	3.8	6.83	3.68	4.22	-0.62	0	1.11	1.1	4.32
υL	2		Stafford Rd SB	Canning Blvd NB	Prop. Driveway	Total	Hurst Lane	Stafford Rd SB	Stafford Rd NB	Prop. Driveway	Total	Stafford Rd SB	Stafford Rd NB	Canning Blvd NB	Prop. Driveway	Total	Hurst Lane	Stafford Rd NB	Canning Blvd NB	Prop. Driveway	Total	Hurst Lane	Stafford Rd SB	Stafford Rd NB	Canning Blvd NB	Total	Total
				Stafford Rd SB									Hirret Land					Stafford Dd NB					Proposed	Driveway			



TRAFFIC VOLUMES PROPOSED GAMING FACILITY WILLIAM S. CANNING BOULEVARD, TIVERTON, RI SITE GENERATED TRIPS





								LOS B					LOS A					LOS C					LOS C					LOS C	LOS B
	age		Vehicles					184.33					1013					45					518					274.33	2034.67
0.10			Delay					14.88					3.54					16.14					21.14					20.67	11.66
		Queue	Length		CC.0/1	178.35	178.35		150.84	150.84	150.84	150.84		88.63	88.81	88.63	88.63		400.52	400.43	400.43	400.43		107.2	107.2	107.2	107.2		
			Length	1 1 11	14.41	14.42	14.41		0.74	0.74	0.74	0.74		4.52	3.97	4.52	4.52		43.21	43.69	43.69	43.69		32.5	32.5	32.5	32.5		
	6		Vehicles	5	72	95	0	187	57	559	132	271	1019	8	4	38	0	50	8	112	366	ŝ	489	1	ŝ	2	262	268	2013
			Delay	7 O F 7	L1.74	15.14	0	16.52	2.85	3.8	3.87	2.63	3.44	21.68	36.7	18.49	0	20.46	21.54	19.13	18.48	13.55	18.65	14.17	15.57	9.91	22.91	22.7	11.34
		Queue	Length		242.95	242.93	242.93		332.75	332.75	332.75	332.75		41.13	41.31	41.13	41.13		501.29	501.2	501.2	501.2		107.13	107.13	107.13	107.13		
ur	2		Length	1000	12.U4	11.97	12.04		2.53	2.53	2.53	2.53		1.7	1.29	1.7	1.7		68.56	69.07	69.07	69.07		24.21	24.21	24.21	24.21		
Rı			Vehicles	00	90	91	0	181	38	561	121	255	975	10	7	26	0	43	7	117	398	4	526	0	2	0	270	272	1997
			Delay	00 1 1	T/ .03	12.35	0	15.1	3.82	3.42	3.09	3.21	3.34	10.64	17.14	12.97	0	13.11	22.55	21.56	20.5	24.62	20.79	0	27.19	0	17.12	17.19	11.10
		Queue	Length	111 LT	/ C' CT T	115.57	115.57		82.21	82.21	82.21	82.21		51.14	51.31	51.14	51.14		501.29	501.2	501.2	501.2		107.15	107.15	107.15	107.15		
	_		Length	500	10'6	60.6	9.61		0.81	0.81	0.81	0.81		2.32	1.49	2.32	2.32		67.03	67.48	67.48	67.48		32.98	32.98	32.98	32.98		
			Vehicles	LC	0	66	1	185	44	590	134	277	1045	4	4	34	0	42	14	131	386	8	539	2	2	0	279	283	2094
			Delay	1 1 10	14.40	11.78	16.03	13.03	4.96	3.96	4.21	3.26	3.85	12.75	17.22	14.82	0	14.85	31.79	26.41	22.95	20.05	23.98	13.85	22.26	0	22.19	22.13	12.53
° F	2					Canning Blvd NB	Prop. Driveway	Total	Hurst Lane	Stafford Rd SB	Stafford Rd NB	Prop. Driveway	Total	Stafford Rd SB	Stafford Rd NB	Canning Blvd NB	Prop. Driveway	Total	Hurst Lane	Stafford Rd NB	Canning Blvd NB	Prop. Driveway	Total	Hurst Lane	Stafford Rd SB	Stafford Rd NB	Canning Blvd NB	Total	Total
			_	_		Stafford Rd SB		_	_	Canalast Divid CD		_	_	_			_	_	_	Stafford Rd NR		_	_	_	Proposed	Driveway	_		



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		ehicles					225 LOS D					26.67 LOS A					53.33 LOS C					36.67 LOS C					03.67 LOS B	045.33 LOS B
beauty		Delay V					30.69					2.63 5					17.04					18.94 5					10.49 3	11.54 2
		Queue Length	Max	199.96	199.96	199.96		99.66	99.66	99.66	99.66		67.69	67.87	67.69	67.69		351.01	350.93	350.93	350.93		107.13	107.13	107.13	107.13		
	3	Queue	Lengtn	23.58	23.39	23.58		0.37	0.37	0.37	0.37		4.43	3.34	4.43	4.43		47.15	47.53	47.53	47.53		17.91	17.91	17.91	17.91		
	,	Vehicles		103	121	0	224	37	378	134	388	937	10	7	42	0	59	6	103	390	æ	505	2	4	2	293	301	2026
		Delay		24.91	19.9	0	22.2	3.33	3.03	3.71	2.41	2.88	20.11	17.5	17.69	0	18.08	15.71	18.44	19.8	4.16	19.36	30.01	13.71	2.04	12.58	12.64	11.02
		Queue Length	Мах	363.56	363.56	363.56		51.38	51.38	51.38	51.38		63.76	63.94	63.76	63.76		307.77	307.68	307.68	307.68		107.17	107.17	107.17	107.17		
ur	2	Queue	Lengtn	54.66	54.25	54.66		0.02	0.02	0.02	0.02		4.07	3.28	4.07	4.07		34.52	34.99	34.99	34.99		13.86	13.86	13.86	13.86		
R		Vehicles		100	125	0	225	34	381	98	373	886	10	6	32	0	51	10	105	429	4	548	0	2	0	297	299	2009
		Delay		37.1	41.39	0	39.48	2.45	2.19	2.71	2.27	2.29	16.2	16.99	20.99	0	19.34	23.99	16.92	16.05	14.97	16.35	0	25.82	0	9.83	9.94	11.86
		Queue Length	Max	289.75	289.75	289.75		576	576	576	576		43.4	43.58	43.4	43.4		500.79	500.71	500.71	500.71		107.16	107.16	107.16	107.16		
	1	Queue	Lengtn	41.46	41.26	41.46		3.11	3.11	3.11	3.11		2.35	1.64	2.35	2.35		54.67	55.12	55.12	55.12		13.36	13.36	13.36	13.36		
		Vehicles		87	138	1	226	28	398	129	402	957	8	Ŋ	37	0	50	18	120	411	8	557	2	2	0	307	311	2101
		Delay		34.33	28.11	3.84	30.4	3.86	3.26	2.41	2.2	2.72	8.12	14.34	14.82	0	13.7	25.3	19.31	21.44	20.91	21.1	5.31	20.01	0	8.83	8.88	11.74
Ě	2			Stafford Rd SB	Canning Blvd NB	Prop. Driveway	Total	Hurst Lane	Stafford Rd SB	Stafford Rd NB	Prop. Driveway	Total	Stafford Rd SB	Stafford Rd NB	Canning Blvd NB	Prop. Driveway	Total	Hurst Lane	Stafford Rd NB	Canning Blvd NB	Prop. Driveway	Total	Hurst Lane	Stafford Rd SB	Stafford Rd NB	Canning Blvd NB	Total	Total
					Stafford Rd SB									Hurct Lana	נוחו אר רמווב				Stafford Rd NB					Proposed	Driveway			

APPENDIX D

Roadway Segment Analysis Computations







		F	REEWAY	WEAV	ING WOR	RKSHEE	Т			
Genera	al Informati	on			Site Information					
Analyst dbc Agency/Company Bryant Associates, In Date Performed 10/23/2015 Analysis Time Period AM Peak			С.	Freeway/Dir of Travel Canning Blvd Southbound Weaving Segment Location Route 24 Ramps Analysis Year 2018						
Project De	scription 215028	- Gaming Fac	cility - AM Peal	k - No Build						
Inputs					1					
Weaving c Weaving n	configuration number of lanes, I	C-D R Segment type								
Weaving s	egment length, L	S FC		750ft	Freeway min	imum speed,	, S _{MIN}		25	
Freeway fr	ee-now speed, F	F3		45 mpn	Freeway max	ximum capac	bity, C _{IFL}		2250	
0		. //	. Dece 04		Terrain type				Level	
Conve	rsions to p	c/n Undei			S	-	4	((
	V (veh/h)	PHF	Iruck (%)	RV (%)		E _R	t _{HV}	tp	v (pc/h)	
V _{FF}	152	0.90	0	0	1.5	1.2	1.000	1.00	169	
V _{RF}	227	0.68	0	0	1.5	1.2	1.000	1.00	334	
V _{FR}	567	0.85	0	0	1.5	1.2	1.000	1.00	667	
V _{RR}	0	0.94	0	0	1.5	1.2	1.000	1.00	0	
V _{NW}	169							V =	1170	
V _w	1001									
VR	0.856									
Config	uration Cha	aracterist	ics		•					
Minimum	maneuver lanes,	N _{WL}		2 lc	Minimum we	1001 lc/h				
Interchang	ge density, ID			1.0 int/mi	Weaving lane changes, LC _w 105					
Minimum	RF lane changes	, LC _{RF}		1 lc/pc	Non-weaving lane changes, LC _{NW} 56					
Minimum	FR lane changes	, LC _{FR}		1 lc/pc	Total lane ch		1115 lc/h			
Minimum	RR lane changes	Non-weaving vehicle index, I _{NW} 13								
Weavir	ng Segmen	t Speed,	Density, I	Level of	Service,	and Cap	oacity			
Weaving	segment flow rate	• • •		1170 veh/h	Weaving intensity factor, W 0.3					
Weaving s	segment capacity	Weaving seg		39.4 mph						
Weaving segment v/c ratio 0.427					Average weaving speed, S_w				40.3 mph	
Weaving s	segment density,	D	14	4.8 pc/mi/ln	Average non-weaving speed, S_{NW} 35.0				35.0 mph	
Level of S	ervice, LOS			В	Maximum weaving length, L _{MAX} 12269 ft					
Notes					-					

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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K N I

		F	REEWAY	WEAV	ING WOF	RKSHEE	Т			
Genera	al Informati	on			Site Information					
Analyst dbc Agency/Company Bryant Associates, Ind Date Performed 10/23/2015 Analysis Time Period AM Peak			С.	Freeway/Dir of Travel Canning Blvd Southbound Weaving Segment Location Route 24 Ramps Analysis Year 2018						
Project De	escription 215028	- Gaming Fac	cility - AM Peal	k - Build						
Inputs					1					
Weaving o Weaving r	configuration number of lanes, N	٨		One-Sided 2	C-D Roadwa Segment type Multilau Highwa					
Weaving s	segment length, L	S FC		750ft	Freeway min	imum speed	, S _{MIN}		25	
Freeway f	ree-now speed, Fi	-5		45 mpn	Freeway max	ximum capac	bity, C _{IFL}		2250	
0		- //-	- D 0 -		Terrain type				Level	
Conve	rsions to po				S	-	6	,	(
	V (veh/h)		Truck (%)	RV (%)	E _T	E _R	T _{HV}	tp	v (pc/h)	
V _{FF}	153	0.90	0	0	1.5	1.2	1.000	1.00	170	
V _{RF}	267	0.68	0	0	1.5	1.2	1.000	1.00	393	
V _{FR}	567	0.85	0	0	1.5	1.2	1.000	1.00	667	
V _{RR}	0	0.94	0	0	1.5	1.2	1.000	1.00	0	
V _{NW}	170							V =	1230	
V _w	1060									
VR	0.862									
Config	uration Cha	aracterist	ics		1					
Minimum	maneuver lanes,	N _{WL}		2 lc	Minimum we	1060 lc/h				
Interchan	ge density, ID			1.0 int/mi	Weaving lane changes, LC _w 1118					
Minimum	RF lane changes,	LC _{RF}		1 lc/pc	Non-weaving lane changes, LC _{NW} 56					
Minimum	FR lane changes,	LC _{FR}		1 lc/pc	Total lane changes, LC _{ALL} 1174					
Minimum	RR lane changes	Non-weaving vehicle index, I _{NW} 13								
Weavi	ng Segmen	t Speed,	Density, I	Level of	Service,	and Cap	oacity			
Weaving	segment flow rate	, V		1230 veh/h	Weaving intensity factor, W 0.3					
Weaving segment capacity, c_w 2724 ve					Weaving segment speed, S 39.2 r					
Weaving	segment v/c ratio			0.451	Average weaving speed, S _w 40					
Weaving	segment density,	D	15	5.7 pc/mi/ln	Average non-weaving speed, S_{NW} 34.4					
Level of S	Service, LOS			В	Maximum weaving length, L _{MAX} 12352 f					
Notes										

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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N N I

		F	REEWA	WEAV	ING WOF	RKSHEE	Т			
Genera	al Informati	on			Site Information					
Analyst dbc Agency/Company Bryant Associates, In Date Performed 10/23/2015 Analysis Time Period PM Peak			с.	Freeway/Dir of Travel Canning Blvd Southbound Weaving Segment Location Route 24 Ramps Analysis Year 2018						
Project De	scription 215028	3 - Gaming Fa	cility - PM Pea	k - No Build						
Inputs					1					
Weaving c Weaving n	onfiguration umber of lanes, I	C-D Roa Segment type Mi Hic								
Freeway fr	egment length, L ee-flow speed. F	s FS		45 mph	Freeway min	nimum speed	, S _{MIN}		25	
	oo op ood, .			. e p	Freeway ma: Torrain typo		2250 Lovel			
Conve	rsions to p	c/h Unde	r Base Co	ondition	S					
	V (veh/h)	PHF	Truck (%)	RV (%)	Ε _T	E _R	f _{HV}	fp	v (pc/h)	
V _{FF}	359	0.97	0	0	1.5	1.2	1.000	1.00	370	
V _{RF}	510	0.92	0	0	1.5	1.2	1.000	1.00	554	
V _{FR}	581	0.95	0	0	1.5	1.2	1.000	1.00	612	
V _{RR}	0	0.94	0	0	1.5	1.2	1.000	1.00	0	
V _{NW}	370				•			V =	1536	
V _W	1166								-	
VR	0.759									
Config	uration Ch	aracteris	tics		•					
Minimum	maneuver lanes,	N _{WL}		2 lc	Minimum weaving lane changes, LC _{MIN} 110					
Interchang	ge density, ID			1.0 int/mi	Weaving lane changes, LC _w 122					
Minimum	RF lane changes	, LC _{RF}		1 lc/pc	Non-weaving lane changes, LC_{NW} 9					
Minimum	FR lane changes	, LC _{FR}		1 lc/pc	Total lane changes, LC _{ALL} 1					
Minimum	RR lane changes	Non-weaving vehicle index, I _{NW} 28								
Weavir	ng Segmen	t Speed,	Density, I	_evel of	Service,	and Ca	oacity			
Weaving s	segment flow rate	e, V		1537 veh/h	Weaving inte	0.353				
Weaving segment capacity, c _w 2930 veh/h					Weaving segment speed, S				37.9 mph	
Weaving segment v/c ratio 0.524					Average weaving speed, S _W				39.8 mph	
Weaving segment density, D 20.3 pc/mi/ln					Average non-weaving speed, S _{NW} 32.9 mp					
	eivice, LUS			В	Maximum w	eaving length	n, L _{MAX}		11009 ft	

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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		F	REEWAY	WEAV	ING WOF	RKSHEE	Т		
Genera	al Informati	Site Information							
Analyst dbc Agency/Company Bryant Associates, Ind Date Performed 10/23/2015 Analysis Time Period PM Peak			C.	Freeway/Dir of Travel Canning Blvd Southbound Weaving Segment Location Route 24 Ramps Analysis Year 2018					
Project De	escription 215028	- Gaming Fac	cility - PM Peal	k - Build					
Inputs					1				
Weaving o Weaving r	configuration number of lanes, I	N		One-Sided 2	C-D Roadv Segment type Multil Highw				
Freeway f	ree-flow speed. F	s FS		45 mph	Freeway mir	iimum speed	, S _{MIN}		25
	· · · · · · · · · · · · · · · · · · ·	-			Freeway ma Terrain type		2250 Lovel		
Conve	rsions to p	c/h Unde	r Base Co	ondition	S				Level
	V (veh/h)	PHF	Truck (%)	RV (%)	Ε _Τ	E _R	f _{HV}	fp	v (pc/h)
V _{FF}	364	0.97	0	0	1.5	1.2	1.000	1.00	375
V _{RF}	784	0.92	0	0	1.5	1.2	1.000	1.00	852
V _{FR}	581	0.95	0	0	1.5	1.2	1.000	1.00	612
V _{RR}	0	0.94	0	0	1.5	1.2	1.000	1.00	0
V _{NW}	375		•			•		V =	1839
V _W	1464								
VR	0.796								
Config	uration Cha	aracterist	ics		1				
Minimum	maneuver lanes,	N _{WL}		2 lc	Minimum we	1464 lc/h			
Interchan	ge density, ID			1.0 int/mi	Weaving lane changes, LC _w 1522				
Minimum	RF lane changes	, LC _{RF}		1 lc/pc	Non-weaving	99 lc/h			
Minimum	FR lane changes	, LC _{FR}		1 lc/pc	Total lane changes, LC _{ALL}				
Minimum	RR lane changes	lc/pc	Non-weaving vehicle index, I _{NW} 28						
Weavi	ng Segmen	t Speed,	Density, I	Level of	Service,	and Cap	oacity		
Weaving segment flow rate, v 1840 veh/h					Weaving inte Weaving seg	0.415 36.9 mph			
Weaving	segment v/c ratio	0.643	Average weaving speed, S _w 39.						
Weaving segment density, D				4.9 pc/mi/ln	Average non-weaving speed, S _{NW} 30.				
Level of S	Service, LOS			С	Maximum weaving length, L _{MAX} 11487				
Notes					•				

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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|                                                                                                                           |                                   |                                               | FREEWAY                               | WEAV                                                                                                           | ING WOF                                           | RKSHEE       | Т                         |      |          |  |
|---------------------------------------------------------------------------------------------------------------------------|-----------------------------------|-----------------------------------------------|---------------------------------------|----------------------------------------------------------------------------------------------------------------|---------------------------------------------------|--------------|---------------------------|------|----------|--|
| Genera                                                                                                                    | al Informati                      | on                                            |                                       |                                                                                                                | Site Information                                  |              |                           |      |          |  |
| Analyst dbc<br>Agency/Company Bryant Associates, In<br>Date Performed 10/23/2015<br>Analysis Time Period Saturday PM Peak |                                   |                                               | С.                                    | Freeway/Dir of Travel Canning Blvd Southbound<br>Weaving Segment Location Route 24 Ramps<br>Analysis Year 2018 |                                                   |              |                           |      |          |  |
| Project De                                                                                                                | scription 215028                  | - Gaming Fa                                   | cility - Saturda                      | y PM Peak -                                                                                                    | No Build                                          |              |                           |      |          |  |
| Inputs                                                                                                                    |                                   |                                               |                                       |                                                                                                                | 1                                                 |              |                           |      |          |  |
| Weaving c<br>Weaving n                                                                                                    | onfiguration<br>umber of lanes, I | Segment typ                                   | C-D Roadway/<br>Multilane<br>Highways |                                                                                                                |                                                   |              |                           |      |          |  |
| Weaving s                                                                                                                 | egment length, L                  | S<br>FC                                       |                                       | 750ft<br>45 mph                                                                                                | Freeway min                                       | imum speed   | , S <sub>MIN</sub>        |      | 25       |  |
| Fieeway ii                                                                                                                | ee-now speed, r                   | го                                            |                                       | 45 mpn                                                                                                         | Freeway max                                       | ximum capao  | city, C <sub>IFL</sub>    |      | 2250     |  |
| Convo                                                                                                                     | reione to n                       | c/b Updo                                      | r Baco Co                             | ndition                                                                                                        | Terrain type Lev                                  |              |                           |      |          |  |
| COIIVE                                                                                                                    | V (veh/h)                         |                                               |                                       | RV (%)                                                                                                         | F_                                                | F-           | f                         | fn   | v (nc/h) |  |
| V                                                                                                                         | 292                               | 0.96                                          | 0                                     | 0                                                                                                              | 15                                                | - R<br>1 2   | 1 000                     | 1 00 | 304      |  |
| • <sub>FF</sub><br>V                                                                                                      | 308                               | 0.95                                          | 0                                     | 0                                                                                                              | 1.0                                               | 1.2          | 1.000                     | 1.00 | 324      |  |
| V                                                                                                                         | 560                               | 0.95                                          | 0                                     | 0                                                                                                              | 1.0                                               | 1.2          | 1.000                     | 1.00 | 589      |  |
| · FR<br>Vaa                                                                                                               | 0                                 | 0.94                                          | 0                                     | 0                                                                                                              | 1.5                                               | 1.2          | 1.000                     | 1.00 | 0        |  |
| V                                                                                                                         | 304                               | 0.01                                          | ů                                     | ů                                                                                                              | 1.0                                               | 1.2          | 1.000                     | V =  | 1217     |  |
| Vw                                                                                                                        | 913                               |                                               |                                       |                                                                                                                |                                                   |              |                           |      |          |  |
| VR                                                                                                                        | 0.750                             |                                               |                                       |                                                                                                                |                                                   |              |                           |      |          |  |
| Config                                                                                                                    | uration Cha                       | aracteris                                     | tics                                  |                                                                                                                |                                                   |              |                           |      |          |  |
| Minimum                                                                                                                   | maneuver lanes,                   | N <sub>WI</sub>                               |                                       | 2 lc                                                                                                           | Minimum we                                        | aving lane c | hanges, LC <sub>MIN</sub> | I    | 913 lc/h |  |
| Interchang                                                                                                                | ge density, ID                    | VVL                                           |                                       | 1.0 int/mi                                                                                                     | Weaving lane changes, LC <sub>w</sub>             |              |                           |      |          |  |
| Minimum                                                                                                                   | RF lane changes                   | , LC <sub>RF</sub>                            |                                       | 1 lc/pc                                                                                                        | Non-weaving lane changes, LC <sub>NW</sub>        |              |                           |      |          |  |
| Minimum                                                                                                                   | FR lane changes                   | , LC <sub>FR</sub>                            |                                       | 1 lc/pc                                                                                                        | Total lane ch                                     |              | 1055 lc/h                 |      |          |  |
| Minimum                                                                                                                   | RR lane changes                   | Non-weaving vehicle index, I <sub>NW</sub> 23 |                                       |                                                                                                                |                                                   |              |                           |      |          |  |
| Weavir                                                                                                                    | ng Segmen                         | t Speed,                                      | Density, I                            | _evel of                                                                                                       | Service,                                          | and Ca       | oacity                    |      |          |  |
| Weaving                                                                                                                   | segment flow rate                 | , V                                           |                                       | 1218 veh/h                                                                                                     | Weaving intensity factor, W                       |              |                           |      |          |  |
| Weaving segment capacity, c <sub>w</sub> 2948 veh/h                                                                       |                                   |                                               |                                       |                                                                                                                | Weaving segment speed, S                          |              |                           |      | 39.1 mph |  |
| Weaving segment v/c ratio 0.413                                                                                           |                                   |                                               |                                       |                                                                                                                | Average weaving speed, $S_w$                      |              |                           |      | 40.4 mph |  |
| Weaving segment density, D 15.6 pc/mi/ln                                                                                  |                                   |                                               |                                       |                                                                                                                | Average non-weaving speed, S <sub>NW</sub> 35.    |              |                           |      | 35.5 mph |  |
| Level of S                                                                                                                | ervice, LOS                       |                                               |                                       | В                                                                                                              | Maximum weaving length, L <sub>MAX</sub> 10894 ft |              |                           |      |          |  |

