

Twin River Management Group

## Gaming Facility

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

## Traffic Impact Analysis



*Proposed site plan*

November 2015

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Tiverton, Rhode Island

## 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

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## 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 20, 2015. The traffic count data is shown in Appendix A.

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 Trip Generation (9th edition), an informational report published by the Institute of Transportation Engineers (ITE). Trip Generation 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.

**Table No. 1  
Visitation Summary**

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

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.

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

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

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. A 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 Highway Capacity Manual (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 A representing the most favorable operating conditions and Level of Service F the least. 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. 3**  
**Level of Service Criteria for Unsignalized Intersections and Roundabouts**  
 Source: Highway Capacity Manual, 2010

Level Of Service	Control Delay (Second/Vehicle)
A	≤10
B	>10 and ≤15
C	>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/ Critical Movement	Level of Service (Delay-Second/Vehicle)	
	Without Gaming Facility (2018)	With Gaming Facility (2018)
<b>William S. Canning Boulevard/Stafford Road</b>		
Stafford Road Approach	C (16.6)	Proposed Roundabout See Table No. 7
Canning Boulevard Approach	A (2.7)	
<b>William S. Canning Boulevard/Stafford Road/Hurst Lane</b>		
Hurst Lane Approach	C (15.1)	Proposed Roundabout See Table No. 7
Canning Boulevard Approach	A (0.6)	

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

Intersection/ Critical Movement	Level of Service (Delay-Second/Vehicle)	
	Without Gaming Facility (2018)	With Gaming Facility (2018)
<b>William S. Canning Boulevard/Stafford Road</b>		
Stafford Road Approach	F (53.9)	Proposed Roundabout
Canning Boulevard Approach	A (3.5)	See Table No. 8
<b>William S. Canning Boulevard/Stafford Road/Hurst Lane</b>		
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/ Critical Movement	Level of Service (Delay-Second/Vehicle)	
	Without Gaming Facility (2018)	With Gaming Facility (2018)
<b>William S. Canning Boulevard/Stafford Road</b>		
Stafford Road Approach	D (27.3)	Proposed Roundabout
Canning Boulevard Approach	A (3.4)	See Table No. 9
<b>William S. Canning Boulevard/Stafford Road/Hurst Lane</b>		
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/ Critical Movement	Level of Service (Delay-Second/Vehicle)
	With Gaming Facility (2018)
<b>William S. Canning Boulevard/Stafford Road/Hurst Lane/Proposed Driveway</b>	
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/ Critical Movement	Level of Service (Delay-Second/Vehicle)
	With Gaming Facility (2018)
<b>William S. Canning Boulevard/Stafford Road/Hurst Lane/Proposed Driveway</b>	
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/ Critical Movement	Level of Service (Delay-Second/Vehicle)
	With Gaming Facility (2018)
<b>William S. Canning Boulevard/Stafford Road/Hurst Lane/Proposed Driveway</b>	
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, 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 Highway Capacity Manual (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.

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

Level Of Service	Density (pc/mi/ln)	
	Weaving – Collector-Distributor Roadways	Merge
A	≤12	≤10
B	>12 and ≤24	>10 and ≤20
C	>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/ Critical Movement	Level of Service (Density-pc/mi/ln)	
	Without Gaming Facility (2018)	With Gaming Facility (2018)
<b>William S. Canning Boulevard Southbound/Route 24 Ramps</b>		
Weaving Segment	B (14.8)	B (15.7)
<b>William S. Canning Boulevard Northbound/Route 24 Ramps</b>		
Weaving Segment	A (4.6)	A (4.7)

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

Segment/ Critical Movement	Level of Service (Density-pc/mi/ln)	
	Without Gaming Facility (2018)	With Gaming Facility (2018)
<b>William S. Canning Boulevard Southbound/Route 24 Ramps</b>		
Weaving Segment	B (20.3)	C (24.9)
<b>William S. Canning Boulevard Northbound/Route 24 Ramps</b>		
Weaving Segment	A (7.4)	A (7.6)

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

Segment/ Critical Movement	Level of Service (Density-pc/mi/ln)	
	Without Gaming Facility (2018)	With Gaming Facility (2018)
<b>William S. Canning Boulevard Southbound/Route 24 Ramps</b>		
Weaving Segment	B (15.6)	B (21.3)
<b>William S. Canning Boulevard Northbound/Route 24 Ramps</b>		
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/ Critical Movement	Level of Service (Density-pc/mi/ln)	
	Without Gaming Facility (2018)	With Gaming Facility (2018)
<b>William S. Canning Boulevard Southbound/Route 24 Northbound Exit Ramp</b>		
Merge Segment	A (9.8)	B (10.3)

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

Segment/ Critical Movement	Level of Service (Density-pc/mi/ln)	
	Without Gaming Facility (2018)	With Gaming Facility (2018)
<b>William S. Canning Boulevard Southbound/Route 24 Northbound Exit Ramp</b>		
Merge Segment	B (12.9)	B (15.3)

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

Segment/ Critical Movement	Level of Service (Density-pc/mi/ln)	
	Without Gaming Facility (2018)	With Gaming Facility (2018)
<b>William S. Canning Boulevard Southbound/Route 24 Northbound Exit Ramp</b>		
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 A Policy on Geometric Design of Highways and Streets, 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.