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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TRAFFIC VOLUMES PROPOSED GAMING FACILITY WILLIAM S. CANNING BOULEVARD, TIVERTON, RI BUILD CONDITIONS





|                                                       |                                | F                                   | REEWAY                               | WEAV           | NG WOF                                                                                              | RKSHEE                   | Т                         |      |                                       |  |
|-------------------------------------------------------|--------------------------------|-------------------------------------|--------------------------------------|----------------|-----------------------------------------------------------------------------------------------------|--------------------------|---------------------------|------|---------------------------------------|--|
| General                                               | Informati                      | on                                  |                                      |                | Site Info                                                                                           | ormation                 |                           |      |                                       |  |
| Analyst<br>Agency/Com<br>Date Perforn<br>Analysis Tim | pany<br>ned<br>e Period        | dbc<br>Bryant<br>10/23/2<br>Saturda | Associates, Ind<br>015<br>ay PM Peak | C.             | Freeway/Dir of TravelCanning Blvd SouthboundWeaving Segment LocationRoute 24 RampsAnalysis Year2018 |                          |                           |      |                                       |  |
| Project Desc                                          | ription 215028                 | - Gaming Fa                         | cility - Saturday                    | / PM Peak -    | Build                                                                                               |                          |                           |      |                                       |  |
| Inputs                                                |                                |                                     |                                      |                |                                                                                                     |                          |                           |      |                                       |  |
| Weaving con<br>Weaving nur                            | figuration<br>nber of lanes, N | N                                   |                                      | One-Sided<br>2 | Segment typ                                                                                         | e                        |                           |      | C-D Roadway/<br>Multilane<br>Highways |  |
| Weaving seg                                           | ment length, L                 | S<br>FO                             |                                      | 750ft          | Freeway mir                                                                                         | nimum speed              | , S <sub>MIN</sub>        |      | 25                                    |  |
| Freeway free                                          | e-tiow speed, F                | F5                                  |                                      | 45 mpn         | Freeway maximum capacity, C <sub>IFL</sub> 22                                                       |                          |                           |      |                                       |  |
| 0                                                     | : t                            | - //-                               | - D 0 -                              |                | Terrain type                                                                                        |                          |                           |      | Level                                 |  |
| Convers                                               |                                |                                     |                                      |                | S<br>  _                                                                                            |                          | 6                         | 4    | (                                     |  |
|                                                       | V (ven/n)                      | PHF                                 | Truck (%)                            | RV (%)         |                                                                                                     |                          | T <sub>HV</sub>           | fp   | v (pc/n)                              |  |
| V <sub>FF</sub>                                       | 299                            | 0.96                                | 0                                    | 0              | 1.5                                                                                                 | 1.2                      | 1.00                      | 311  |                                       |  |
| V <sub>RF</sub>                                       | 671                            | 0.95                                | 0                                    | 0              | 1.5                                                                                                 | 1.2                      | 1.00                      | 706  |                                       |  |
| V <sub>FR</sub>                                       | 560                            | 0.95                                | 0                                    | 0              | 1.5                                                                                                 | 1.2                      | 1.000                     | 1.00 | 589                                   |  |
| V <sub>RR</sub>                                       | 0                              | 0.94                                | 0                                    | 0              | 1.5                                                                                                 | 1.00                     | 0                         |      |                                       |  |
| V <sub>NW</sub>                                       | 311                            |                                     |                                      |                |                                                                                                     |                          |                           | V =  | 1606                                  |  |
| V <sub>W</sub>                                        | 1295                           |                                     |                                      |                |                                                                                                     |                          |                           |      |                                       |  |
| VR                                                    | 0.806                          |                                     |                                      |                |                                                                                                     |                          |                           |      |                                       |  |
| Configu                                               | ration Cha                     | aracterist                          | tics                                 |                |                                                                                                     |                          |                           |      |                                       |  |
| Minimum ma                                            | aneuver lanes,                 | N <sub>WL</sub>                     |                                      | 2 lc           | Minimum we                                                                                          | eaving lane c            | hanges, LC <sub>MIN</sub> |      | 1295 lc/h                             |  |
| Interchange                                           | density, ID                    |                                     |                                      | 1.0 int/mi     | Weaving lan                                                                                         | ne changes, L            | -C <sub>w</sub>           |      | 1353 lc/h                             |  |
| Minimum RF                                            | lane changes                   | , LC <sub>RF</sub>                  |                                      | 1 lc/pc        | Non-weaving                                                                                         | g lane chang             | es, LC <sub>NW</sub>      |      | 85 lc/h                               |  |
| Minimum FR                                            | lane changes                   | , LC <sub>FR</sub>                  |                                      | 1 lc/pc        | Total lane cl                                                                                       | hanges, LC <sub>AL</sub> | L                         |      | 1438 lc/h                             |  |
| Minimum RF                                            | R lane changes                 | , LC <sub>RR</sub>                  |                                      | lc/pc          | Non-weaving                                                                                         | g vehicle inde           | ex, I <sub>NW</sub>       |      | 23                                    |  |
| Weavinç                                               | J Segmen                       | t Speed,                            | Density, I                           | _evel of       | Service,                                                                                            | and Cap                  | pacity                    |      |                                       |  |
| Weaving seg                                           | gment flow rate                | , V                                 |                                      | 1608 veh/h     | Weaving inte                                                                                        | ensity factor,           | W                         |      | 0.378                                 |  |
| Weaving segment capacity, c <sub>w</sub> 2836 veh/    |                                |                                     |                                      |                | Weaving see                                                                                         | gment speed              | , S                       |      | 37.7 mph                              |  |
| Weaving segment v/c ratio 0.56                        |                                |                                     |                                      |                | Average weaving speed, S <sub>w</sub> 39                                                            |                          |                           |      | 39.5 mph                              |  |
| Weaving segment density, D 21.3 pc/mi/                |                                |                                     |                                      |                | /In Average non-weaving speed, S <sub>NW</sub> 31.8 mph                                             |                          |                           |      |                                       |  |
| weaving seg                                           |                                |                                     |                                      |                |                                                                                                     |                          |                           |      |                                       |  |

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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|                                                    |                                   | F                                  | REEWAY                       | WEAV           | NG WOF                                                                                              | RKSHEE                   | Т                         |      |                                       |  |
|----------------------------------------------------|-----------------------------------|------------------------------------|------------------------------|----------------|-----------------------------------------------------------------------------------------------------|--------------------------|---------------------------|------|---------------------------------------|--|
| Genera                                             | l Informati                       | on                                 |                              |                | Site Info                                                                                           | rmation                  |                           |      |                                       |  |
| Analyst<br>Agency/Co<br>Date Perfol<br>Analysis Ti | mpany<br>med<br>me Period         | dbc<br>Bryant<br>10/23/2<br>AM Pea | Associates, Ind<br>015<br>ak | с.             | Freeway/Dir of TravelCanning Blvd NorthboundWeaving Segment LocationRoute 24 RampsAnalysis Year2018 |                          |                           |      |                                       |  |
| Project Des                                        | scription 215028                  | 8 - Gaming Fac                     | cility - AM Peal             | k - No Build   |                                                                                                     |                          |                           |      |                                       |  |
| Inputs                                             |                                   |                                    |                              |                | I                                                                                                   |                          |                           |      |                                       |  |
| Weaving co<br>Weaving ni                           | onfiguration<br>umber of lanes, I | N                                  |                              | One-Sided<br>2 | Segment typ                                                                                         | e                        |                           |      | C-D Roadway/<br>Multilane<br>Highways |  |
| Freeway fre                                        | ee-flow speed. F                  | s<br>FS                            |                              | 45 mph         | bh Freeway minimum speed, S <sub>MIN</sub>                                                          |                          |                           |      |                                       |  |
|                                                    |                                   | . •                                |                              | . e p          | Freeway maximum capacity, C <sub>IFL</sub> 2<br>Terrain type                                        |                          |                           |      |                                       |  |
| Conver                                             | sions to p                        | c/h Unde                           | r Base Co                    | ondition       | S                                                                                                   |                          |                           |      | Level                                 |  |
|                                                    | V (veh/h)                         | PHF                                | Truck (%)                    | RV (%)         | Ε <sub>T</sub>                                                                                      | E <sub>R</sub>           | f <sub>HV</sub>           | fp   | v (pc/h)                              |  |
| V <sub>FF</sub>                                    | 188                               | 0.97                               | 0                            | 0              | 1.5                                                                                                 | 1.2                      | 1.000                     | 1.00 | 194                                   |  |
| V <sub>RF</sub>                                    | 79                                | 0.84                               | 0                            | 0              | 1.5                                                                                                 | 1.2                      | 1.00                      | 94   |                                       |  |
| V <sub>FR</sub>                                    | 91                                | 0.85                               | 0                            | 0              | 1.5                                                                                                 | 1.2                      | 1.000                     | 1.00 | 107                                   |  |
| V <sub>RR</sub>                                    | 0                                 | 0.94                               | 0                            | 0              | 1.5                                                                                                 | 1.2                      | 1.000                     | 1.00 | 0                                     |  |
| V <sub>NW</sub>                                    | 194                               |                                    |                              |                |                                                                                                     |                          |                           | V =  | 395                                   |  |
| V <sub>w</sub>                                     | 201                               |                                    |                              |                |                                                                                                     |                          |                           | •    | -                                     |  |
| VR                                                 | 0.509                             |                                    |                              |                |                                                                                                     |                          |                           |      |                                       |  |
| Config                                             | uration Cha                       | aracterist                         | ics                          |                | •                                                                                                   |                          |                           |      |                                       |  |
| Minimum n                                          | naneuver lanes,                   | N <sub>WL</sub>                    |                              | 2 lc           | Minimum we                                                                                          | aving lane c             | hanges, LC <sub>MIN</sub> |      | 201 lc/h                              |  |
| Interchang                                         | e density, ID                     |                                    |                              | 1.0 int/mi     | Weaving lan                                                                                         | e changes, l             | _C <sub>w</sub>           |      | 273 lc/h                              |  |
| Minimum F                                          | RF lane changes                   | , LC <sub>RF</sub>                 |                              | 1 lc/pc        | Non-weaving                                                                                         | g lane chang             | es, LC <sub>NW</sub>      |      | 197 lc/h                              |  |
| Minimum F                                          | R lane changes                    | , LC <sub>FR</sub>                 |                              | 1 lc/pc        | Total lane ch                                                                                       | nanges, LC <sub>AL</sub> | L                         |      | 470 lc/h                              |  |
| Minimum F                                          | R lane changes                    | , LC <sub>RR</sub>                 |                              | lc/pc          | Non-weaving                                                                                         | g vehicle ind            | ex, I <sub>NW</sub>       |      | 19                                    |  |
| Weavin                                             | g Segmen                          | t Speed,                           | Density, I                   | _evel of       | Service,                                                                                            | and Cap                  | oacity                    |      |                                       |  |
| Weaving s                                          | egment flow rate                  | e, V                               |                              | 395 veh/h      | Weaving inte                                                                                        | ensity factor,           | W                         |      | 0.125                                 |  |
| Weaving segment capacity, c <sub>w</sub> 3440 veh/ |                                   |                                    |                              |                | /h Weaving segment speed, S 42.                                                                     |                          |                           |      | 42.7 mph                              |  |
| Weaving segment v/c ratio 0.11                     |                                   |                                    |                              |                | Average weaving speed, $S_{W}$ 42.8 r                                                               |                          |                           |      | 42.8 mph                              |  |
| Weaving segment density, D 4.6 pc/mi/              |                                   |                                    |                              |                | I/In Average non-weaving speed, S <sub>NW</sub> 42.6 mph                                            |                          |                           |      |                                       |  |
|                                                    | EIVICE, LUS                       |                                    |                              | A              | Maximum w                                                                                           | eaving length            | n, L <sub>MAX</sub>       |      | 7930 ft                               |  |

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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TRAFFIC VOLUMES PROPOSED GAMING FACILITY WILLIAM S. CANNING BOULEVARD, TIVERTON, RI BUILD CONDITIONS



|                                                   |                                   | F                                  | REEWA                        | WEAV           | ING WOF                                            | RKSHEE                   | Т                         |      |                                       |  |
|---------------------------------------------------|-----------------------------------|------------------------------------|------------------------------|----------------|----------------------------------------------------|--------------------------|---------------------------|------|---------------------------------------|--|
| Genera                                            | al Informati                      | on                                 |                              |                | Site Information                                   |                          |                           |      |                                       |  |
| Analyst<br>Agency/Co<br>Date Perfo<br>Analysis T  | ompany<br>ormed<br>ime Period     | dbc<br>Bryant<br>10/23/2<br>AM Pea | Associates, In<br>2015<br>ak | с.             | Freeway/Dir<br>Weaving Sea<br>Analysis Yea         | hbound                   |                           |      |                                       |  |
| Project De                                        | scription 215028                  | - Gaming Fa                        | cility - AM Peal             | k - Build      |                                                    |                          |                           |      |                                       |  |
| Inputs                                            |                                   |                                    |                              |                | 1                                                  |                          |                           |      |                                       |  |
| Weaving c<br>Weaving n                            | onfiguration<br>umber of lanes, t | N                                  |                              | One-Sided<br>2 | Segment typ                                        | e                        |                           |      | C-D Roadway/<br>Multilane<br>Highways |  |
| Freeway fr                                        | egment length, L                  | s<br>FS                            |                              | 45 mph         | /'' Freeway minimum speed, S <sub>MIN</sub>        |                          |                           |      |                                       |  |
|                                                   | ••• ••• • <b>•</b> ••••, •        | . •                                |                              | . e p          | Freeway maximum capacity, C <sub>IFL</sub> 22      |                          |                           |      |                                       |  |
| Conve                                             | rsions to p                       | c/h Unde                           | r Base Co                    | ondition       | S                                                  |                          |                           |      | Level                                 |  |
|                                                   | V (veh/h)                         | PHF                                | Truck (%)                    | RV (%)         | Ε <sub>T</sub>                                     | E <sub>R</sub>           | f <sub>HV</sub>           | fp   | v (pc/h)                              |  |
| V <sub>FF</sub>                                   | 189                               | 0.97                               | 0                            | 0              | 1.5                                                | 1.2                      | 1.000                     | 1.00 | 195                                   |  |
| V <sub>RF</sub>                                   | 79                                | 0.84                               | 0                            | 0              | 1.5                                                | 1.2                      | 1.000                     | 1.00 | 94                                    |  |
| V <sub>FR</sub>                                   | 93                                | 0.85                               | 0                            | 0              | 1.5                                                | 1.2                      | 1.000                     | 1.00 | 109                                   |  |
| V <sub>RR</sub>                                   | 0                                 | 0.94                               | 0                            | 0              | 1.5                                                | 1.2                      | 1.000                     | 1.00 | 0                                     |  |
| V <sub>NW</sub>                                   | 195                               |                                    |                              |                |                                                    | •                        | •                         | V =  | 398                                   |  |
| V <sub>w</sub>                                    | 203                               |                                    |                              |                |                                                    |                          |                           |      | -                                     |  |
| VR                                                | 0.510                             |                                    |                              |                |                                                    |                          |                           |      |                                       |  |
| Config                                            | uration Cha                       | aracterist                         | tics                         |                | 1                                                  |                          |                           |      |                                       |  |
| Minimum                                           | maneuver lanes,                   | N <sub>WL</sub>                    |                              | 2 lc           | Minimum we                                         | eaving lane c            | hanges, LC <sub>MIN</sub> | I    | 203 lc/h                              |  |
| Interchang                                        | ge density, ID                    |                                    |                              | 1.0 int/mi     | Weaving lan                                        | ie changes, L            | -C <sub>w</sub>           |      | 275 lc/h                              |  |
| Minimum                                           | RF lane changes                   | , LC <sub>RF</sub>                 |                              | 1 lc/pc        | Non-weaving                                        | g lane chang             | es, LC <sub>NW</sub>      |      | 197 lc/h                              |  |
| Minimum                                           | FR lane changes                   | , LC <sub>FR</sub>                 |                              | 1 lc/pc        | Total lane cl                                      | nanges, LC <sub>AL</sub> | L                         |      | 472 lc/h                              |  |
| Minimum                                           | RR lane changes                   | , LC <sub>RR</sub>                 |                              | lc/pc          | Non-weaving                                        | g vehicle inde           | ex, I <sub>NW</sub>       |      | 20                                    |  |
| Weavir                                            | ng Segmen                         | t Speed,                           | Density, I                   | Level of       | Service,                                           | and Cap                  | oacity                    |      |                                       |  |
| Weaving s                                         | segment flow rate                 | , V                                |                              | 399 veh/h      | Weaving inte                                       | ensity factor,           | W                         |      | 0.125                                 |  |
| Weaving segment capacity, c <sub>w</sub> 3438 veh |                                   |                                    |                              |                | /h Weaving segment speed, S 42.7                   |                          |                           |      | 42.7 mph                              |  |
| Weaving segment v/c ratio 0.11                    |                                   |                                    |                              |                | 16 Average per weaving speed, S <sub>W</sub> 42.81 |                          |                           |      | 42.8 mpn                              |  |
| Weaving segment density, D 4.7 pc/mi/             |                                   |                                    |                              |                | Maximum wooving longth L                           |                          |                           |      |                                       |  |
|                                                   |                                   |                                    |                              |                | waximum W                                          | eaving lengtr            | ι, L <sub>MAX</sub>       |      | /944 π                                |  |

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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|                                                   |                                     | F                                    | REEWAY                       | WEAV             | ING WOR                                                                                             | RKSHEE         | Т                    |      |                                       |  |
|---------------------------------------------------|-------------------------------------|--------------------------------------|------------------------------|------------------|-----------------------------------------------------------------------------------------------------|----------------|----------------------|------|---------------------------------------|--|
| Genera                                            | al Informati                        | on                                   |                              |                  | Site Info                                                                                           | rmation        |                      |      |                                       |  |
| Analyst<br>Agency/Co<br>Date Perfo<br>Analysis T  | ompany<br>ormed<br>ime Period       | dbc<br>Bryant /<br>10/23/2<br>PM Pea | Associates, Ind<br>015<br>ak | С.               | Freeway/Dir of TravelCanning Blvd NorthboundWeaving Segment LocationRoute 24 RampsAnalysis Year2018 |                |                      |      |                                       |  |
| Project De                                        | scription 215028                    | - Gaming Fac                         | cility - PM Pea              | k - No Build     |                                                                                                     |                |                      |      |                                       |  |
| Inputs                                            |                                     |                                      |                              |                  | 1                                                                                                   |                |                      |      |                                       |  |
| Weaving c<br>Weaving n                            | configuration<br>number of lanes, N | N                                    |                              | One-Sided        | Segment type                                                                                        | е              |                      |      | C-D Roadway/<br>Multilane<br>Highways |  |
| Weaving s                                         | egment length, L                    | s<br>EC                              |                              | 1000ft<br>45 mph | Freeway min                                                                                         | imum speed,    | , S <sub>MIN</sub>   |      | 25                                    |  |
| Fieeway ii                                        | ee-now speed, r                     | го                                   |                              | 45 mpn           | Freeway maximum capacity, C <sub>IFL</sub> 225                                                      |                |                      |      |                                       |  |
| Convo                                             | reione to n                         | c/b Undo                             | Raco Co                      | ndition          | Terrain type                                                                                        |                |                      |      | Level                                 |  |
| Conve                                             |                                     |                                      |                              |                  | s<br>⊢                                                                                              | F              | f                    | fa   | v (pc/b)                              |  |
| V                                                 | 255                                 | 0.02                                 | 0                            | 0                | - <u>⊤</u><br>15                                                                                    | - R<br>1 2     | ιρ<br>1.00           | 277  |                                       |  |
| *FF<br>V                                          | 206                                 | 0.32                                 | 0                            | 0                | 1.5                                                                                                 | 1.2            | 1.00                 | 261  |                                       |  |
| * RF<br>V                                         | 50                                  | 0.75                                 | 0                            | 0                | 1.5                                                                                                 | 1.2            | 1.000                | 1.00 | 70                                    |  |
| <sup>v</sup> FR<br>√                              | 0                                   | 0.75                                 | 0                            | 0                | 1.5                                                                                                 | 1.2            | 1.000                | 1.00 | 0                                     |  |
| * RR<br>V                                         | 277                                 | 0.34                                 | U                            | 0                | 1.0                                                                                                 | 1.2            | 1.000                | 1.00 | 617                                   |  |
| * NW<br>V                                         | 3/0                                 |                                      |                              |                  |                                                                                                     |                |                      | v –  | 017                                   |  |
| *W<br>VR                                          | 0.551                               |                                      |                              |                  |                                                                                                     |                |                      |      |                                       |  |
| Config                                            | uration Cha                         | aracterist                           | ics                          |                  |                                                                                                     |                |                      |      |                                       |  |
| Minimum                                           | maneuver lanes                      | N                                    |                              | 2 10             | Minimum we                                                                                          | aving lane cl  | handes, LC           |      | 340 lc/h                              |  |
| Interchand                                        | ne density ID                       | "WL                                  |                              | 1 0 int/mi       | Weaving lan                                                                                         | e changes. L   | .C                   | I    | 412 lc/h                              |  |
| Minimum                                           | RF lane changes,                    | , LC <sub>re</sub>                   |                              | 1 lc/pc          | Non-weaving                                                                                         | a lane chang   | es. LC               |      | 214 lc/h                              |  |
| Minimum                                           | FR lane changes,                    | , LC <sub>ED</sub>                   |                              | 1 lc/pc          | Total lane ch                                                                                       | nanges. LC     |                      |      | 626 lc/h                              |  |
| Minimum                                           | RR lane changes                     | , LC <sub>RR</sub>                   |                              | lc/pc            | Non-weaving                                                                                         | q vehicle inde | ex, I <sub>nim</sub> |      | 28                                    |  |
| Weavir                                            | na Seamen                           | t Speed.                             | Densitv. I                   | _evel of         | Service.                                                                                            | and Car        | acity                |      |                                       |  |
| Weaving                                           | segment flow rate                   | • V                                  | <b>_</b> ,                   | 617 veh/h        | Weaving inte                                                                                        | ensity factor, | W                    |      | 0.156                                 |  |
| Weaving segment capacity, c <sub>w</sub> 3364 veh |                                     |                                      |                              |                  | /h Weaving segment speed, S 41.7                                                                    |                |                      |      | 41.7 mph                              |  |
| Weaving segment v/c ratio 0.18                    |                                     |                                      |                              |                  | Average weaving speed, $S_w$ 42.                                                                    |                |                      |      | 42.3 mph                              |  |
| Weaving s                                         | segment density,                    | D                                    | -                            | 7.4 pc/mi/ln     | i/In Average non-weaving speed, S <sub>NW</sub> 41.1 mph                                            |                |                      |      |                                       |  |
| Level of Service, LOS A                           |                                     |                                      |                              |                  | Maximum we                                                                                          | eaving length  | n, L <sub>MAX</sub>  |      | 8429 ft                               |  |
| Notes                                             |                                     |                                      |                              |                  |                                                                                                     |                |                      |      |                                       |  |

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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TRAFFIC VOLUMES PROPOSED GAMING FACILITY WILLIAM S. CANNING BOULEVARD, TIVERTON, RI BUILD CONDITIONS



|                                                   |                                     | F                                    | REEWAY                       | WEAV           | NG WOR                                                                                              | RKSHEE                   | Т                         |      |                                       |
|---------------------------------------------------|-------------------------------------|--------------------------------------|------------------------------|----------------|-----------------------------------------------------------------------------------------------------|--------------------------|---------------------------|------|---------------------------------------|
| Genera                                            | al Informati                        | on                                   |                              |                | Site Info                                                                                           | rmation                  |                           |      |                                       |
| Analyst<br>Agency/Co<br>Date Perfo<br>Analysis T  | ompany<br>ormed<br>ïme Period       | dbc<br>Bryant /<br>10/23/2<br>PM Pea | Associates, Ind<br>015<br>ak | с.             | Freeway/Dir of TravelCanning Blvd NorthboundWeaving Segment LocationRoute 24 RampsAnalysis Year2018 |                          |                           |      |                                       |
| Project De                                        | escription 215028                   | - Gaming Fac                         | cility - PM Peal             | k - Build      |                                                                                                     |                          |                           |      |                                       |
| Inputs                                            |                                     |                                      |                              |                |                                                                                                     |                          |                           |      |                                       |
| Weaving o<br>Weaving r                            | configuration<br>number of lanes, I | N                                    |                              | One-Sided<br>2 | Segment type                                                                                        | e                        |                           |      | C-D Roadway/<br>Multilane<br>Highways |
| vveaving s<br>Freewav f                           | ree-flow speed F                    | s<br>FS                              |                              | 45 mph         | Freeway minimum speed, S <sub>MN</sub>                                                              |                          |                           |      |                                       |
| . roonay n                                        | ee non opeed, r                     |                                      |                              | io mpri        | Freeway max                                                                                         | ximum capac              | bity, C <sub>IFL</sub>    |      | 2250<br>Laval                         |
| Conve                                             | rsions to p                         | c/h Unde                             | r Base Co                    | ondition       | s                                                                                                   |                          |                           |      | Level                                 |
|                                                   | V (veh/h)                           | PHF                                  | Truck (%)                    | RV (%)         | Ε <sub>T</sub>                                                                                      | E <sub>R</sub>           | f <sub>HV</sub>           | fp   | v (pc/h)                              |
| V <sub>FF</sub>                                   | 260                                 | 0.92                                 | 0                            | 0              | 1.5                                                                                                 | 1.2                      | 1.00                      | 283  |                                       |
| V <sub>RF</sub>                                   | 206                                 | 0.79                                 | 0                            | 0              | 1.5                                                                                                 | 1.2                      | 1.000                     | 1.00 | 261                                   |
| V <sub>FR</sub>                                   | 70                                  | 0.75                                 | 0                            | 0              | 1.5                                                                                                 | 1.2                      | 1.000                     | 1.00 | 93                                    |
| V <sub>RR</sub>                                   | 0                                   | 0.94                                 | 0                            | 0              | 1.5                                                                                                 | 1.2                      | 1.000                     | 1.00 | 0                                     |
| V <sub>NW</sub>                                   | 283                                 |                                      |                              |                |                                                                                                     |                          |                           | V =  | 637                                   |
| V <sub>W</sub>                                    | 354                                 |                                      |                              |                |                                                                                                     |                          |                           |      | -                                     |
| VR                                                | 0.556                               |                                      |                              |                |                                                                                                     |                          |                           |      |                                       |
| Config                                            | uration Cha                         | aracterist                           | ics                          |                | •                                                                                                   |                          |                           |      |                                       |
| Minimum                                           | maneuver lanes,                     | N <sub>WL</sub>                      |                              | 2 lc           | Minimum we                                                                                          | aving lane cl            | hanges, LC <sub>MIN</sub> | 1    | 354 lc/h                              |
| Interchan                                         | ge density, ID                      |                                      |                              | 1.0 int/mi     | Weaving lan                                                                                         | e changes, L             | .C <sub>w</sub>           |      | 426 lc/h                              |
| Minimum                                           | RF lane changes                     | , LC <sub>RF</sub>                   |                              | 1 lc/pc        | Non-weaving                                                                                         | g lane chang             | es, LC <sub>NW</sub>      |      | 215 lc/h                              |
| Minimum                                           | FR lane changes                     | , LC <sub>FR</sub>                   |                              | 1 lc/pc        | Total lane ch                                                                                       | nanges, LC <sub>AL</sub> | L                         |      | 641 lc/h                              |
| Minimum                                           | RR lane changes                     | , LC <sub>RR</sub>                   |                              | lc/pc          | Non-weaving                                                                                         | g vehicle inde           | ex, I <sub>NW</sub>       |      | 28                                    |
| Weavi                                             | ng Segmen                           | t Speed,                             | Density, I                   | _evel of       | Service,                                                                                            | and Cap                  | oacity                    |      |                                       |
| Weaving                                           | segment flow rate                   | , V                                  |                              | 637 veh/h      | Weaving inte                                                                                        | ensity factor,           | W                         |      | 0.159                                 |
| Weaving segment capacity, c <sub>w</sub> 3354 veh |                                     |                                      |                              |                | h Weaving segment speed, S 41.7                                                                     |                          |                           |      | 41.7 mph                              |
| Weaving segment v/c ratio 0.1                     |                                     |                                      |                              |                | 90 Average weaving speed, S <sub>w</sub> 42.3 m                                                     |                          |                           |      | 42.3 mpn                              |
| Vveaving segment density, D 7.6 pc/mi             |                                     |                                      |                              |                | Maximum woaving longth L                                                                            |                          |                           |      |                                       |
|                                                   |                                     |                                      |                              |                |                                                                                                     | eaving length            | I, ∟ <sub>MAX</sub>       |      | 0400 II                               |

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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TRAFFIC VOLUMES PROPOSED GAMING FACILITY WILLIAM S. CANNING BOULEVARD, TIVERTON, RI NO BUILD CONDITIONS



| General Information     Analyst   dbc     Agency/Company   Bryant Associates, Inc.     Date Performed   10/23/2015     Analysis Time Period   Saturday PM Peak     Project Description   215028 - Gaming Facility - Saturday PM Peak - I     Inputs   One-Sided     Weaving configuration   One-Sided     Weaving segment length, L <sub>s</sub> 1000ft     Freeway free-flow speed, FFS   45 mph            | Site Info<br>Freeway/Dir<br>Weaving Seg<br>Analysis Yea<br>No Build<br>Segment type<br>Freeway min<br>Freeway may<br>Terrain type | e<br>imum speed                                                   | Canni<br>on Route<br>2018                     | ing Blvd Norti<br>24 Ramps                           | hbound<br>C-D Roadway/<br>Multilane<br>Highways |  |  |  |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------|-----------------------------------------------|------------------------------------------------------|-------------------------------------------------|--|--|--|
| Analyst   dbc     Agency/Company   Bryant Associates, Inc.     Date Performed   10/23/2015     Analysis Time Period   Saturday PM Peak     Project Description   215028 - Gaming Facility - Saturday PM Peak - I     Inputs   One-Sided     Weaving configuration   One-Sided     Weaving number of lanes, N   2     Weaving segment length, L <sub>S</sub> 1000ft     Freeway free-flow speed, FFS   45 mph | Freeway/Dir<br>Weaving Seg<br>Analysis Yea<br>No Build<br>Segment type<br>Freeway min<br>Freeway man<br>Freeway man               | of Travel<br>gment Locatio<br>r<br>e<br>imum speed<br>ximum capac | Canni<br>on Route<br>2018                     | ing Blvd Norti<br>24 Ramps                           | hbound<br>C-D Roadway/<br>Multilane<br>Highways |  |  |  |
| Project Description   215028 - Gaming Facility - Saturday PM Peak - I     Inputs   One-Sided     Weaving configuration   One-Sided     Weaving number of lanes, N   2     Weaving segment length, L <sub>S</sub> 1000ft     Freeway free-flow speed, FFS   45 mph     Conversions to pc/h Under Base Conditions                                                                                              | No Build<br>Segment type<br>Freeway min<br>Freeway maa<br>Terrain type                                                            | e<br>imum speed<br>ximum capac                                    | , S <sub>MIN</sub>                            |                                                      | C-D Roadway/<br>Multilane<br>Highways           |  |  |  |
| Inputs     Weaving configuration   One-Sided     Weaving number of lanes, N   2     Weaving segment length, L <sub>s</sub> 1000ft     Freeway free-flow speed, FFS   45 mph     Conversions to pc/h Under Base Conditions                                                                                                                                                                                    | Segment typ<br>Freeway min<br>Freeway may<br>Terrain type                                                                         | e<br>imum speed<br>ximum capac                                    | , S <sub>min</sub>                            |                                                      | C-D Roadway/<br>Multilane<br>Highways           |  |  |  |
| Weaving configuration   One-Sided     Weaving number of lanes, N   2     Weaving segment length, L <sub>s</sub> 1000ft     Freeway free-flow speed, FFS   45 mph     Conversions to pc/h Under Base Conditions                                                                                                                                                                                               | Segment typ<br>Freeway min<br>Freeway may<br>Terrain type                                                                         | e<br>imum speed<br>ximum capac                                    | , S <sub>min</sub>                            |                                                      | C-D Roadway/<br>Multilane<br>Highways           |  |  |  |
| Weaving segment length, L <sub>s</sub> 1000ft     Freeway free-flow speed, FFS   45 mph     Conversions to pc/h Under Base Conditions                                                                                                                                                                                                                                                                        | Freeway min<br>Freeway max<br>Terrain type                                                                                        | imum speed<br>ximum capac                                         | , S <sub>MIN</sub>                            | Segment type Mu<br>Higi                              |                                                 |  |  |  |
| Conversions to pc/h Under Base Conditions                                                                                                                                                                                                                                                                                                                                                                    | Freeway max<br>Terrain type                                                                                                       | ximum capac                                                       |                                               | <sup>π</sup> Freeway minimum speed, S <sub>MIN</sub> |                                                 |  |  |  |
| Conversions to pc/h Under Base Conditions                                                                                                                                                                                                                                                                                                                                                                    | Terrain type                                                                                                                      |                                                                   | Freeway maximum capacity, C <sub>IFL</sub> 22 |                                                      |                                                 |  |  |  |
|                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                   |                                                                   |                                               |                                                      | Level                                           |  |  |  |
|                                                                                                                                                                                                                                                                                                                                                                                                              | 5<br>                                                                                                                             | г                                                                 | 4                                             | 6                                                    | (                                               |  |  |  |
| V (Ven/n) PHF Truck (%) RV (%)                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                   |                                                                   | I <sub>HV</sub>                               | Tp                                                   | v (pc/n)                                        |  |  |  |
| V <sub>FF</sub> 249 0.96 0 0                                                                                                                                                                                                                                                                                                                                                                                 | 1.5                                                                                                                               | 1.2                                                               | 1.00                                          | 259                                                  |                                                 |  |  |  |
| V <sub>RF</sub> 142 0.88 0 0                                                                                                                                                                                                                                                                                                                                                                                 | 1.5                                                                                                                               | 1.2                                                               | 1.000                                         | 1.00                                                 | 161                                             |  |  |  |
| V <sub>FR</sub> 38 0.77 0 0                                                                                                                                                                                                                                                                                                                                                                                  | 1.5                                                                                                                               | 1.2                                                               | 1.000                                         | 1.00                                                 | 49                                              |  |  |  |
| V <sub>RR</sub> 0 0.94 0 0                                                                                                                                                                                                                                                                                                                                                                                   | 1.5                                                                                                                               | 1.2                                                               | 1.000                                         | 1.00                                                 | 0                                               |  |  |  |
| V <sub>NW</sub> 259                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                   |                                                                   |                                               | V =                                                  | 469                                             |  |  |  |
| V <sub>W</sub> 210                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                   |                                                                   |                                               |                                                      |                                                 |  |  |  |
| VR 0.448                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                   |                                                                   |                                               |                                                      |                                                 |  |  |  |
| Configuration Characteristics                                                                                                                                                                                                                                                                                                                                                                                | 1                                                                                                                                 |                                                                   |                                               |                                                      |                                                 |  |  |  |
| Minimum maneuver lanes, N <sub>WL</sub> 2 lc                                                                                                                                                                                                                                                                                                                                                                 | Minimum we                                                                                                                        | aving lane cl                                                     | hanges, LC <sub>MIN</sub>                     |                                                      | 210 lc/h                                        |  |  |  |
| Interchange density, ID 1.0 int/mi                                                                                                                                                                                                                                                                                                                                                                           | Weaving lan                                                                                                                       | e changes, L                                                      | .C <sub>w</sub>                               |                                                      | 282 lc/h                                        |  |  |  |
| Minimum RF lane changes, LC <sub>RF</sub> 1 lc/pc                                                                                                                                                                                                                                                                                                                                                            | Non-weaving                                                                                                                       | g lane chang                                                      | es, LC <sub>NW</sub>                          |                                                      | 210 lc/h                                        |  |  |  |
| Minimum FR lane changes, LC <sub>FR</sub> 1 lc/pc                                                                                                                                                                                                                                                                                                                                                            | Total lane ch                                                                                                                     | nanges, LC <sub>AL</sub>                                          | L                                             |                                                      | 492 lc/h                                        |  |  |  |
| Minimum RR lane changes, LC <sub>RR</sub> lc/pc                                                                                                                                                                                                                                                                                                                                                              | Non-weaving                                                                                                                       | g vehicle inde                                                    | ex, I <sub>NW</sub>                           |                                                      | 26                                              |  |  |  |
| Weaving Segment Speed, Density, Level of                                                                                                                                                                                                                                                                                                                                                                     | Service,                                                                                                                          | and Cap                                                           | oacity                                        |                                                      |                                                 |  |  |  |
| Weaving segment flow rate, v 471 veh/h                                                                                                                                                                                                                                                                                                                                                                       | Weaving inte                                                                                                                      | ensity factor,                                                    | W                                             |                                                      | 0.129                                           |  |  |  |
| Weaving segment capacity, c <sub>w</sub> 3548 veh/h                                                                                                                                                                                                                                                                                                                                                          | Weaving seg                                                                                                                       | gment speed                                                       | , S                                           |                                                      | 42.5 mph                                        |  |  |  |
| Weaving segment v/c ratio 0.132                                                                                                                                                                                                                                                                                                                                                                              | 32 Average weaving speed, S <sub>w</sub> 42.7                                                                                     |                                                                   |                                               |                                                      | 42.7 mph                                        |  |  |  |
| Weaving segment density, D 5.5 pc/mi/ln                                                                                                                                                                                                                                                                                                                                                                      | i/In Average non-weaving speed, S <sub>NW</sub> 42.4 mp                                                                           |                                                                   |                                               |                                                      |                                                 |  |  |  |
| Level of Service, LOS A                                                                                                                                                                                                                                                                                                                                                                                      | Maximum we                                                                                                                        | eaving length                                                     | n, L <sub>max</sub>                           |                                                      | 7222 ft                                         |  |  |  |

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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TRAFFIC VOLUMES PROPOSED GAMING FACILITY WILLIAM S. CANNING BOULEVARD, TIVERTON, RI BUILD CONDITIONS



|                                                   |                                     | F                                     | REEWAY                               | WEAV           | ING WOF                                                                                                        | RKSHEE                    | Т                         |      |                                       |  |
|---------------------------------------------------|-------------------------------------|---------------------------------------|--------------------------------------|----------------|----------------------------------------------------------------------------------------------------------------|---------------------------|---------------------------|------|---------------------------------------|--|
| Genera                                            | al Informati                        | on                                    |                                      |                | Site Info                                                                                                      | rmation                   |                           |      |                                       |  |
| Analyst<br>Agency/Co<br>Date Perfo<br>Analysis T  | ompany<br>ormed<br>ïme Period       | dbc<br>Bryant /<br>10/23/2<br>Saturda | Associates, Ind<br>015<br>ay PM Peak | С.             | Freeway/Dir of Travel Canning Blvd Northbound<br>Weaving Segment Location Route 24 Ramps<br>Analysis Year 2018 |                           |                           |      |                                       |  |
| Project De                                        | scription 215028                    | - Gaming Fac                          | cility - Saturday                    | y PM Peak -    | Build                                                                                                          |                           |                           |      |                                       |  |
| Inputs                                            |                                     |                                       |                                      |                | 1                                                                                                              |                           |                           |      |                                       |  |
| Weaving o<br>Weaving n                            | configuration<br>number of lanes, N | N                                     |                                      | One-Sided<br>2 | Segment typ                                                                                                    | е                         |                           |      | C-D Roadway/<br>Multilane<br>Highways |  |
| Weaving s                                         | egment length, L                    | S                                     |                                      | 1000ft         | Freeway min                                                                                                    | imum speed,               | , S <sub>MIN</sub>        |      | 25                                    |  |
| Freeway fr                                        | ree-flow speed, F                   | FS                                    |                                      | 45 mph         | Freeway maximum capacity, C <sub>IFL</sub> 225                                                                 |                           |                           |      |                                       |  |
|                                                   |                                     |                                       |                                      |                | Terrain type                                                                                                   |                           |                           |      |                                       |  |
| Conve                                             | rsions to po                        | c/h Undei                             | r Base Co                            | ondition       | S<br>                                                                                                          | _                         |                           |      |                                       |  |
|                                                   | V (veh/h)                           | PHF                                   | Truck (%)                            | RV (%)         | Ε <sub>Τ</sub>                                                                                                 | E <sub>R</sub>            | f <sub>HV</sub>           | fp   | v (pc/h)                              |  |
| V <sub>FF</sub>                                   | 255                                 | 0.96                                  | 0                                    | 0              | 1.5                                                                                                            | 1.2                       | 1.00                      | 266  |                                       |  |
| V <sub>RF</sub>                                   | 142                                 | 0.88                                  | 0                                    | 0              | 1.5                                                                                                            | 1.2                       | 1.000                     | 1.00 | 161                                   |  |
| V <sub>FR</sub>                                   | 44                                  | 0.77                                  | 0                                    | 0              | 1.5                                                                                                            | 1.2                       | 1.000                     | 1.00 | 57                                    |  |
| V <sub>RR</sub>                                   | 0                                   | 0.94                                  | 0                                    | 0              | 1.5                                                                                                            | 1.2                       | 1.00                      | 0    |                                       |  |
| V <sub>NW</sub>                                   | 266                                 |                                       |                                      |                |                                                                                                                |                           |                           | V =  | 484                                   |  |
| V <sub>w</sub>                                    | 218                                 |                                       |                                      |                |                                                                                                                |                           |                           |      |                                       |  |
| VR                                                | 0.450                               |                                       |                                      |                |                                                                                                                |                           |                           |      |                                       |  |
| Config                                            | uration Cha                         | aracterist                            | ics                                  |                | 1                                                                                                              |                           |                           |      |                                       |  |
| Minimum                                           | maneuver lanes,                     | N <sub>WL</sub>                       |                                      | 2 lc           | Minimum we                                                                                                     | aving lane cl             | hanges, LC <sub>MIN</sub> |      | 218 lc/h                              |  |
| Interchang                                        | ge density, ID                      |                                       |                                      | 1.0 int/mi     | Weaving lan                                                                                                    | e changes, L              | .C <sub>w</sub>           |      | 290 lc/h                              |  |
| Minimum                                           | RF lane changes,                    | LC <sub>RF</sub>                      |                                      | 1 lc/pc        | Non-weaving                                                                                                    | g lane chang              | es, LC <sub>NW</sub>      |      | 212 lc/h                              |  |
| Minimum                                           | FR lane changes,                    | LC <sub>FR</sub>                      |                                      | 1 lc/pc        | Total lane ch                                                                                                  | nanges, LC <sub>ALI</sub> | L                         |      | 502 lc/h                              |  |
| Minimum                                           | RR lane changes                     | , LC <sub>RR</sub>                    |                                      | lc/pc          | Non-weaving                                                                                                    | g vehicle inde            | ex, I <sub>NW</sub>       |      | 27                                    |  |
| Weavir                                            | ng Segmen                           | t Speed, I                            | Density, I                           | _evel of       | Service,                                                                                                       | and Cap                   | oacity                    |      |                                       |  |
| Weaving s                                         | segment flow rate                   | , V                                   |                                      | 485 veh/h      | Weaving inte                                                                                                   | ensity factor,            | W                         |      | 0.131                                 |  |
| Weaving segment capacity, c <sub>w</sub> 3544 veh |                                     |                                       |                                      |                | /h Weaving segment speed, S 42.5 r                                                                             |                           |                           |      | 42.5 mph                              |  |
| Weaving segment v/c ratio 0.13                    |                                     |                                       |                                      |                | 37 Average weaving speed, S <sub>w</sub> 42.7 n                                                                |                           |                           |      | 42.7 mph                              |  |
| Weaving segment density, D 5.7 pc/mi              |                                     |                                       |                                      |                | /In Average non-weaving speed, S <sub>NW</sub> 42.3 mph                                                        |                           |                           |      |                                       |  |
| Level of Service, LOS                             |                                     |                                       |                                      |                | Maximum we                                                                                                     | eaving length             | n, L <sub>MAX</sub>       |      | 7253 ft                               |  |
| Notes                                             |                                     |                                       |                                      |                |                                                                                                                |                           |                           |      |                                       |  |

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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### TRAFFIC VOLUMES PROPOSED GAMING FACILITY WILLIAM S. CANNING BOULEVARD, TIVERTON, RI NO BUILD CONDITIONS



|                                                | RAMPS AND RAMP JUNCTIONS WORKSHEET |                             |                              |                 |                                     |                     |                        |                                                 |                               |                                                    |
|------------------------------------------------|------------------------------------|-----------------------------|------------------------------|-----------------|-------------------------------------|---------------------|------------------------|-------------------------------------------------|-------------------------------|----------------------------------------------------|
| General Infor                                  | mation                             |                             |                              | Site Infor      | mation                              |                     |                        |                                                 |                               |                                                    |
| Analyst                                        | dbc                                |                             | Fre                          | eway/Dir of Tra | avel                                | Cannii              | ng Blvd Soutl          | nbound                                          |                               |                                                    |
| Agency or Company                              | Bryar                              | nt Associates,              | Inc. Ju                      | nction          |                                     | Route               | 24 NB Exit F           | lamp                                            |                               |                                                    |
| Date Performed                                 | 10/26                              | /2015                       | Ju                           | risdiction      |                                     | Fall Ri             | ver                    |                                                 |                               |                                                    |
| Analysis Time Period                           | AM P                               | eak                         | An                           | alysis Year     |                                     | 2018                |                        |                                                 |                               |                                                    |
| Project Description                            | 215028 - Gami                      | ng Facility - Al            | M Peak - No Build            |                 |                                     |                     |                        |                                                 |                               |                                                    |
| inputs                                         |                                    |                             | han aft anna Ni              | 0               |                                     |                     |                        |                                                 | 1                             |                                                    |
| Upstream Adj Ramp                              |                                    | Freeway Nurr<br>Ramp Numbe  | er of Lanes, N               | 2               |                                     |                     |                        |                                                 | Downstrea<br>Ramp             | am Adj                                             |
| Yes On                                         | l                                  | Acceleration I              | Lane Length, L <sub>A</sub>  | 100             |                                     |                     |                        |                                                 | Yes                           | On                                                 |
| 🗹 No 📃 Off                                     | f                                  | Deceleration                | Lane Length L <sub>D</sub>   | 370             |                                     |                     |                        |                                                 | <b>☑</b> No                   | Off                                                |
| L <sub>up</sub> = ft                           |                                    | Ramp Volume                 | e, V <sub>P</sub>            | 66              |                                     |                     |                        |                                                 | L <sub>down</sub> =           | ft                                                 |
|                                                |                                    | Freeway Free                | -Flow Speed, S <sub>FF</sub> | 45.0            |                                     |                     |                        |                                                 | V., =                         | veh/h                                              |
| v <sub>u</sub> – veri/ii                       |                                    | Ramp Free-F                 | low Speed, S <sub>FR</sub>   | 25.0            |                                     |                     |                        |                                                 |                               |                                                    |
| Conversion to                                  | p pc/h Und                         | ler Base                    | Conditions                   |                 | r                                   | _                   | i                      |                                                 | i                             |                                                    |
| (pc/h)                                         | V<br>(Veh/hr)                      | PHF                         | Terrain                      | %Truck          | %Rv                                 |                     | f <sub>HV</sub>        | f <sub>p</sub>                                  | v = V/PHF                     | ${\rm x}~{\rm f}_{\rm HV}~{\rm x}~{\rm f}_{\rm p}$ |
| Freeway                                        | 379                                | 0.68                        | Level                        | 0               | 0                                   | 1                   | .000                   | 1.00                                            | 5                             | 57                                                 |
| Ramp                                           | 66                                 | 0.80                        | Level                        | 0               | 0                                   | 1                   | .000                   | 1.00                                            |                               | 82                                                 |
| UpStream                                       |                                    |                             |                              |                 |                                     |                     |                        |                                                 |                               |                                                    |
| DownStream                                     |                                    |                             |                              |                 |                                     |                     |                        | •                                               |                               |                                                    |
| Estimation of                                  | 1                                  | vierge Areas                |                              |                 | Ectimati                            | ion                 | Di                     | verge Areas                                     |                               |                                                    |
|                                                |                                    |                             |                              |                 |                                     |                     | <sup>12</sup>          |                                                 |                               |                                                    |
| $V_{12} = V_F (P_{FM})$                        |                                    |                             |                              |                 |                                     |                     | V <sub>12</sub> = V    | <sub>R</sub> + (V <sub>F</sub> - V <sub>F</sub> | <sub>R</sub> )P <sub>FD</sub> |                                                    |
| L <sub>EQ</sub> =                              | (Equa                              | ation 13-6 o                | r 13-7)                      |                 | L <sub>EQ</sub> =                   |                     | (E                     | Equation 13                                     | -12 or 13-1                   | 3)                                                 |
| P <sub>FM</sub> =                              | 1.000                              | using Equat                 | tion (Exhibit 13-6)          |                 | P <sub>FD</sub> =                   |                     | u                      | sing Equation                                   | on (Exhibit 13                | -7)                                                |
| V <sub>12</sub> =                              | 557 p                              | c/h                         |                              |                 | V <sub>12</sub> =                   |                     | р                      | c/h                                             |                               |                                                    |
| V <sub>3</sub> or V <sub>av34</sub>            | 0 pc/ł                             | n (Equation                 | 13-14 or 13-17)              |                 | V <sub>3</sub> or V <sub>av34</sub> |                     | p                      | c/h (Equation                                   | 13-14 or 13-1                 | 7)                                                 |
| Is V <sub>3</sub> or V <sub>av34</sub> > 2,70  | 0 pc/h? 🗌 Yes                      | s 🗹 No                      |                              |                 | Is $V_3$ or $V_{av3}$               | <sub>34</sub> > 2,7 | 700 pc/h? 🕅            | Yes 🗌 No                                        |                               |                                                    |
| Is V <sub>3</sub> or V <sub>av34</sub> > 1.5 * | V <sub>12</sub> /2 Yes             | s 🗹 No                      |                              |                 | Is $V_3$ or $V_{av^3}$              | 34 > 1.5            | 5 * V <sub>12</sub> /2 | Yes 🗌 No                                        |                               |                                                    |
| If Yes,V <sub>12a</sub> =                      | pc/h (<br>13-19)                   | (Equation 13                | 3-16, 13-18, or              |                 | If Yes,V <sub>12a</sub> =           |                     | р<br>13-               | c/h (Equatic<br>-19)                            | on 13-16, 13                  | 8-18, or                                           |
| Capacity Che                                   | cks                                |                             |                              |                 | Capacity                            | y Ch                | ecks                   | ,                                               |                               |                                                    |
|                                                | Actual                             |                             | Capacity                     | LOS F?          |                                     |                     | Actual                 | Ca                                              | pacity                        | LOS F?                                             |
|                                                |                                    |                             |                              |                 | V <sub>F</sub>                      |                     |                        | Exhibit 13-                                     | -8                            |                                                    |
| V <sub>FO</sub>                                | 639                                | Exhibit 13-8                |                              | No              | $V_{FO} = V_{F}$                    | - V <sub>R</sub>    |                        | Exhibit 13-                                     | -8                            |                                                    |
|                                                |                                    |                             |                              |                 | V <sub>R</sub>                      |                     |                        | Exhibit 13<br>10                                | 3-                            |                                                    |
| Flow Entering                                  | ,<br>Merge In                      | fluence A                   | lrea                         |                 | Flow En                             | terii               | ng Diver               | ge Influer                                      | nce Area                      |                                                    |
| <b>`</b>                                       | Actual                             | Max                         | Desirable                    | Violation?      |                                     |                     | Actual                 | Max Des                                         | sirable                       | Violation?                                         |
| V <sub>R12</sub>                               | 639                                | Exhibit 13-8                | 4600:All                     | No              | V <sub>12</sub>                     |                     |                        | Exhibit 13-8                                    |                               |                                                    |
| Level of Serv                                  | ice Detern                         | nination (                  | if not F)                    |                 | Level of                            | Ser                 | vice Det               | erminatio                                       | on (if not                    | F)                                                 |
| D <sub>R</sub> = 5.475 +                       | 0.00734 v <sub>R</sub> + 0         | ).0078 V <sub>12</sub> - 0. | 00627 L <sub>A</sub>         |                 | [ [                                 | D <sub>R</sub> = 4  | 4.252 + 0.0            | 086 V <sub>12</sub> - 0                         | .009 L <sub>D</sub>           |                                                    |
| D <sub>R</sub> = 9.8 (pc/mi/                   | ln)                                |                             |                              |                 | D <sub>R</sub> = (p                 | c/mi/               | ln)                    |                                                 |                               |                                                    |
| LOS = A (Exhibit 13-2)                         |                                    |                             |                              | LOS = (E        | xhibi                               | ,<br>t 13-2)        |                        |                                                 |                               |                                                    |
| Speed Detern                                   | nination                           |                             |                              |                 | Speed D                             | )eter               | rminatio               | n                                               |                               |                                                    |
| M <sub>e</sub> = 0.323 (Fxil                   |                                    |                             |                              |                 | D <sub>s</sub> = (E                 | xhibit              | 13-12)                 |                                                 |                               |                                                    |
| $S_{n} = 44.0 \text{ mph} / 4$                 | Exhibit 13-11                      |                             |                              |                 | S <sub>R</sub> = m                  | oh (Ex              | hibit 13-12)           |                                                 |                               |                                                    |
| $S_{a} = N/A mph (l)$                          | =/                                 |                             |                              |                 | S <sub>0</sub> = m                  | oh (Ex              | ,<br>hibit 13-12)      |                                                 |                               |                                                    |
| S = 44.0  mph (1)                              | Exhibit 13-13                      |                             |                              |                 | S= m                                | nh (Ev              | hibit 13-13)           |                                                 |                               |                                                    |
|                                                |                                    |                             |                              |                 | <b>r</b>                            |                     | 1                      |                                                 |                               |                                                    |

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|                                                | RAMPS AND RAMP JUNCTIONS WORKSHEET |                             |                              |                 |                                       |                    |                        |                                                 |                               |                                    |
|------------------------------------------------|------------------------------------|-----------------------------|------------------------------|-----------------|---------------------------------------|--------------------|------------------------|-------------------------------------------------|-------------------------------|------------------------------------|
| General Infor                                  | mation                             |                             |                              | Site Infor      | mation                                |                    |                        |                                                 |                               |                                    |
| Analyst                                        | dbc                                |                             | Fre                          | eway/Dir of Tra | avel                                  | Canni              | ng Blvd Soutl          | nbound                                          |                               |                                    |
| Agency or Company                              | Bryar                              | nt Associates,              | Inc. Jur                     | nction          |                                       | Route              | 24 NB Exit F           | lamp                                            |                               |                                    |
| Date Performed                                 | 10/26                              | 5/2015                      | Ju                           | risdiction      |                                       | Fall R             | iver                   |                                                 |                               |                                    |
| Analysis Time Period                           | 1 PM F                             | 'eak                        | An<br>M Deek - No Build      | alysis Year     |                                       | 2018               |                        |                                                 |                               |                                    |
| Innuts                                         | 215020 - Galli                     | ing facility - Fi           | VI FEAK - NO BUILU           |                 |                                       |                    |                        |                                                 |                               |                                    |
| inputo                                         |                                    | Freeway Num                 | her of Lanes N               | 2               |                                       |                    |                        |                                                 | L                             |                                    |
| Upstream Adj Ramp                              |                                    | Ramp Numbe                  | or of Lanes N                | 1               |                                       |                    |                        |                                                 | Downstrea                     | am Adj                             |
| Yes On                                         | 1                                  |                             | and Longth                   | 100             |                                       |                    |                        |                                                 |                               | _                                  |
|                                                |                                    |                             |                              | 100             |                                       |                    |                        |                                                 | Yes                           | On                                 |
| No Off                                         | f                                  |                             |                              | 000             |                                       |                    |                        |                                                 | 🗹 No                          | Off                                |
| = ft                                           |                                    | Freeway volu                | ime, v <sub>F</sub>          | 869             |                                       |                    |                        |                                                 | L. =                          | ft                                 |
| -up It                                         |                                    |                             | e, v <sub>R</sub>            | 128             |                                       |                    |                        |                                                 | down                          |                                    |
| V <sub>u</sub> = veh/h                         |                                    |                             | -riow Speed, S <sub>FF</sub> | 45.0            |                                       |                    |                        |                                                 | V <sub>D</sub> =              | veh/h                              |
|                                                |                                    | Ramp Free-Fi                | low Speed, S <sub>FR</sub>   | 25.0            |                                       |                    |                        |                                                 |                               |                                    |
| Conversion to                                  | opc/hUnd                           | der Base                    | Conditions                   |                 | r                                     |                    |                        |                                                 | 1                             |                                    |
| (pc/h)                                         | v<br>(Veh/hr)                      | PHF                         | Terrain                      | %Truck          | %Rv                                   |                    | f <sub>H∨</sub>        | f <sub>p</sub>                                  | v = V/PHF                     | x f <sub>HV</sub> x f <sub>p</sub> |
| Freeway                                        | 869                                | 0.97                        | Level                        | 0               | 0                                     | 1                  | .000                   | 1.00                                            | 3                             | 396                                |
| Ramp                                           | 128                                | 0.86                        | Level                        | 0               | 0                                     | 1                  | .000                   | 1.00                                            |                               | 149                                |
| UpStream                                       |                                    |                             |                              |                 |                                       |                    |                        |                                                 |                               |                                    |
| DownStream                                     |                                    |                             |                              |                 |                                       |                    |                        |                                                 |                               |                                    |
| Ectimation of                                  | 514                                | Merge Areas                 |                              |                 | Ectimat                               | ion                | Di<br>Of V             | verge Areas                                     |                               |                                    |
|                                                |                                    |                             |                              |                 | Estimati                              |                    | <sup>01 v</sup> 12     |                                                 |                               |                                    |
| $V_{12} = V_F (P_{FM})$                        |                                    |                             |                              |                 |                                       |                    | V <sub>12</sub> = V    | <sub>R</sub> + (V <sub>F</sub> - V <sub>F</sub> | <sub>R</sub> )P <sub>FD</sub> |                                    |
| L <sub>EQ</sub> =                              | (Equa                              | ation 13-6 o                | r 13-7)                      |                 | L <sub>EQ</sub> =                     |                    | (E                     | Equation 13                                     | -12 or 13-1                   | 3)                                 |
| P <sub>FM</sub> =                              | 1.000                              | using Equat                 | tion (Exhibit 13-6)          |                 | P <sub>FD</sub> =                     |                    | u                      | sing Equation                                   | on (Exhibit 13                | 3-7)                               |
| V <sub>12</sub> =                              | 896 p                              | c/h                         |                              |                 | V <sub>12</sub> =                     |                    | р                      | c/h                                             |                               |                                    |
| V <sub>3</sub> or V <sub>av34</sub>            | 0 pc/I                             | h (Equation                 | 13-14 or 13-17)              |                 | $V_3^{}$ or $V_{av34}^{}$             |                    | р                      | c/h (Equation                                   | 13-14 or 13-1                 | 7)                                 |
| Is V <sub>3</sub> or V <sub>av34</sub> > 2,70  | 0 pc/h? 🗌 Ye                       | s 🗹 No                      |                              |                 | Is $V_3$ or $V_{av}$                  | <sub>34</sub> > 2, | 700 pc/h? 🗌            | Yes 🗌 No                                        |                               |                                    |
| Is V <sub>3</sub> or V <sub>av34</sub> > 1.5 * | <sup>v</sup> V <sub>12</sub> /2 Ye | s 🗹 No                      |                              |                 | Is V <sub>3</sub> or V <sub>av3</sub> | <sub>34</sub> > 1. | 5 * V <sub>12</sub> /2 | Yes 🗌 No                                        |                               |                                    |
| If Yes,V <sub>12a</sub> =                      | pc/h<br>13_19)                     | (Equation 13                | 3-16, 13-18, or              |                 | If Yes,V <sub>12a</sub> =             | :                  | p:<br>13.              | c/h (Equatio                                    | on 13-16, 13                  | 3-18, or                           |
| Capacity Che                                   | cks                                |                             |                              |                 | Capacit                               | v Ch               | necks                  | 10)                                             |                               |                                    |
|                                                | Actual                             |                             | Capacity                     | LOS F?          |                                       | ,                  | Actual                 | Ca                                              | pacity                        | LOS F?                             |
|                                                |                                    |                             |                              |                 | Vr                                    |                    |                        | Exhibit 13-                                     | 8                             |                                    |
| V                                              | 1045                               | Evhibit 12.0                |                              | No              | $V_{ro} = V_r$                        | - V.               |                        | Exhibit 13-                                     | .8                            |                                    |
| ♥ FO                                           | 1045                               | EXHIDIC 13-0                |                              | INU             |                                       | K                  |                        | Exhibit 13                                      | -<br> -                       |                                    |
|                                                |                                    |                             |                              |                 | ۷R                                    |                    |                        | 10                                              |                               |                                    |
| Flow Entering                                  | g Merge In                         | fluence A                   | lrea                         |                 | Flow En                               | terii              | ng Diver               | ge Influer                                      | nce Area                      |                                    |
|                                                | Actual                             | Max                         | Desirable                    | Violation?      |                                       | _                  | Actual                 | Max Des                                         | irable                        | Violation?                         |
| V <sub>R12</sub>                               | 1045                               | Exhibit 13-8                | 4600:All                     | No              | V <sub>12</sub>                       |                    |                        | Exhibit 13-8                                    |                               |                                    |
| Level of Serv                                  | ice Detern                         | nination (                  | if not F)                    |                 | Level of                              | Ser                | vice Det               | erminatio                                       | on (if not                    | F)                                 |
| D <sub>R</sub> = 5.475 +                       | 0.00734 v <sub>R</sub> + (         | 0.0078 V <sub>12</sub> - 0. | 00627 L <sub>A</sub>         |                 |                                       | D <sub>R</sub> =   | 4.252 + 0.0            | 0086 V <sub>12</sub> - 0                        | .009 L <sub>D</sub>           |                                    |
| D <sub>R</sub> = 12.9 (pc/m                    | ii/ln)                             |                             |                              |                 | D <sub>R</sub> = (p                   | oc/mi/             | ′ln)                   |                                                 |                               |                                    |
| LOS = B (Exhibit                               | 13-2)                              |                             |                              |                 | LOS = (E                              | Exhibi             | it 13-2)               |                                                 |                               |                                    |
| Speed Detern                                   | nination                           |                             |                              |                 | Speed L                               | Deter              | rminatio               | n                                               |                               |                                    |
| M <sub>S</sub> = 0.327 (Exil                   | bit 13-11)                         |                             |                              |                 | D <sub>s</sub> = (E                   | xhibit             | 13-12)                 |                                                 |                               |                                    |
| S <sub>R</sub> = 44.0 mph (                    | (Exhibit 13-11)                    |                             |                              |                 | S <sub>R</sub> = m                    | ph (Ex             | hibit 13-12)           |                                                 |                               |                                    |
| S <sub>0</sub> = N/A mph (I                    | Exhibit 13-11)                     |                             |                              |                 | S <sub>0</sub> = m                    | ph (Ex             | hibit 13-12)           |                                                 |                               |                                    |
| S = 44.0 mph (                                 | (Exhibit 13-13)                    |                             |                              |                 | S =                                   | ph (Ex             | (hibit 13-13)          |                                                 |                               |                                    |
|                                                |                                    |                             |                              |                 |                                       |                    |                        |                                                 |                               |                                    |

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### TRAFFIC VOLUMES PROPOSED GAMING FACILITY WILLIAM S. CANNING BOULEVARD, TIVERTON, RI SITE GENERATED TRIPS



### TRAFFIC VOLUMES PROPOSED GAMING FACILITY WILLIAM S. CANNING BOULEVARD, TIVERTON, RI BUILD CONDITIONS



|                                     | RAMPS AND RAMP JUNCTIONS WORKSHEET      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                               |                  |                                       |                    |                        |                                                 |                     |                                                 |
|-------------------------------------|-----------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|------------------|---------------------------------------|--------------------|------------------------|-------------------------------------------------|---------------------|-------------------------------------------------|
| General In                          | formation                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                               | Site Infor       | mation                                |                    |                        |                                                 |                     |                                                 |
| Analyst                             | d                                       | bc                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Fre                           | eeway/Dir of Tra | avel                                  | Canni              | ng Blvd Sout           | hbound                                          |                     |                                                 |
| Agency or Com                       | pany B                                  | ryant Associates,                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Inc. Ju                       | nction           |                                       | Route              | 24 NB Exit F           | Ramp                                            |                     |                                                 |
| Date Performed                      | 1                                       | 0/26/2015                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Jui                           | risdiction       |                                       | Fall R             | iver                   |                                                 |                     |                                                 |
| Analysis Time P                     | eriod A                                 | M Peak                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | An<br>M Dools Duild           | alysis Year      |                                       | 2018               |                        |                                                 |                     |                                                 |
|                                     | 1011 213020 - G                         | aming raciily - Ai                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | WI PEAK - DUIIU               |                  |                                       |                    |                        |                                                 |                     |                                                 |
| mputo                               |                                         | Freeway Num                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | her of Lanes N                | 2                |                                       |                    |                        |                                                 | L                   |                                                 |
| Upstream Adj R                      | amp                                     | Ramp Numbe                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | ar of Lanes N                 | 1                |                                       |                    |                        |                                                 | Downstrea<br>Ramp   | am Adj                                          |
| □ Yes □                             | On                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                               | 100              |                                       |                    |                        |                                                 |                     |                                                 |
|                                     |                                         | Acceleration I                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                               | 100              |                                       |                    |                        |                                                 | Yes                 | On                                              |
| I No □                              | Off                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                               | 400              |                                       |                    |                        |                                                 | 🗹 No                | Off                                             |
| = f                                 | ' <del>1</del>                          | Freeway volu                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | ime, v <sub>F</sub>           | 420              |                                       |                    |                        |                                                 | L. =                | ft                                              |
| '−up                                | L C C C C C C C C C C C C C C C C C C C |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | e, v <sub>R</sub>             | 68               |                                       |                    |                        |                                                 | down                |                                                 |
| $V_{\rm u} = v$                     | eh/h                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | e-Flow Speed, S <sub>FF</sub> | 45.0             |                                       |                    |                        |                                                 | V <sub>D</sub> =    | veh/h                                           |
|                                     |                                         | Ramp Free-F                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | iow Speed, S <sub>FR</sub>    | 25.0             |                                       |                    |                        |                                                 |                     |                                                 |
| Conversio                           | on to pc/n U                            | Inder Base                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Conditions                    |                  | <u> </u>                              |                    |                        |                                                 | <u> </u>            |                                                 |
| (pc/h)                              | (Veh/hr                                 | PHF                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Terrain                       | %Truck           | %Rv                                   |                    | f <sub>HV</sub>        | f <sub>p</sub>                                  | v = V/PHF           | <sup>=</sup> x f <sub>HV</sub> x f <sub>p</sub> |
| Freeway                             | 420                                     | 0.68                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Level                         | 0                | 0                                     | 1                  | .000                   | 1.00                                            |                     | 618                                             |
| Ramp                                | 68                                      | 0.80                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Level                         | 0                | 0                                     | 1                  | .000                   | 1.00                                            |                     | 85                                              |
| UpStream                            |                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                               |                  |                                       | _                  |                        |                                                 |                     |                                                 |
| DownStream                          |                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                               |                  |                                       |                    |                        |                                                 |                     |                                                 |
| Estimation                          | nofv                                    | Merge Areas                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                               |                  | Estimat                               | ion                | of v                   | verge Areas                                     |                     |                                                 |
|                                     |                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                               |                  | LSumau                                |                    | J V 12                 |                                                 |                     |                                                 |
|                                     | V <sub>12</sub> =                       | V <sub>F</sub> (P <sub>FM</sub> )                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                               |                  | l                                     |                    | V <sub>12</sub> = V    | <sub>R</sub> + (V <sub>F</sub> - V <sub>R</sub> | P <sub>FD</sub>     |                                                 |
| - <sub>EQ</sub> =                   | (E                                      | quation 13-6 o                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | r 13-7)                       |                  | e <sub>eq</sub> =                     |                    | (E                     | Equation 13-                                    | -12 or 13-1         | 3)                                              |
| P <sub>FM</sub> =                   | 1.00                                    | 0 using Equat                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | tion (Exhibit 13-6)           |                  | P <sub>FD</sub> =                     |                    | u                      | sing Equatio                                    | on (Exhibit 13      | 3-7)                                            |
| V <sub>12</sub> =                   | 618                                     | pc/h                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                               |                  | V <sub>12</sub> =                     |                    | p                      | c/h                                             |                     |                                                 |
| V <sub>3</sub> or V <sub>av34</sub> | 0                                       | oc/h (Equation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 13-14 or 13-17)               |                  | V <sub>3</sub> or V <sub>av34</sub>   |                    | р<br>— со " с —        | c/h (Equation 1                                 | 13-14 or 13-1       | 7)                                              |
| Is $V_3$ or $V_{av34} >$            | 2,700 pc/h?                             | Yes 🗹 No                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                               |                  | Is V <sub>3</sub> or V <sub>av3</sub> | <sub>34</sub> > 2, | 700 pc/h?              | Yes No                                          |                     |                                                 |
| Is $V_3$ or $V_{av34}$ >            | 1.5 * V <sub>12</sub> /2                | Yes VNo                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 2 16 12 10                    |                  | Is V <sub>3</sub> or V <sub>av3</sub> | <sub>34</sub> > 1. | 5 * V <sub>12</sub> /2 | Yes No                                          | - 40 40 4           | 0.40                                            |
| If Yes,V <sub>12a</sub> =           | рс<br>13-                               | 19)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 3-16, 13-18, OF               |                  | If Yes,V <sub>12a</sub> =             | =                  | 13-<br>13-             | c/n (Equatio<br>-19)                            | n 13-16, 1          | 3-18, or                                        |
| Capacity (                          | Checks                                  | ,                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                               |                  | Capacit                               | y Ch               | ecks                   | ,                                               |                     |                                                 |
|                                     | Actual                                  | (                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Capacity                      | LOS F?           |                                       | -                  | Actual                 | Ca                                              | pacity              | LOS F?                                          |
|                                     |                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                               |                  | V <sub>F</sub>                        |                    |                        | Exhibit 13-                                     | 8                   |                                                 |
| Vro                                 | 703                                     | Exhibit 13-8                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                               | No               | $V_{FO} = V_{F}$                      | - V <sub>R</sub>   |                        | Exhibit 13-                                     | 8                   |                                                 |
| FU                                  |                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                               |                  | V                                     |                    |                        | Exhibit 13                                      | -                   |                                                 |
|                                     |                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | -                             |                  | - R                                   |                    |                        | 10                                              |                     |                                                 |
| Flow Ente                           | ring Merge                              | Influence A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Area                          | \/islatia=0      | Flow En                               | iterii             | ng Diver               | ge Influen                                      | ice Area            | \/:-l-ti-r0                                     |
| V                                   | Actual                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                               | Violation?       | V                                     | -                  | Actual                 | Max Des                                         | Irable              | Violation?                                      |
| V <sub>R12</sub>                    | 703                                     | Exhibit 13-0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 4000:All                      | INO              | v <sub>12</sub>                       |                    | vice Det               |                                                 | n /if not           | <b>_</b>                                        |
| Level of S                          |                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                               |                  | Leveror                               |                    | 4 252 ± 0.0            |                                                 |                     | <u>r)</u>                                       |
| D = 40.24                           | (15 + 0.00734 V <sub>F</sub>            | $x_1 + 0.0078 v_{12} - 0.0078$ | 00027 L <sub>A</sub>          |                  | D = (-                                | υ <sub>R</sub> –   | 4.202 + 0.0            | 1000 v <sub>12</sub> - 0                        | .009 L <sub>D</sub> |                                                 |
| $D_{\rm R} = 10.3$                  | (pc/mi/in)                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                               |                  | P <sub>R</sub> - (p                   |                    | in)                    |                                                 |                     |                                                 |
| LOS = B (Exhibit 13-2)              |                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                               |                  | LOS = (E                              |                    | t 13-2)                |                                                 |                     |                                                 |
| Speed Det                           | termination                             | 1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                               |                  | Speed L                               | Jeter              |                        | n                                               |                     |                                                 |
| M <sub>S</sub> = 0.324              | (Exibit 13-11)                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                               |                  | υ <sub>s</sub> = (E                   | :xnibit            | 13-12)                 |                                                 |                     |                                                 |
| S <sub>R</sub> = 44.0 ı             | mph (Exhibit 13-                        | 11)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                               |                  | S <sub>R</sub> = m                    | ph (Ex             | nibit 13-12)           |                                                 |                     |                                                 |
| S <sub>0</sub> = N/A n              | nph (Exhibit 13-1                       | 1)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                               |                  | S <sub>0</sub> = m                    | ph (Ex             | nibit 13-12)           |                                                 |                     |                                                 |
| S = 44.0 i                          | S = 44.0  mph (Exhibit 13-13)           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                               |                  |                                       |                    | hibit 13-13)           |                                                 |                     |                                                 |

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HCS2010<sup>TM</sup> Version 6.70

|                                              | RAMPS AND RAMP JUNCTIONS WORKSHEET |                            |                                   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                    |                                  |                         |                     |                                    |
|----------------------------------------------|------------------------------------|----------------------------|-----------------------------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|----------------------------------|-------------------------|---------------------|------------------------------------|
| General Infor                                | mation                             |                            |                                   | Site Infor       | mation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                    |                                  |                         |                     |                                    |
| Analyst                                      | dbc                                |                            | Fr                                | eeway/Dir of Tra | avel                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Canni              | ng Blvd South                    | bound                   |                     |                                    |
| Agency or Company                            | Bryar                              | nt Associates,             | Inc. Ju                           | nction           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Route              | 24 NB Exit R                     | amp                     |                     |                                    |
| Date Performed                               | 10/26                              | /2015                      | Ju                                | risdiction       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Fall Ri            | iver                             |                         |                     |                                    |
| Analysis Time Period                         | 1 PM P                             | eak                        | Ar<br>M Dook - Build              | halysis Year     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 2018               |                                  |                         |                     |                                    |
| Project Description                          | 215026 - Gami                      | ng Facility - P            | W Peak - Build                    |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                    |                                  |                         |                     |                                    |
| inputs                                       |                                    | Erooway Nur                | bor of Lanos N                    | 0                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                    |                                  |                         |                     |                                    |
| Upstream Adj Ramp                            |                                    | Pamp Numbe                 | nder of Lanes, N                  | 2                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                    |                                  |                         | Downstrea<br>Bomn   | am Adj                             |
| Yes On                                       | ı                                  |                            |                                   | 100              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                    |                                  |                         |                     |                                    |
|                                              |                                    |                            | Lane Length, L <sub>A</sub>       | 100              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                    |                                  |                         | Yes                 | On                                 |
| No Off                                       | f                                  |                            |                                   | 11/0             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                    |                                  |                         | 🗹 No                | Off                                |
| L = ft                                       |                                    | Ramn Volum                 | nine, v <sub>F</sub>              | 1/40             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                    |                                  |                         | L <sub>down</sub> = | ft                                 |
| up                                           |                                    | Frooway Froo               | -, <sup>v</sup> R<br>Flow Speed S | 140              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                    |                                  |                         | down                |                                    |
| V <sub>u</sub> = veh/h                       |                                    | Ramn Free-F                | low Speed S                       | 45.0<br>25.0     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                    |                                  |                         | V <sub>D</sub> =    | veh/h                              |
| Conversion to                                | o nc/h Unc                         | lor Baso                   |                                   | 25.0             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                    |                                  |                         |                     |                                    |
|                                              | v v                                |                            | Conditions                        | 1                | I                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <b>—</b>           |                                  |                         |                     |                                    |
| (pc/h)                                       | (Veh/hr)                           | PHF                        | Terrain                           | %Truck           | %Rv                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                    | f <sub>HV</sub>                  | f <sub>p</sub>          | v = V/PHF           | x f <sub>HV</sub> x f <sub>p</sub> |
| Freeway                                      | 1148                               | 0.97                       | Level                             | 0                | 0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 1                  | .000                             | 1.00                    | 1                   | 184                                |
| Ramp                                         | 140                                | 0.86                       | Level                             | 0                | 0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 1                  | .000                             | 1.00                    | ŕ                   | 63                                 |
| UpStream                                     |                                    |                            |                                   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                    |                                  |                         |                     |                                    |
| DownStream                                   | L                                  | Merge Areas                |                                   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                    | <br>Div                          | Verge Areas             |                     |                                    |
| Estimation of                                |                                    | icige Alcas                |                                   |                  | Estimati                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | ion d              | $\frac{D}{V_{42}}$               | reige Aleas             |                     |                                    |
| $\frac{1}{12} = \frac{1}{12} $               |                                    |                            |                                   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                    | $\frac{12}{12}$                  | + /\/ \/                |                     |                                    |
| $V_{12} = V_F (P_{FM})$                      |                                    |                            |                                   |                  | _                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                    | v <sub>12</sub> – v <sub>1</sub> | $R = \sqrt{v_F - v_R}$  | 厂FD<br>12 or 12 1   | 2)                                 |
| EQ -                                         | (⊏qua                              |                            | 1 13-7)<br>tian (Exhibit 12 C)    |                  | EQ -                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                    | (⊏                               | ina Fauatia             | 12 UI 13-1          | )<br>  7)                          |
| F FM -                                       | 1.000                              | using ⊑qua                 | LION (EXHIBIL 13-0)               |                  | FD<br>/ _                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                    | us                               | sing ⊑quatio            |                     | -7)                                |
| $v_{12}$                                     | 1104 k                             | )C/II                      | 10 11 10 17)                      |                  | $v_{12} - v_{12} - v$ |                    | pu                               | /II<br>/h /Equation 1   | 2 11 05 12 1        | 7)                                 |
| $v_3 \circ v_{av34}$                         | 0 pc/i<br>0 pc/b2 ⊡ \/⊶            |                            | 13-14 01 13-17)                   |                  | $v_3$ $v_{av34}$                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | < 2 ·              | μι<br>700 pc/b2 🗔                |                         | 5-14 01 15-1        | ()                                 |
| $13V_3$ of $V_{av34} > 2,70$                 |                                    | 5 ⊻INO                     |                                   |                  | $13 v_3 \text{ or } v_{av3}$                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 34 <sup>-</sup> 2, | 5 * V /2 🖂                       |                         |                     |                                    |
| 13 v <sub>3</sub> or v <sub>av34</sub> > 1.5 | $v_{12'}^2 \square res$            | Fouation 1:                | 3-16 13-18 or                     |                  | 13 V <sub>3</sub> OI V <sub>av3</sub>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 34 - 1.            | n 12' <sup>2</sup>               | h (Equation             | n 13-16 13          | 8-18 or                            |
| If Yes,V <sub>12a</sub> =                    | 13-19)                             |                            | ,,,                               |                  | If Yes,V <sub>12a</sub> =                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                    | 13-                              | 19)                     | 11 10 10, 10        | , 01                               |
| Capacity Che                                 | cks                                |                            |                                   |                  | Capacit                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | y Ch               | ecks                             |                         |                     |                                    |
|                                              | Actual                             | (                          | Capacity                          | LOS F?           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                    | Actual                           | Ca                      | pacity              | LOS F?                             |
|                                              |                                    |                            |                                   |                  | V <sub>F</sub>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                    |                                  | Exhibit 13-8            | 8                   |                                    |
| V <sub>FO</sub>                              | 1347                               | Exhibit 13-8               |                                   | No               | $V_{FO} = V_{F}$                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | - V <sub>R</sub>   |                                  | Exhibit 13-8            | 8                   |                                    |
|                                              |                                    |                            |                                   |                  | V <sub>R</sub>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                    |                                  | Exhibit 13              | -                   |                                    |
| Elow Entoring                                | l<br>Morgo In                      | l<br>fluonco /             | lroa                              |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | toriu              |                                  | <u>I</u> IU             |                     |                                    |
|                                              | Actual                             | Max                        | Desirable                         | Violation?       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                    | Actual                           | Max Desi                | rable               | Violation?                         |
| V <sub>P12</sub>                             | 1347                               | Exhibit 13-8               | 4600:All                          | No               | V <sub>12</sub>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                    |                                  | Exhibit 13-8            |                     |                                    |
| Level of Serv                                | ice Detern                         | nination (                 | if not F)                         | -                | Level of                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Ser                | vice Dete                        | erminatio               | n (if not           | <b>F</b> )                         |
| $D_{\rm p} = 5.475 +$                        | 0.00734 v <sub>p</sub> + 0         | .0078 V <sub>10</sub> - 0. | 00627 L                           |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | $D_{\rm D} = 0$    | 4.252 + 0.0                      | 086 V <sub>10</sub> - 0 | .009 Lp             | - /                                |
| $D_{\rm p} = 15.3 ({\rm pc/m})$              | i/ln)                              | 12                         | A                                 |                  | $D_{n} = (n)$                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | r.<br>c/mi/        | ln)                              | 12                      | D                   |                                    |
| LOS = B (Exhibit                             | 13-2)                              |                            |                                   |                  | LOS = (E                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | xhibi              | t 13-2)                          |                         |                     |                                    |
| Speed Detern                                 | nination                           |                            |                                   |                  | Speed D                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | )eter              | rminatior                        | 1                       |                     |                                    |
|                                              | hit 13 11)                         |                            |                                   |                  | D_= (F                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | xhibit             | 13-12)                           | -                       |                     |                                    |
| S = 44.0  mpb                                | (Evhibit 12 11)                    |                            |                                   |                  | S <sub>D</sub> = mi                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | oh (Fx             | hibit 13-12)                     |                         |                     |                                    |
| $P_R^-$ 44.0 mph (                           |                                    |                            |                                   |                  | S_= m                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | oh (Fx             | hibit 13-12)                     |                         |                     |                                    |
| $D_0 = N/A mph (I)$<br>S = 44.0 mph (I)      | Ex111011 13-11)<br>(Exhibit 13-13) |                            |                                   |                  | S = m                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | on (⊏∧<br>nh (⊏v   | hibit $13_{12}$                  |                         |                     |                                    |
|                                              |                                    |                            |                                   |                  | <u>- m</u>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                    | 11011 13-13/                     |                         |                     |                                    |

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TRAFFIC VOLUMES PROPOSED GAMING FACILITY WILLIAM S. CANNING BOULEVARD, TIVERTON, RI NO BUILD CONDITIONS



|                                     | RAMPS AND RAMP JUNCTIONS WORKSHEET |                             |                       |                  |                                     |                             |                  |                           |                     |                                      |
|-------------------------------------|------------------------------------|-----------------------------|-----------------------|------------------|-------------------------------------|-----------------------------|------------------|---------------------------|---------------------|--------------------------------------|
| General Infor                       | mation                             |                             |                       | Site Infor       | mation                              |                             |                  |                           |                     |                                      |
| Analyst                             | dbc                                |                             | Fre                   | eeway/Dir of Tra | avel                                | Canni                       | ng Blvd Sout     | hbound                    |                     |                                      |
| Agency or Company                   | Bryar                              | nt Associates,              | Inc. Jui              | nction           |                                     | Route                       | 24 NB Exit F     | Ramp                      |                     |                                      |
| Date Performed                      | 10/26                              | 5/2015                      | Jui                   | risdiction       |                                     | Fall Ri                     | ver              |                           |                     |                                      |
| Analysis Time Period                | 215028 Comi                        | day PM Peak                 | An<br>An Dook         | alysis Year      |                                     | 2018                        |                  |                           |                     |                                      |
| Inputs                              | 213020 - Gaini                     | ing raciity - Se            | aluiuay Fivi Feak - I |                  |                                     |                             |                  |                           |                     |                                      |
|                                     |                                    | Freeway Num                 | ber of Lanes. N       | 2                |                                     |                             |                  |                           | Description         |                                      |
| Upstream Adj Ramp                   |                                    | Ramp Numbe                  | r of Lanes N          | 1                |                                     |                             |                  |                           | Downstrea<br>Ramp   | am Adj                               |
| 🗌 Yes 🗌 On                          |                                    | Acceleration I              | ane Length L          | 100              |                                     |                             |                  |                           |                     |                                      |
|                                     |                                    | Deceleration                | ane Length L          | 100              |                                     |                             |                  |                           | ∐Yes                | On                                   |
| I No □ Off                          |                                    | Freeway Volu                |                       | 600              |                                     |                             |                  |                           | 🗹 No                | Off                                  |
| L <sub>m</sub> = ft                 |                                    | Ramp Volume                 | Nic, v <sub>F</sub>   | 70               |                                     |                             |                  |                           | L <sub>down</sub> = | ft                                   |
| up                                  |                                    | Freeway Free                | -Flow Sneed S         | 15 0             |                                     |                             |                  |                           | aonn                |                                      |
| V <sub>u</sub> = veh/h              |                                    | Ramp Free-F                 | low Speed S           | 45.0<br>25.0     |                                     |                             |                  |                           | V <sub>D</sub> =    | veh/h                                |
| Conversion to                       | no/h lln/                          |                             | Conditions            | 23.0             |                                     |                             |                  |                           |                     |                                      |
|                                     | v v                                |                             | Conditions            |                  |                                     | <b>—</b>                    |                  |                           |                     |                                      |
| (pc/h)                              | (Veh/hr)                           | PHF                         | Terrain               | %Truck           | %Rv                                 |                             | † <sub>HV</sub>  | f <sub>p</sub>            | v = V/PHF           | · x f <sub>HV</sub> x f <sub>p</sub> |
| Freeway                             | 600                                | 0.96                        | Level                 | 0                | 0                                   | 1                           | .000             | 1.00                      |                     | 625                                  |
| Ramp                                | 79                                 | 0.84                        | Level                 | 0                | 0                                   | 1                           | .000             | 1.00                      |                     | 94                                   |
| UpStream                            |                                    |                             |                       |                  |                                     | +                           |                  |                           |                     |                                      |
| DownStream                          |                                    | Merge Areas                 |                       |                  |                                     |                             | I<br>Di          | iverge Areas              |                     |                                      |
| Estimation of                       | V12                                |                             |                       |                  | Estimat                             | ion d                       | of $V_{12}$      |                           |                     |                                      |
| $\frac{1}{\sqrt{1-2}} = \sqrt{1-2}$ |                                    |                             |                       |                  |                                     |                             | V = V            | / + (\/ _ \/              | )P                  |                                      |
|                                     | *12 *F                             | \'FM/<br>ation 13-6 o       | r 13_7)               |                  | =                                   |                             | •12 •<br>(I      | R <sup>·</sup> (*F *R     | /' FD<br>12 or 13_1 | 3)                                   |
| -EQ<br>P =                          | 1 000                              | using Equat                 | tion (Exhibit 13-6)   |                  | -EQ<br>P =                          |                             |                  | sing Equation             | n (Exhibit 1        | 0)<br>3_7)                           |
|                                     | 625 p                              | c/h                         |                       |                  | · FD<br>V =                         |                             | n                | c/h                       |                     | ,,,                                  |
| V <sub>o</sub> or V <sub>o</sub>    | 0_0_p                              | n (Fauation                 | 13-14 or 13-17)       |                  | $V_{a}$ or $V_{a}$                  |                             | P<br>n           | c/h (Equation 1           | 3-14 or 13-1        | 7)                                   |
| $I_{s} V_{av34}$                    | 0 pc/h? 🗆 🗸 🗠                      |                             |                       |                  | Is V <sub>a</sub> or V              | >2.                         | ۳<br>□ 700 pc/h? |                           | 0 11 01 10 1        | .,                                   |
| Is $V_2$ or $V_{-1,24} > 1.5 *$     |                                    | s V No                      |                       |                  | Is V <sub>2</sub> or V <sub>2</sub> | <sub>34</sub> −,<br>,₄ > 1. | 5 * V₄₀/2 □      |                           |                     |                                      |
|                                     | pc/h (                             | (Equation 1                 | 3-16, 13-18, or       |                  | If Voc V =                          |                             | p                | c/h (Equation             | n 13-16, 1          | 3-18, or                             |
| 11 Tes, v <sub>12a</sub> –          | 13-19)                             |                             |                       |                  | n res,v <sub>12a</sub> -            |                             | 13               | -19)                      |                     |                                      |
| Capacity Che                        | cks                                | i -                         |                       | 1                | Capacit                             | y Ch                        | ecks             | 1                         |                     |                                      |
|                                     | Actual                             |                             | Capacity              | LOS F?           |                                     |                             | Actual           | Сар                       | bacity              | LOS F?                               |
|                                     |                                    |                             |                       |                  | V <sub>F</sub>                      |                             |                  | Exhibit 13-8              | 3                   |                                      |
| V <sub>FO</sub>                     | 719                                | Exhibit 13-8                |                       | No               | $V_{FO} = V_{F}$                    | - V <sub>R</sub>            |                  | Exhibit 13-8              | 3                   |                                      |
|                                     |                                    |                             |                       |                  | V <sub>R</sub>                      |                             |                  | Exhibit 13-               | -                   |                                      |
| Flow Entering                       | n Merae In                         | fluence A                   | rea                   |                  | Flow En                             | terii                       | na Diver         | ae Influen                | ce Area             |                                      |
|                                     | Actual                             | Max                         | Desirable             | Violation?       |                                     | T                           | Actual           | Max Desi                  | rable               | Violation?                           |
| V <sub>R12</sub>                    | 719                                | Exhibit 13-8                | 4600:All              | No               | V <sub>12</sub>                     |                             |                  | Exhibit 13-8              |                     |                                      |
| Level of Serv                       | ice Detern                         | nination (                  | if not F)             |                  | Level of                            | Ser                         | vice Det         | erminatio                 | n (if not           | F)                                   |
| D <sub>R</sub> = 5.475 +            | 0.00734 v <sub>R</sub> + 0         | ).0078 V <sub>12</sub> - 0. | 00627 L <sub>A</sub>  |                  |                                     | D <sub>R</sub> =            | 4.252 + 0.       | 0086 V <sub>12</sub> - 0. | 009 L <sub>D</sub>  |                                      |
| D <sub>R</sub> = 10.4 (pc/m         | i/ln)                              |                             |                       |                  | D <sub>R</sub> = (p                 | c/mi/                       | ln)              |                           |                     |                                      |
| LOS = B (Exhibit                    | 13-2)                              |                             |                       |                  | LOS = (E                            | Exhibi                      | t 13-2)          |                           |                     |                                      |
| Speed Detern                        | nination                           |                             |                       |                  | Speed L                             | )eter                       | rminatio         | n                         |                     |                                      |
| $M_{\rm c} = 0.324$ (Evit           | oit 13-11)                         |                             |                       |                  | D <sub>s</sub> = (E                 | xhibit                      | 13-12)           |                           |                     |                                      |
| $S_{p} = 44.0 \text{ mph} ($        | Exhibit 13-11)                     |                             |                       |                  | S <sub>R</sub> = m                  | ph (Ex                      | hibit 13-12)     |                           |                     |                                      |
| $S_0 = N/A mnh (F)$                 | Exhibit 13-11)                     |                             |                       |                  | S <sub>0</sub> = m                  | ph (Ex                      | hibit 13-12)     |                           |                     |                                      |
| S = 44.0  mph (                     | Exhibit 13-13)                     |                             |                       |                  | S= m                                | ,<br>ph (Ex                 | hibit 13-13)     |                           |                     |                                      |
| ļ ' ``                              | /                                  |                             |                       |                  |                                     |                             | 1                |                           |                     |                                      |

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TRAFFIC VOLUMES PROPOSED GAMING FACILITY WILLIAM S. CANNING BOULEVARD, TIVERTON, RI SITE GENERATED TRIPS



TRAFFIC VOLUMES PROPOSED GAMING FACILITY WILLIAM S. CANNING BOULEVARD, TIVERTON, RI BUILD CONDITIONS



|                                      | RAI                        | <b>MPS AND</b>             | RAMP JUNC                    | CTIONS W         | ORKSHI                              | EET                       |                  |                              |                     |                                                 |
|--------------------------------------|----------------------------|----------------------------|------------------------------|------------------|-------------------------------------|---------------------------|------------------|------------------------------|---------------------|-------------------------------------------------|
| General Infor                        | mation                     |                            |                              | Site Inform      | mation                              |                           |                  |                              |                     |                                                 |
| Analyst                              | dbc                        |                            | Fre                          | eeway/Dir of Tra | avel                                | Canni                     | ng Blvd Sout     | hbound                       |                     |                                                 |
| Agency or Company                    | Bryar                      | t Associates,              | Inc. Jui                     | nction           |                                     | Route                     | 24 NB Exit I     | Ramp                         |                     |                                                 |
| Date Performed                       | 10/26                      | /2015                      | Jui                          | risdiction       |                                     | Fall Ri                   | ver              |                              |                     |                                                 |
| Analysis Time Period                 | 215028 Cami                | day Pivi Peak              | All<br>aturday DM Doak       | alysis rear      |                                     | 2018                      |                  |                              |                     |                                                 |
| Inputs                               | 213020 - Odini             | rig i aciity - Oa          |                              | Dulla            |                                     |                           |                  |                              |                     |                                                 |
| Linetreem Adi Dema                   |                            | Freeway Num                | ber of Lanes, N              | 2                |                                     |                           |                  |                              | Deursetre           | ama A di                                        |
| Upstream Adj Ramp                    |                            | Ramp Numbe                 | er of Lanes. N               | 1                |                                     |                           |                  |                              | Ramp                | am Adj                                          |
| Yes On                               | l                          | Acceleration I             | Lane Length, L               | 100              |                                     |                           |                  |                              | Ves                 |                                                 |
| No □ Of                              | F                          | Deceleration               | Lane Length L <sub>D</sub>   |                  |                                     |                           |                  |                              |                     |                                                 |
|                                      |                            | Freeway Volu               | ime, V <sub>F</sub>          | 970              |                                     |                           |                  |                              |                     |                                                 |
| L <sub>up</sub> = ft                 |                            | Ramp Volume                | e, V <sub>R</sub>            | 91               |                                     |                           |                  |                              | L <sub>down</sub> = | ft                                              |
| V <sub></sub> = veh/h                |                            | Freeway Free               | -Flow Speed, S <sub>FF</sub> | 45.0             |                                     |                           |                  |                              | V <sub>D</sub> =    | veh/h                                           |
| u                                    | <u> </u>                   | Ramp Free-F                | low Speed, S <sub>FR</sub>   | 25.0             |                                     |                           |                  |                              |                     |                                                 |
| Conversion to                        | p pc/h Und                 | ler Base                   | Conditions                   |                  | <u> </u>                            |                           | r                |                              | . <u> </u>          |                                                 |
| (pc/h)                               | v<br>(Veh/hr)              | PHF                        | Terrain                      | %Truck           | %Rv                                 |                           | f <sub>HV</sub>  | f <sub>p</sub>               | v = V/PHF           | <sup>F</sup> x f <sub>HV</sub> x f <sub>p</sub> |
| Freeway                              | 970                        | 0.96                       | Level                        | 0                | 0                                   | 1                         | .000             | 1.00                         | 1                   | 010                                             |
| Ramp                                 | 91                         | 0.84                       | Level                        | 0                | 0                                   | 1                         | .000             | 1.00                         |                     | 108                                             |
| UpStream                             |                            |                            |                              |                  |                                     | _                         |                  |                              |                     |                                                 |
| DownStream                           |                            | Merge Areas                |                              |                  |                                     |                           | I<br>            | iverge Areas                 |                     |                                                 |
| Estimation of                        | V <sub>12</sub>            | norgo / nouo               |                              |                  | Estimat                             | ion d                     | of $v_{12}$      | i i go i i ouo               |                     |                                                 |
|                                      | $V_{40} = V_{5}$           | (P.,)                      |                              |                  |                                     |                           | $V_{10} = $      | /_ + (V V_                   | )P <sub>EP</sub>    |                                                 |
|                                      | (Faux                      | ation 13-6 o               | r 13-7)                      |                  | L=0 =                               |                           | - 12 (           | Fountion 13-                 | -12 or 13-1         | 3)                                              |
| -EQ<br>P-M =                         | 1 000                      | using Equat                | tion (Exhibit 13-6)          |                  | -EQ<br>P =                          |                           |                  | sing Equatio                 | n (Exhibit 1?       | e)<br>3-7)                                      |
| V <sub>10</sub> =                    | 1010 r                     | oc/h                       |                              |                  | V <sub>40</sub> =                   |                           | n                | ic/h                         |                     | ,                                               |
| $V_2$ or $V_{av24}$                  | 0 pc/ł                     | (Fouation                  | 13-14 or 13-17)              |                  | $V_2$ or $V_{22}$                   |                           | -<br>C           | c/h (Equation 1              | 13-14 or 13-1       | 7)                                              |
| $1s V_2 \text{ or } V_{av24} > 2,70$ | 0 pc/h? 7es                | No                         |                              |                  | Is V <sub>2</sub> or V              | , > 2.                    | 700 pc/h? 🔽      | Yes No                       |                     | . /                                             |
| Is $V_2$ or $V_{av24} > 1.5$ *       | $V_{12}/2 \square Yes$     | s VNo                      |                              |                  | Is V <sub>2</sub> or V <sub>2</sub> | <sup>24</sup><br>24 > 1.5 | . ∟<br>5*V₁₀/2 □ | Yes No                       |                     |                                                 |
| If Yes,V <sub>40-</sub> =            | pc/h (                     | Equation 1                 | 3-16, 13-18, or              |                  | If Yes.V <sub>402</sub> =           |                           | 12 L             | c/h (Equatio                 | n 13-16, 13         | 3-18, or                                        |
| Capacity Cho                         | 13-19)                     |                            |                              |                  | Canacit                             | v Ch                      | 13               | -19)                         |                     |                                                 |
|                                      | Actual                     |                            | anacity                      | LOS F2           |                                     |                           | Actual           | Ca                           | nacity              | LOS F2                                          |
|                                      | , lotaul                   |                            | Japaony                      | 20011            | V <sub>r</sub>                      |                           | , lotadi         | Exhibit 13-                  | 8                   | 20011                                           |
| V                                    | 1118                       | Exhibit 13-8               |                              | No               | $V_{EO} = V_{E}$                    | - V <sub>R</sub>          |                  | Exhibit 13-                  | 8                   |                                                 |
| • FO                                 | 1110                       |                            |                              | 110              |                                     |                           |                  | Exhibit 13                   | -                   |                                                 |
|                                      |                            | <u> </u>                   |                              |                  |                                     | 40.00                     |                  | 10                           |                     |                                                 |
|                                      | Actual                     | Max                        | A <b>rea</b><br>Desirable    | Violation?       | FIOW EN                             |                           | Actual           | <u>ge influer</u><br>Max Des | irable              | Violation?                                      |
| Varia                                | 1118                       | Exhibit 13-8               | 4600·All                     | No               | Via                                 |                           | Notudi           | Exhibit 13-8                 |                     | violation:                                      |
| l evel of Serv                       | ice Detern                 | nination (                 | if not F)                    | 110              | l evel of                           | Ser                       | vice Dei         | erminatio                    | n (if not           | <b>F</b> )                                      |
| $D_{\rm p} = 5.475 +$                | 0.00734 v <sub>p</sub> + 0 | .0078 V <sub>40</sub> - 0. | 00627 L                      |                  |                                     | D <sub>D</sub> = -        | 4.252 + 0.       | 0086 V <sub>40</sub> - 0     | .009 Lp             | • /                                             |
| $D_{\rm p} = 135 ({\rm nc/m})$       | i/ln)                      | 12                         | A                            |                  | $D_{n} = (n)$                       | R<br>c/mi/                | ln)              | 12                           | D                   |                                                 |
| LOS = B (Exhibit                     | 13-2)                      |                            |                              |                  | LOS = (E                            | Exhibi                    | t 13-2)          |                              |                     |                                                 |
| Speed Detern                         | nination                   |                            |                              |                  | Speed L                             | )eter                     | rminatio         | n                            |                     |                                                 |
| $M_{e} = 0.328$ (Fxil                | pit 13-11)                 |                            |                              |                  | D <sub>s</sub> = (E                 | xhibit                    | 13-12)           |                              |                     |                                                 |
| $S_{p} = 44.0 \text{ mph} ($         | Exhibit 13-11)             |                            |                              |                  | S <sub>R</sub> = m                  | ph (Ex                    | hibit 13-12)     |                              |                     |                                                 |
| $S_0 = N/A mph (I)$                  | Exhibit 13-11)             |                            |                              |                  | S <sub>0</sub> = m                  | ph (Ex                    | hibit 13-12)     |                              |                     |                                                 |
| S = 44.0 mph (                       | Exhibit 13-13)             |                            |                              |                  | S= m                                | oh (Ex                    | hibit 13-13)     |                              |                     |                                                 |
|                                      |                            |                            |                              |                  |                                     |                           |                  |                              |                     |                                                 |

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### **APPENDIX E**

Crash Data Summary



Traffic Impact Analysis Tiverton Gaming Facility William S. Canning Boulevard Tiverton, Rhode Island **Project:** 

### 215028 BAI Project No.:

### Person No.

| Operator |
|----------|
|----------|

### Crash Type

| A    | Angle     |
|------|-----------|
| BS   | Broadside |
| DEER | Deer      |
| ОН   | Head-On   |
| OBJ  | Object    |
| RE   | Rear-End  |
| SS   | Sideswipe |
|      |           |

| <b>Abbreviations</b><br>UNK | Unknown |
|-----------------------------|---------|
|                             |         |
|                             |         |

Project: Traffic Impact Analysis Tiverton Gaming Facility William S. Canning Boulevard Tiverton, Rhode Island

BAI Project No.: 215028

# SUMMARY OF CRASHES FOR THE YEARS 2012, 2013, 2014, 2015

| Total                | 10   | 8    | 10   | 2    | 30   |
|----------------------|------|------|------|------|------|
| Fatal                | 0    | 0    | 0    | 0    | 0    |
| Injury               | ß    | -    | 2    | -    | 2    |
| Property Damage Only | 2    | 7    | 8    | _    | 23   |
| YEAR                 | 2012 | 2013 | 2014 | 2015 | Tota |

| Traffic Impact Analysis | Tiverton Gaming Facility | Tiverton, Rhode Island |
|-------------------------|--------------------------|------------------------|
| Project:                |                          |                        |

BAI Project No.: 215028

| :         | :               | Vehicle |            | Direction | -                            | Person | No. of   | :          | -          | Pavement  |         |                | Military | ſ         |
|-----------|-----------------|---------|------------|-----------|------------------------------|--------|----------|------------|------------|-----------|---------|----------------|----------|-----------|
| Crash No. | Report No.      | ŝ       | Date       | of Travel | Intersection/Crash Location  | Š      | Injuries | Fatalities | Crash Type | Condition | Weather | Lighting       | Time     | Day       |
| _         | 12-36-AC        | -       | 2/10/2012  | NORTH     | INT OF CANNING BLVD AND      | 0      | 0        | 0          | SS         | DRY       | CLEAR   | DAYLIGHT       | 13:54    | FRIDAY    |
|           |                 | 2       |            | SOUTH     | STATE LINE TOBACCO           | 0      | 0        |            |            |           |         |                |          |           |
| 2         | 12-63-AC        | -       | 3/16/2012  | NORTH     | INT OF STAFFORD RD AND       | 0      | -        | 0          | Р          | DRY       | CLEAR   | DAYLIGHT       | 16:06    | FRIDAY    |
|           |                 | 2       |            | SOUTH     | HANCOCK ST                   | 0      | 0        |            |            |           |         |                |          |           |
| ო         | 12-122-AC       | -       | 5/15/2012  | NORTH     | INT OF CANNING BLVD AND      | 0      | 0        | 0          | BS         | DRY       | CLEAR   | DAYLIGHT       | 9:12     | TUESDAY   |
|           |                 | 2       |            | WEST      | STATE LINE TOBACCO           | 0      | 0        |            |            |           |         |                |          |           |
| 4         | 12-135-AC       | -       | 5/26/2012  | SOUTH     | INT OF CANNING BLVD AND      | 0      | 0        | 0          | RE         | DRY       | CLEAR   | DAYLIGHT       | 12:16    | SATURDAY  |
|           |                 | 2       |            | SOUTH     | STATE LINE TOBACCO           | W      | 0        |            |            |           |         |                |          |           |
| 5         | 12-138-AC       | -       | 5/28/2012  | NORTH     |                              | PARKED | 0        | 0          | SS         | DRY       | CLEAR   | DAYLIGHT       | 16:26    | MONDAY    |
|           |                 | 2       |            | NORTH     |                              | PARKED | 0        |            |            |           |         |                |          |           |
|           |                 | ო       |            | NORTH     |                              | PARKED | 0        |            |            |           |         |                |          |           |
|           |                 | 4       |            | NORTH     | 2                            | 0      | 0        |            |            |           |         |                |          |           |
| 9         | 12-283-AC       | -       | 11/1/2012  | SOUTH     | INT OF CANNING BLVD AND      | 0      | -        | 0          | RE         | DRY       | CLEAR   | DAYLIGHT       | 12:53    | THURSDAY  |
|           |                 | 2       |            | SOUTH     | STAFFORD RD                  | 0      | 0        |            |            |           |         |                |          |           |
| 7         | 12-310-AC       | -       | 12/12/2012 | NORTH     | INT OF STAFFORD RD AND STATE | 0      | 0        | 0          | BS         | DRY       | CLEAR   | DAYLIGHT       | 14:01    | WEDNESDAY |
|           |                 | 2       |            | EAST      | LINE TOBACCO                 | 0      | 0        |            |            |           |         |                |          |           |
| ω         | 12-529-AC (FR)  | -       | 3/6/2012   | SOUTH     | INT OF CANNING BLVD AND      | 0      | -        | 0          | RE         | DRY       | CLOUDY  | DARK (NOT LIT) | 23:12    | TUESDAY   |
|           |                 | 2       |            | SOUTH     | NAPOLEON STREET              | 0      | 0        |            |            |           |         |                |          |           |
| 6         | 12-1423-AC (FR) | -       | 7/5/2012   | SOUTH     | INT OF CANNING BLVD AND      | 0      | 0        | 0          | RE         | DRY       | CLEAR   | DAYLIGHT       | 18:01    | THURSDAY  |
|           |                 | 2       |            | SOUTH     | ROUTE 24 S EXIT RAMP         | O/P    | 0        |            |            |           |         |                |          |           |
| 10        | 12-1486-AC (FR) | -       | 7/12/2012  | NORTH     | CANNING BLVD AT TEDESCHI     | 0      | 0        | 0          | SS         | DRY       | CLEAR   | DAYLIGHT       | 17:45    | THURSDAY  |
|           |                 | 2       |            | SOUTH     | FOOD SHOPS                   | 0      | 0        |            |            |           |         |                |          |           |
|           |                 |         |            |           |                              | TOTAL  | с        | 0          |            |           |         |                |          |           |

Project: Traffic Impact Analysis Tiverton Gaming Facility Tiverton, Rhode Island

BAI Project No.: 215028

|           |            | Vehicle |            | Direction |                             | Person | No. of   |            |            | Pavement  |         |              | Military |           |
|-----------|------------|---------|------------|-----------|-----------------------------|--------|----------|------------|------------|-----------|---------|--------------|----------|-----------|
| Crash No. | Report No. | No      | Date       | of Travel | Intersection/Crash Location | No.    | Injuries | Fatalities | Crash Type | Condition | Weather | Lighting     | Time     | Day       |
| -         | 13-2-AC    | _       | 1/4/2013   | SOUTH     | INT OF CANNING BLVD AND     | 0      | 0        | 0          | RE         | WET       | CLEAR   | DAYUGHT      | 14:01    | FRIDAY    |
|           |            | 2       |            | SOUTH     | STAFFORD RD                 | 0      | 0        |            |            |           |         |              |          |           |
| 2         | 13-48-AC   | -       | 3/6/2013   | NORTH     | INT OF STAFFORD RD AND      | 0      | 0        | 0          | A          | DRY       | CLEAR   | DAYLIGHT     | 6:44     | WEDNESDAY |
|           |            | 2       |            | NORTH     | HANCOCK ST                  | 0      | 0        |            |            |           |         |              |          |           |
| с         | 13-71-AC   | -       | 4/11/2013  | SOUTH     | INT OF CANNING BLVD,        | 0      | 0        | 0          | RE         | DRY       | CLEAR   | DAYUGHT      | 16:59    | THURSDAY  |
|           |            | 2       |            | SOUTH     | STAFFORD RD, AND HURST LN   | 0      | 0        |            |            |           |         |              |          |           |
| 4         | 13-103-AC  | -       | 5/17/2013  | SOUTH     | STAFFORD RD BTWN SHELDON    | 0      | 0        | 0          | SS         | DRY       | CLEAR   | DAYUGHT      | 14:41    | FRIDAY    |
|           |            | 2       |            | SOUTH     | ST AND SPORTSMAN RD         | O/P    | 0        |            |            |           |         |              |          |           |
| 5         | 13-120-AC  | -       | 6/9/2013   | EAST      | INT OF CANNING BLVD AND     | 0      | -        | 0          | A          | DRY       | CLEAR   | DAYLIGHT     | 9:22     | SUNDAY    |
|           |            | 2       |            | SOUTH     | AQUIDNECK DR                | 0      | -        |            |            |           |         |              |          |           |
| 9         | 13-272-AC  | -       | 11/27/2013 | NORTH     | CANNING BLVD BETWEEN MASS   | 0      | 0        | 0          | DEER       | UNK       | CLEAR   | NK           | 13:15    | WEDNESDAY |
|           |            |         |            |           | STATE LINE AND STAFFORD RD  |        |          |            |            |           |         |              |          |           |
| 7         | 13-277-AC  | -       | 11/30/2013 | SOUTH     | INT OF CANNING BLVD AND     | 0      | 0        | 0          | OBJ        | DRY       | CLEAR   | DARK-LIGHTED | 4:44     | SATURDAY  |
|           |            |         |            |           | STAFFORD RD                 |        |          |            |            |           |         |              |          |           |
| 8         | 13-286-AC  | -       | 12/12/2013 | NORTH     |                             | 0      | 0        | 0          | RE         | DRY       | CLOUDY  | DAYLIGHT     | 15:52    | THURSDAY  |
|           |            | 2       |            | NORTH     |                             | 0      |          |            |            |           |         |              |          |           |
|           |            | ო       |            | NORTH     |                             | O/P    |          |            |            |           |         |              |          |           |
|           |            |         |            |           |                             | TOTAL  | 0        | С          |            |           |         |              |          |           |

Project: Traffic Impact Analysis Tiverton Gaming Facility Tiverton, Rhode Island

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| <u>e</u>          | Person No. of                                                                                                                                    |            | rash Paveme  | IT VAL-H  |              |               |
|-------------------|--------------------------------------------------------------------------------------------------------------------------------------------------|------------|--------------|-----------|--------------|---------------|
| · Uate of Irav    | Intersection/Crash Location No. Injunes                                                                                                          | ratalities | ype Conditio | n Weather | Lighting     |               |
| 1/13/2014 EAST    |                                                                                                                                                  | 0          | re j unk     | NNK       | UNK          | 19:02 MONDA   |
| EAST EAST         |                                                                                                                                                  |            |              |           |              |               |
| 3/24/2014 UNK     | CANNING BLVD AT TEDESCHI O 0 0                                                                                                                   | 0          | INK UNK      | UNK       | NNK          | 20:39 MONDA   |
| UNK               |                                                                                                                                                  |            |              |           |              |               |
| 6/14/2014 SOUTH   |                                                                                                                                                  | 0          | RE UNK       | UNK       | UNK          | 16:12 SATURDA |
| SOUTH             |                                                                                                                                                  |            |              |           |              |               |
| 8/27/2014 NORTH   | INT OF STAFFORD RD AND O 1 1                                                                                                                     | 0          | HO DRY       | CLEAR     | DAYLIGHT     | 16:43 WEDNESD |
| SOUTH             | SHELDON ST O 0 0                                                                                                                                 |            |              |           |              |               |
| 9/14/2014 SOUTH   | STAFFORD RD BETWEEN HURST 0 0 0                                                                                                                  | 0          | DBJ DRY      | CLEAR     | DARK-LIGHTED | 2:13 SUNDAY   |
|                   | LN AND KITCHENER ST                                                                                                                              |            |              |           |              |               |
| 9/18/2014 EAST    | INT OF CANNING BLVD, O 1 1                                                                                                                       | 0          | BS DRY       | CLEAR     | DAWN         | 5:59 THURSDA  |
| NORTH S           | TAFFORD RD, AND HURST LN O 1 1                                                                                                                   |            |              |           |              |               |
| 10/20/2014   EAST | INT OF CANNING BLVD, O O O                                                                                                                       | 0          | A DRY        | CLEAR     | DAYLIGHT     | 9:08 MONDA    |
| NORTH             | TAFFORD RD, AND HURST LN 0/P 0                                                                                                                   |            |              |           |              |               |
| 10/21/2014 SOUTH  | INT OF CANNING BLVD, O O O                                                                                                                       | 0          | RE DRY       | CLEAR     | DAYLIGHT     | 14:29 TUESDA  |
| SOUTH S           |                                                                                                                                                  |            |              |           |              |               |
| 12/2/2014 SOUTH   | STAFFORD RD, AND HURST LN 📔 💛 👖 🗸 👖                                                                                                              |            | JRI WFT      | RAIN      | DARK-LIGHTED | 23:24 TUESDA  |
|                   | STAFFORD RD, AND HURST LN U U U U U U STAFFORD RD BETWEEN O 0                                                                                    | 0          |              |           |              |               |
| 9/11/2014 NORTH   | STAFFORD RD, AND HURST LN 0 0                                                                                                                    | 0          | 2            |           |              |               |
| NORTH             | STAFFORD RD, AND HURST LN U U   STAFFORD RD BETWEEN O 0   FARNUM ST AND SHELDON ST CANNING BLVD AT ROUTE 24 O                                    | 0 0        | SS DRY       | CLEAR     | DAYLIGHT     | 17:09 THURSDA |
|                   | STAFFORD RD, AND HURST LN U U   STAFFORD RD BETWEEN O 0   FARNUM ST AND SHELDON ST CANNING BLVD AT ROUTE 24 O 0   CANNING BLVD AT ROUTE 24 O 0 0 | 0 0        | SS DRY       | CLEAR     | DAYLIGHT     | 17:09 THURSDA |

Project: Traffic Impact Analysis Tiverton Gaming Facility Tiverton, Rhode Island

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| lary<br>1e Day                                                                                        | 20 THURSDAY                                           |                             | 19 FRIDAY                                                 |     |   |       |
|-------------------------------------------------------------------------------------------------------|-------------------------------------------------------|-----------------------------|-----------------------------------------------------------|-----|---|-------|
| Lighting Tin                                                                                          | R-LIGHTED 18:                                         |                             | DAYLIGHT 13:                                              |     |   |       |
| Weather                                                                                               | CLEAR DA                                              |                             | CLEAR                                                     |     |   |       |
| Pavement<br>Condition                                                                                 | DRY                                                   |                             | DRY                                                       |     |   |       |
| Crash<br>Type                                                                                         | A                                                     |                             | A                                                         |     |   |       |
| Fatalities                                                                                            | 0                                                     |                             | 0                                                         |     |   | 0     |
| No. of<br>Injuries                                                                                    | 0                                                     | 0                           | -                                                         | 2   | 0 | m     |
| Person<br>No.                                                                                         | 0                                                     | O/P                         | 0                                                         | O/P | 0 | TOTAL |
|                                                                                                       | -                                                     |                             |                                                           | _   | _ |       |
| Intersection/Crash Location                                                                           | STAFFORD RD BTWN SHELDON                              | ST AND SPORTSMAN RD         |                                                           |     |   |       |
| Direction<br>of Travel Intersection/Crash Location                                                    | SOUTH   STAFFORD RD BTWN SHELDON                      | SOUTH ST AND SPORTSMAN RD   |                                                           |     |   |       |
| Direction<br>Date of Travel Intersection/Crash Location                                               | 2/26/2015 SOUTH STAFFORD RD BTWN SHELDON              | ST AND SPORTSMAN RD         |                                                           |     |   |       |
| Vehicle Direction<br>No. Date of Travel Intersection/Crash Location                                   | 1 2/26/2015 SOUTH STAFFORD RD BTWN SHELDON            | 2 SOUTH ST AND SPORTSMAN RD | 1 5/22/2015 SOUTH INT OF CANIMING BIVID                   |     |   |       |
| Vehicle     Direction       Report No.     No.     Date     of Travel     Intersection/Crash Location | 15-62-AC 1 1 2/26/2015 SOUTH STAFFORD RD BTWN SHELDON | 2 SOUTH ST AND SPORTSMAN RD | 15-135-AC   1   5/22/2015   SOUTH   INT OF CANINING BIVID |     |   |       |
# **APPENDIX F**

Speed Data



Mario Perone, mperone1@verizon.net tel (781) 587-0086 cell (781) 439-4999

Canning Boulevard (Route 81) north of Stafford Road/Hurst Lane City, State: Tiverton, RI Client: Bryant/T. Brayton

| Northbou | nd   |           |                                              |                                                      |                                      |                    |       |      |      |      |      | Site | Code: | 215028 |
|----------|------|-----------|----------------------------------------------|------------------------------------------------------|--------------------------------------|--------------------|-------|------|------|------|------|------|-------|--------|
| Start    | 1    | 16        | 21                                           | 26                                                   | 31                                   | 36                 | 41    | 46   | 51   | 56   | 61   | 66   | 71    |        |
| Time     | 15   | 20        | 25                                           | 30                                                   | 35                                   | 40                 | 45    | 50   | 55   | 60   | 65   | 70   | 75    | Total  |
| 7/7/15   | 0    | 0         | 0                                            | 0                                                    | 4                                    | 10                 | 6     | 1    | 0    | 0    | 0    | 0    | 0     | 21     |
| 01:00    | 0    | 0         | 0                                            | 0                                                    | 2                                    | 4                  | 5     | 1    | 0    | 0    | 0    | 0    | 0     | 12     |
| 02:00    | 0    | 0         | 0                                            | 0                                                    | 0                                    | 3                  | 1     | 2    | 0    | 0    | 0    | 0    | 0     | 6      |
| 03:00    | 0    | 0         | 1                                            | 0                                                    | 2                                    | 6                  | 7     | 4    | 1    | 0    | 0    | 0    | 0     | 21     |
| 04:00    | 0    | 0         | 0                                            | 2                                                    | 10                                   | 15                 | 40    | 22   | 3    | 3    | 0    | 0    | 0     | 95     |
| 05:00    | 0    | 0         | 2                                            | 6                                                    | 20                                   | 56                 | 107   | 43   | 13   | 0    | 0    | 0    | 0     | 247    |
| 06:00    | 0    | 0         | 3                                            | 14                                                   | 67                                   | 212                | 197   | 52   | 1    | 0    | 0    | 0    | 0     | 546    |
| 07:00    | 1    | 1         | 4                                            | 25                                                   | 91                                   | 247                | 243   | 54   | 4    | 0    | 0    | 0    | 0     | 670    |
| 08:00    | 1    | 0         | 2                                            | 18                                                   | 99                                   | 316                | 184   | 30   | 0    | 0    | 0    | 0    | 0     | 650    |
| 09:00    | 1    | 0         | 2                                            | 19                                                   | 93                                   | 215                | 134   | 18   | 3    | 0    | 0    | 0    | 0     | 485    |
| 10:00    | 1    | 1         | 1                                            | 29                                                   | 132                                  | 250                | 104   | 10   | 0    | 0    | 0    | 0    | 0     | 528    |
| 11:00    | 1    | 0         | 6                                            | 21                                                   | 104                                  | 216                | 111   | 7    | 0    | 0    | 0    | 0    | 0     | 466    |
| 12 PM    | 0    | 3         | 7                                            | 32                                                   | 98                                   | 208                | 124   | 15   | 1    | 0    | 0    | 0    | 0     | 488    |
| 13:00    | 2    | 0         | 9                                            | 23                                                   | 84                                   | 200                | 108   | 14   | 4    | 0    | 0    | 0    | 0     | 444    |
| 14:00    | 2    | 0         | 4                                            | 20                                                   | 76                                   | 207                | 112   | 24   | 5    | 1    | 0    | 0    | 0     | 451    |
| 15:00    | 2    | 0         | 3                                            | 26                                                   | 69                                   | 169                | 135   | 25   | 3    | 0    | 0    | 0    | 0     | 432    |
| 16:00    | 0    | 1         | 0                                            | 9                                                    | 76                                   | 242                | 151   | 28   | 6    | 0    | 0    | 0    | 0     | 513    |
| 17:00    | 1    | 1         | 3                                            | 9                                                    | 52                                   | 156                | 126   | 25   | 4    | 0    | 0    | 0    | 0     | 377    |
| 18:00    | 0    | 0         | 0                                            | 10                                                   | 49                                   | 178                | 120   | 21   | 1    | 0    | 0    | 0    | 0     | 379    |
| 19:00    | 0    | 0         | 1                                            | 2                                                    | 36                                   | 120                | 106   | 19   | 2    | 1    | 1    | 0    | 0     | 288    |
| 20:00    | 0    | 1         | 0                                            | 5                                                    | 50                                   | 110                | 59    | 6    | 1    | 0    | 0    | 0    | 0     | 232    |
| 21:00    | 1    | 0         | 0                                            | 1                                                    | 16                                   | 67                 | 45    | 9    | 1    | 0    | 0    | 0    | 0     | 140    |
| 22:00    | 0    | 0         | 0                                            | 2                                                    | 14                                   | 68                 | 39    | 11   | 0    | 0    | 0    | 0    | 0     | 134    |
| 23:00    | 0    | 0         | 0                                            | 2                                                    | 2                                    | 25                 | 19    | 7    | 1    | 0    | 0    | 0    | 0     | 56     |
| Total    | 13   | 8         | 48                                           | 275                                                  | 1246                                 | 3300               | 2283  | 448  | 54   | 5    | 1    | 0    | 0     | 7681   |
| Percent  | 0.2% | 0.1%      | 0.6%                                         | 3.6%                                                 | 16.2%                                | 43.0%              | 29.7% | 5.8% | 0.7% | 0.1% | 0.0% | 0.0% | 0.0%  |        |
| Daily    |      |           | 15th Per<br>50th Per<br>85th Per<br>95th Per | rcentile :<br>rcentile :<br>rcentile :<br>rcentile : | 34 MPH<br>39 MPH<br>44 MPH<br>47 MPH |                    |       |      |      |      |      |      |       |        |
|          |      | Mea<br>10 | an Speed(Av<br>MPH Pace<br>Number i          | verage) :<br>Speed :<br>n Pace :                     | 39<br>36-45                          | MPH<br>MPH<br>5583 |       |      |      |      |      |      |       |        |

Number in Pace :5583Percent in Pace :72.7%Number of Vehicles > 40 MPH :2791Percent of Vehicles > 40 MPH :36.3%

04578Gspeed

Mario Perone, mperone1@verizon.net tel (781) 587-0086 cell (781) 439-4999

Canning Boulevard (Route 81) north of Stafford Road/Hurst Lane City, State: Tiverton, RI Client: Bryant/T. Brayton

| Northbou       | nd    | -                                        |                                                                                                                     |                                                                                                             |                                               |                                                          |       |       |      |      |      | Site | 04578<br>Code: | Gspeed<br>215028 |
|----------------|-------|------------------------------------------|---------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------|-----------------------------------------------|----------------------------------------------------------|-------|-------|------|------|------|------|----------------|------------------|
| Start          | 1     | 16                                       | 21                                                                                                                  | 26                                                                                                          | 31                                            | 36                                                       | 41    | 46    | 51   | 56   | 61   | 66   | 71             |                  |
| Time           | 15    | 20                                       | 25                                                                                                                  | 30                                                                                                          | 35                                            | 40                                                       | 45    | 50    | 55   | 60   | 65   | 70   | 75             | Total            |
| 7/8/15         | 0     | 0                                        | 0                                                                                                                   | 0                                                                                                           | 3                                             | 12                                                       | 6     | 2     | 0    | 0    | 0    | 0    | 0              | 23               |
| 01:00          | 0     | 0                                        | 0                                                                                                                   | 0                                                                                                           | 6                                             | 4                                                        | 4     | 1     | 1    | 1    | 0    | 0    | 0              | 17               |
| 02:00          | 0     | 0                                        | 0                                                                                                                   | 1                                                                                                           | 5                                             | 11                                                       | 7     | 3     | 0    | 0    | 0    | 0    | 0              | 27               |
| 03:00          | 0     | 0                                        | 0                                                                                                                   | 0                                                                                                           | 4                                             | 17                                                       | 5     | 3     | 0    | 0    | 0    | 0    | 0              | 29               |
| 04:00          | 0     | 0                                        | 1                                                                                                                   | 4                                                                                                           | 6                                             | 22                                                       | 48    | 21    | 4    | 1    | 0    | 0    | 0              | 107              |
| 05:00          | 0     | 0                                        | 0                                                                                                                   | 5                                                                                                           | 15                                            | 105                                                      | 133   | 49    | 6    | 1    | 0    | 0    | 0              | 292              |
| 07:00          | 2     | 1                                        | 1                                                                                                                   | 13                                                                                                          | 47                                            | 266                                                      | 210   | 42    | 6    | 0    | 0    | 0    | 0              | 642              |
| 08:00          | 1     | 3                                        | 9                                                                                                                   | 19                                                                                                          | 104                                           | 303                                                      | 174   | 29    | 4    | 0    | 0    | 0    | 0              | 646              |
| 09:00          | 1     | 0                                        | 1                                                                                                                   | 31                                                                                                          | 88                                            | 216                                                      | 135   | 20    | 1    | 0    | 0    | 0    | 0              | 493              |
| 10:00          | 1     | 1                                        | 6                                                                                                                   | 25                                                                                                          | 99                                            | 214                                                      | 102   | 16    | 0    | 0    | 0    | 0    | 0              | 464              |
| 11:00          | 0     | 0                                        | 6                                                                                                                   | 23                                                                                                          | 83                                            | 208                                                      | 119   | 22    | 2    | 0    | 0    | 0    | 0              | 463              |
| 12 PM          | 2     | 0                                        | 3                                                                                                                   | 20                                                                                                          | 84                                            | 179                                                      | 108   | 21    | 2    | 1    | 0    | 0    | 0              | 420              |
| 13:00          | 1     | 2                                        | 4                                                                                                                   | 22                                                                                                          | 92                                            | 187                                                      | 144   | 18    | 2    | 0    | 0    | 0    | 0              | 472              |
| 14:00          | 1     | 1                                        | 3                                                                                                                   | 14                                                                                                          | 88                                            | 206                                                      | 94    | 25    | 2    | 0    | 0    | 0    | 0              | 434              |
| 15:00          | 1     | 0                                        | 2                                                                                                                   | 18                                                                                                          | 64                                            | 1/4                                                      | 135   | 28    | 2    | 1    | 0    | 0    | 0              | 425              |
| 17:00          | 0     | 0                                        | 2                                                                                                                   | 7                                                                                                           | 47                                            | 204                                                      | 160   | 34    | 0    | 0    | 0    | 0    | 0              | 320              |
| 18:00          | 0     | 0                                        | 0                                                                                                                   | 4                                                                                                           | 35                                            | 146                                                      | 173   | 36    | 2    | 0    | 0    | 0    | 0              | 396              |
| 19:00          | 0     | Ő                                        | 1                                                                                                                   | 4                                                                                                           | 22                                            | 111                                                      | 115   | 26    | 2    | 0    | 0    | 0    | 0              | 281              |
| 20:00          | 0     | 0<br>0                                   | 0                                                                                                                   | 2                                                                                                           | 23                                            | 113                                                      | 70    | 10    | 2    | 0    | 0    | Ő    | 0              | 220              |
| 21:00          | 0     | 0                                        | 0                                                                                                                   | 5                                                                                                           | 28                                            | 93                                                       | 44    | 8     | 0    | 1    | 0    | 0    | 0              | 179              |
| 22:00          | 0     | 0                                        | 0                                                                                                                   | 0                                                                                                           | 15                                            | 54                                                       | 21    | 11    | 0    | 0    | 0    | 0    | 0              | 101              |
| 23:00          | 0     | 0                                        | 0                                                                                                                   | 0                                                                                                           | 5                                             | 13                                                       | 19    | 6     | 2    | 0    | 0    | 0    | 0              | 45               |
| Total          | 10    | 8                                        | 44                                                                                                                  | 236                                                                                                         | 1109                                          | 3252                                                     | 2435  | 517   | 43   | 7    | 1    | 0    | 0              | 7662             |
| Daily          | 0.176 | 0.1%                                     | 15th Per<br>50th Per<br>85th Per<br>95th Per                                                                        | centile :<br>centile :<br>centile :<br>centile :                                                            | 14.5%<br>34<br>39<br>44<br>47                 | 42.4%<br>MPH<br>MPH<br>MPH<br>MPH                        | 31.6% | 0.7 % | 0.0% | 0.1% | 0.0% | 0.0% | 0.0%           |                  |
|                |       | Mea<br>10<br>Number of V<br>Percent of V | an Speed(Av<br>MPH Pace<br>Number in<br>Percent in<br>/ehicles > 40<br>/ehicles > 40                                | verage) :<br>Speed :<br>n Pace :<br>n Pace :<br>) MPH :<br>) MPH :                                          | 39<br>36-45<br>7<br>3                         | MPH<br>MPH<br>5687<br>4.2%<br>3003<br>9.2%               |       |       |      |      |      |      |                |                  |
| Grand<br>Total | 23    | 16                                       | 92                                                                                                                  | 511                                                                                                         | 2355                                          | 6552                                                     | 4718  | 965   | 97   | 12   | 2    | 0    | 0              | 15343            |
| Overall        |       | Mea<br>10<br>Number of V                 | 15th Per<br>50th Per<br>85th Per<br>95th Per<br>an Speed(Av<br>MPH Pace<br>Number in<br>Percent in<br>(ehicles > 40 | centile :<br>centile :<br>centile :<br>centile :<br>verage) :<br>Speed :<br>n Pace :<br>n Pace :<br>) MPH : | 34<br>39<br>44<br>47<br>39<br>36-45<br>1<br>7 | MPH<br>MPH<br>MPH<br>MPH<br>1270<br>3.5%<br>5794<br>7.8% |       |       |      |      |      |      |                |                  |

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Canning Boulevard (Route 81) north of Stafford Road/Hurst Lane City, State: Tiverton, RI Client: Bryant/T. Brayton

|          | •    | -         |                                                                                     |                                                                                      |                                     |                                         |       |      |      |      |      |      | 04578 | Gspeed |
|----------|------|-----------|-------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|-------------------------------------|-----------------------------------------|-------|------|------|------|------|------|-------|--------|
| Southbou | ind  |           |                                                                                     |                                                                                      |                                     |                                         |       |      |      |      |      | Site | Code: | 215028 |
| Start    | 1    | 16        | 21                                                                                  | 26                                                                                   | 31                                  | 36                                      | 41    | 46   | 51   | 56   | 61   | 66   | 71    |        |
| Time     | 15   | 20        | 25                                                                                  | 30                                                                                   | 35                                  | 40                                      | 45    | 50   | 55   | 60   | 65   | 70   | 75    | Total  |
| 7/7/15   | 0    | 0         | 0                                                                                   | 3                                                                                    | 7                                   | 24                                      | 17    | 0    | 0    | 0    | 0    | 0    | 0     | 51     |
| 01:00    | 0    | 0         | 0                                                                                   | 0                                                                                    | 2                                   | 6                                       | 4     | 0    | 0    | 0    | 0    | 0    | 0     | 12     |
| 02:00    | 0    | 0         | 0                                                                                   | 0                                                                                    | 0                                   | 6                                       | 2     | 0    | 0    | 0    | 0    | 0    | 0     | 8      |
| 03:00    | 0    | 0         | 0                                                                                   | 1                                                                                    | 2                                   | 6                                       | 1     | 0    | 0    | 0    | 0    | 0    | 0     | 10     |
| 04:00    | 1    | 0         | 0                                                                                   | 1                                                                                    | 0                                   | 4                                       | 2     | 0    | 0    | 0    | 0    | 0    | 0     | 8      |
| 05:00    | 0    | 0         | 0                                                                                   | 3                                                                                    | 8                                   | 28                                      | 32    | 4    | 0    | 0    | 0    | 0    | 0     | 75     |
| 06:00    | 2    | 0         | 2                                                                                   | 6                                                                                    | 19                                  | 62                                      | 41    | 6    | 0    | 0    | 0    | 0    | 0     | 138    |
| 07:00    | 3    | 0         | 0                                                                                   | 13                                                                                   | 40                                  | 108                                     | 61    | 6    | 0    | 0    | 0    | 0    | 0     | 231    |
| 08:00    | 4    | 0         | 3                                                                                   | 17                                                                                   | 43                                  | 113                                     | 32    | 5    | 1    | 0    | 0    | 0    | 0     | 218    |
| 09:00    | 2    | 0         | 2                                                                                   | 28                                                                                   | 97                                  | 152                                     | 35    | 5    | 1    | 0    | 0    | 0    | 0     | 322    |
| 10:00    | 4    | 5         | 4                                                                                   | 31                                                                                   | 130                                 | 194                                     | 37    | 5    | 0    | 0    | 0    | 0    | 0     | 410    |
| 11:00    | 0    | 4         | 12                                                                                  | 27                                                                                   | 134                                 | 210                                     | 57    | 12   | 1    | 0    | 0    | 0    | 0     | 457    |
| 12 PM    | 2    | 1         | 3                                                                                   | 24                                                                                   | 126                                 | 205                                     | 63    | 11   | 0    | 0    | 0    | 0    | 0     | 435    |
| 13:00    | 1    | 2         | 10                                                                                  | 57                                                                                   | 163                                 | 187                                     | 73    | 6    | 1    | 0    | 0    | 0    | 0     | 500    |
| 14:00    | 4    | 3         | 12                                                                                  | 44                                                                                   | 152                                 | 224                                     | 88    | 10   | 1    | 1    | 0    | 0    | 0     | 539    |
| 15:00    | 5    | 3         | 25                                                                                  | 81                                                                                   | 222                                 | 226                                     | 74    | 10   | 0    | 0    | 0    | 0    | 0     | 646    |
| 16:00    | 1    | 1         | 10                                                                                  | 104                                                                                  | 248                                 | 290                                     | 60    | 4    | 1    | 0    | 0    | 0    | 0     | 719    |
| 17:00    | 10   | 7         | 11                                                                                  | 70                                                                                   | 233                                 | 320                                     | 93    | 12   | 1    | 0    | 0    | 0    | 0     | 757    |
| 18:00    | 0    | 1         | 7                                                                                   | 34                                                                                   | 148                                 | 286                                     | 89    | 3    | 1    | 0    | 0    | 0    | 0     | 569    |
| 19:00    | 0    | 0         | 2                                                                                   | 12                                                                                   | 79                                  | 193                                     | 116   | 14   | 2    | 0    | 0    | 0    | 0     | 418    |
| 20:00    | 1    | 0         | 0                                                                                   | 9                                                                                    | 58                                  | 179                                     | 56    | 11   | 0    | 0    | 0    | 0    | 0     | 314    |
| 21:00    | 1    | 0         | 0                                                                                   | 4                                                                                    | 51                                  | 107                                     | 53    | 8    | 1    | 0    | 0    | 0    | 0     | 225    |
| 22:00    | 0    | 0         | 0                                                                                   | 6                                                                                    | 11                                  | 66                                      | 39    | 5    | 0    | 0    | 1    | 0    | 0     | 128    |
| 23:00    | 0    | 0         | 0                                                                                   | 4                                                                                    | 13                                  | 41                                      | 19    | 7    | 0    | 0    | 0    | 0    | 0     | 84     |
| Total    | 41   | 27        | 103                                                                                 | 579                                                                                  | 1986                                | 3237                                    | 1144  | 144  | 11   | 1    | 1    | 0    | 0     | 7274   |
| Percent  | 0.6% | 0.4%      | 1.4%                                                                                | 8.0%                                                                                 | 27.3%                               | 44.5%                                   | 15.7% | 2.0% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0%  |        |
| Daily    |      | Меа<br>10 | 15th Per<br>50th Per<br>85th Per<br>95th Per<br>an Speed(Av<br>MPH Pace<br>Number i | centile :<br>centile :<br>centile :<br>centile :<br>verage) :<br>Speed :<br>n Pace : | 31<br>37<br>41<br>45<br>36<br>31-40 | MPH<br>MPH<br>MPH<br>MPH<br>MPH<br>5223 |       |      |      |      |      |      |       |        |
|          |      |           | Number i<br>Percent i                                                               | n Pace :<br>n Pace :                                                                 | 7                                   | 5223<br>1.8%                            |       |      |      |      |      |      |       |        |

Percent in Pace :71.8%Number of Vehicles > 40MPH :1301Percent of Vehicles > 40MPH :17.9%

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Canning Boulevard (Route 81) north of Stafford Road/Hurst Lane City, State: Tiverton, RI Client: Bryant/T. Brayton

| Southbou                  | und  | 5                                                                                                                                                                                                          |                                                                                                           |                                                                                                          |                                                                                      |                                                                 |      |          |    |      |      | Site | 04578<br>Code: | Gspeed<br>215028 |
|---------------------------|------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|-----------------------------------------------------------------|------|----------|----|------|------|------|----------------|------------------|
| Start                     | 1    | 16                                                                                                                                                                                                         | 21                                                                                                        | 26                                                                                                       | 31                                                                                   | 36                                                              | 41   | 46       | 51 | 56   | 61   | 66   | 71             |                  |
| Time                      | 15   | 20                                                                                                                                                                                                         | 25                                                                                                        | 30                                                                                                       | 35                                                                                   | 40                                                              | 15   | 50       | 55 | 60   | 65   | 70   | 75             | Total            |
| 7/8/15                    | 15   | 0                                                                                                                                                                                                          |                                                                                                           | 1                                                                                                        | 7                                                                                    | 29                                                              |      | 4        | 0  | 0    | 0    | 10   | - 15           | 49               |
| 01:00                     | 0    | 0                                                                                                                                                                                                          | 0                                                                                                         | 1                                                                                                        | 1                                                                                    | 5                                                               | 9    | 0        | 0  | 0    | 0    | 0    | 0              | 16               |
| 02:00                     | 0    | 0                                                                                                                                                                                                          | 0                                                                                                         | 0                                                                                                        | 0                                                                                    | 2                                                               | 0    | 0        | 0  | 0    | 0    | 0    | 0              | 2                |
| 03:00                     | 0    | 0                                                                                                                                                                                                          | 0                                                                                                         | 0                                                                                                        | 0                                                                                    | 3                                                               | 0    | 0        | 0  | 0    | 0    | 0    | 0              | 3                |
| 04:00                     | 0    | 0                                                                                                                                                                                                          | 0                                                                                                         | 0                                                                                                        | 0                                                                                    | 2                                                               | 2    | 0        | 0  | 0    | 0    | 0    | 0              | 4                |
| 05:00                     | 0    | 0                                                                                                                                                                                                          | 0                                                                                                         | 1                                                                                                        | 3                                                                                    | 15                                                              | 23   | 2        | 0  | 0    | 0    | 0    | 0              | 44               |
| 06:00                     | 0    | 0                                                                                                                                                                                                          | 3                                                                                                         | 6                                                                                                        | 24                                                                                   | 122                                                             | 37   | /        | 0  | 0    | 0    | 0    | 0              | 141              |
| 07.00                     | 2    | 0                                                                                                                                                                                                          | 4                                                                                                         | 14                                                                                                       | 66                                                                                   | 113                                                             | 45   | 9        | 0  | 0    | 0    | 0    | 0              | 253              |
| 09:00                     | 5    | 3                                                                                                                                                                                                          | 4                                                                                                         | 36                                                                                                       | 79                                                                                   | 147                                                             | 50   | 6        | 1  | Ő    | 0    | Ő    | Ő              | 331              |
| 10:00                     | 9    | 2                                                                                                                                                                                                          | 3                                                                                                         | 45                                                                                                       | 124                                                                                  | 160                                                             | 35   | 7        | 1  | 0    | 0    | 0    | 0              | 386              |
| 11:00                     | 3    | 1                                                                                                                                                                                                          | 5                                                                                                         | 40                                                                                                       | 98                                                                                   | 184                                                             | 60   | 15       | 0  | 0    | 0    | 0    | 0              | 406              |
| 12 PM                     | 1    | 0                                                                                                                                                                                                          | 2                                                                                                         | 47                                                                                                       | 158                                                                                  | 191                                                             | 69   | 11       | 0  | 0    | 0    | 0    | 0              | 479              |
| 13:00                     | 1    | 3                                                                                                                                                                                                          | 17                                                                                                        | 39                                                                                                       | 122                                                                                  | 188                                                             | 79   | 10       | 2  | 0    | 0    | 0    | 0              | 461              |
| 14:00                     | 7    | 0                                                                                                                                                                                                          | 15                                                                                                        | 55                                                                                                       | 175                                                                                  | 218                                                             | 71   | 8        | 1  | 0    | 0    | 0    | 0              | 550              |
| 15:00                     | 4    | 5                                                                                                                                                                                                          | 4                                                                                                         | 35                                                                                                       | 182                                                                                  | 278                                                             | 122  | /        | 1  | 0    | 0    | 0    | 0              | 638              |
| 17:00                     | 0    | 0                                                                                                                                                                                                          | 3                                                                                                         | 50                                                                                                       | 252                                                                                  | 277                                                             | 103  | 9        | 2  | 0    | 0    | 0    | 0              | 713              |
| 18:00                     | 0    | 0                                                                                                                                                                                                          | -                                                                                                         | 15                                                                                                       | 114                                                                                  | 232                                                             | 137  | 19       | 2  | 0    | 0    | 0    | 0              | 519              |
| 19:00                     | 1    | 0                                                                                                                                                                                                          | 2                                                                                                         | 25                                                                                                       | 79                                                                                   | 165                                                             | 95   | 15       | 1  | 0    | 0    | 0    | 0              | 383              |
| 20:00                     | 1    | 0                                                                                                                                                                                                          | 1                                                                                                         | 23                                                                                                       | 71                                                                                   | 155                                                             | 54   | 7        | 1  | 0    | 0    | 0    | 0              | 313              |
| 21:00                     | 0    | 0                                                                                                                                                                                                          | 3                                                                                                         | 7                                                                                                        | 69                                                                                   | 122                                                             | 43   | 3        | 0  | 0    | 0    | 0    | 0              | 247              |
| 22:00                     | 1    | 0                                                                                                                                                                                                          | 0                                                                                                         | 7                                                                                                        | 27                                                                                   | 62                                                              | 24   | 3        | 1  | 0    | 0    | 0    | 0              | 125              |
| 23:00                     | 0    | 0                                                                                                                                                                                                          | 0                                                                                                         | 1                                                                                                        | 15                                                                                   | 33                                                              | 35   | 4        | 0  | 0    | 0    | 0    | 0              | 88               |
| Iotal                     | 0.5% | 0.2%                                                                                                                                                                                                       | 1.0%                                                                                                      | 526                                                                                                      | <u> </u>                                                                             | 43.5%                                                           | 1231 | <u> </u> | 13 | 0.0% | 0.0% | 0.0% | 0.0%           | 7080             |
| Daily                     |      | 15th Percentile :<br>50th Percentile :<br>85th Percentile :<br>95th Percentile :<br>Mean Speed(Average) :<br>10 MPH Pace Speed :<br>Number in Pace :<br>Percent in Pace :<br>Number of Vehicles > 40 MPH : |                                                                                                           |                                                                                                          | 32 MPH<br>37 MPH<br>42 MPH<br>45 MPH<br>37 MPH<br>31-40 MPH<br>5022<br>70.9%<br>1409 |                                                                 |      |          |    |      |      |      |                |                  |
| Grand<br>Total<br>Overall | 78   | 41<br>Mea<br>10                                                                                                                                                                                            | 175<br>15th Per<br>50th Per<br>85th Per<br>95th Per<br>an Speed(Av<br>MPH Pace<br>Number in<br>Percent in | 1105<br>centile :<br>centile :<br>centile :<br>centile :<br>verage) :<br>Speed :<br>n Pace :<br>n Pace : | 3925<br>31<br>37<br>42<br>45<br>37<br>31-40<br>1<br>7                                | 6320<br>MPH<br>MPH<br>MPH<br>MPH<br>MPH<br>0245<br>1.4%<br>0245 | 2375 | 309      | 24 | 1    | 1    | 0    | 0              | 14354            |
|                           |      | Percent of V                                                                                                                                                                                               | ehicles > 40                                                                                              | MPH:                                                                                                     | 1                                                                                    | 8.9%                                                            |      |          |    |      |      |      |                |                  |

# APPENDIX G

Supplemental Plans