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**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 Route 24 Interchange	1
Intersection of William S. Canning Boulevard and Route 24 South Exit Ramp	1
Intersection of William S. Canning Boulevard and Napoleon Street	1
William S. Canning Boulevard at Tedeschi Food Shops	2
Intersection of William S. Canning Boulevard and Aquidneck Drive	1
Intersection of William S. Canning Boulevard and State Line Tobacco Driveway	3
William S. Canning Boulevard between Massachusetts State Line and Stafford Road	1
Intersection of Stafford Road and Hancock Street	2
Intersection of Stafford Road and State Line Tobacco Driveway	1
Intersection of William S. Canning Boulevard and Stafford Road	3
Intersection of William S. Canning Boulevard, Stafford Road, and Hurst Lane	5
Stafford Road between Hurst Lane and Kitchener Street	1
Stafford Road between Farnum Street and Sheldon Street	1
Intersection of Stafford Road and Sheldon Street	2
Stafford Road between Sheldon Street and Sportsman Road	2
Stafford Road between Sportsman Road and Eagleville Road	1
Intersection of Stafford Road and Eagleville Road	1
Stafford Road	1
<b>TOTAL</b>	<b>30</b>



## Gaming Facility

### 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.

## Gaming Facility

### 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.

## Gaming Facility

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 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.

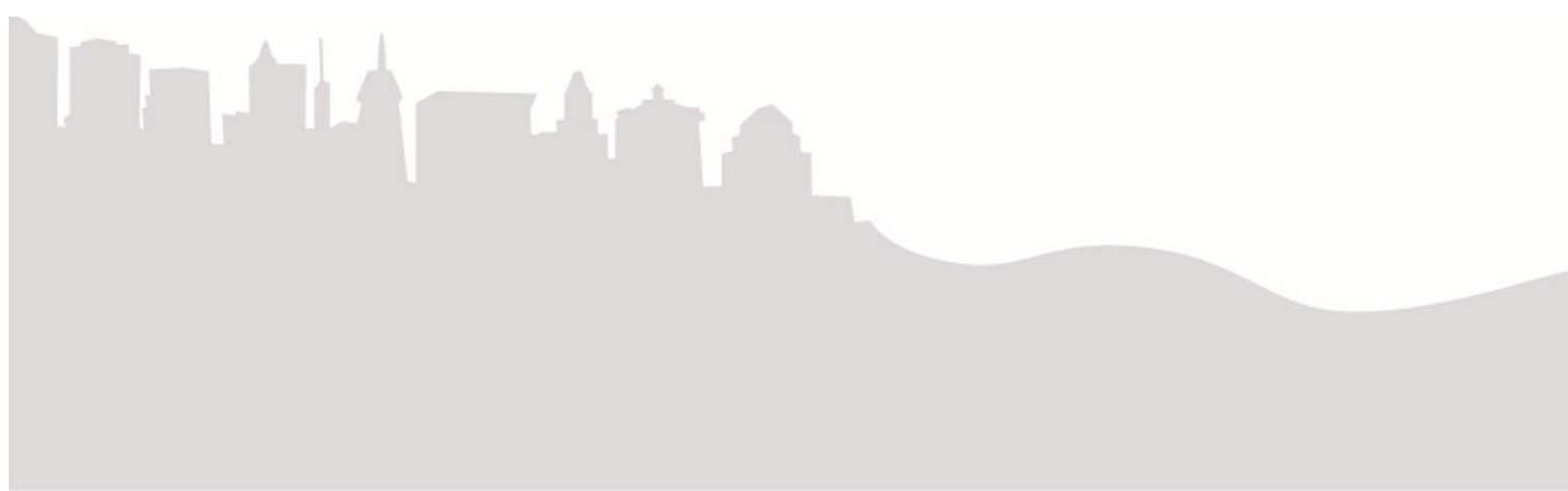
## Gaming Facility

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





# 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 : 04578A

Site Code : 215028

Start Date : 6/18/2015

Page No : 1

Groups Printed- Cars & Peds

Start Time	Canning Boulevard (Route 81) From North			Stafford Road From East			Canning Boulevard (Route 81) From South			Int. Total
	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Peds	
06:00 AM	17	5	0	16	7	0	0	83	0	128
06:15 AM	33	9	0	24	4	0	0	94	0	164
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
<b>Total</b>	<b>125</b>	<b>35</b>	<b>0</b>	<b>114</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>388</b>	<b>0</b>	<b>686</b>
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
<b>Total</b>	<b>219</b>	<b>68</b>	<b>0</b>	<b>140</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>525</b>	<b>0</b>	<b>998</b>
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
08:30 AM	59	8	0	29	9	0	0	122	0	227
08:45 AM	69	13	0	23	23	0	0	116	0	244
<b>Total</b>	<b>216</b>	<b>42</b>	<b>0</b>	<b>110</b>	<b>55</b>	<b>0</b>	<b>0</b>	<b>478</b>	<b>0</b>	<b>901</b>
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
09:30 AM	65	10	0	22	11	0	0	90	0	198
09:45 AM	59	17	0	12	10	0	0	77	0	175
<b>Total</b>	<b>250</b>	<b>55</b>	<b>0</b>	<b>75</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>361</b>	<b>0</b>	<b>787</b>
<b>Grand Total</b>	<b>810</b>	<b>200</b>	<b>0</b>	<b>439</b>	<b>171</b>	<b>0</b>	<b>0</b>	<b>1752</b>	<b>0</b>	<b>3372</b>
Apprch %	80.2	19.8	0	72	28	0	0	100	0	0
Total %	24	5.9	0	13	5.1	0	0	52	0	0

Start Time	Canning Boulevard (Route 81) From North				Stafford Road From East				Canning Boulevard (Route 81) From South				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	59	<b>19</b>	0	78	<b>42</b>	11	0	<b>53</b>	0	131	0	131	<b>262</b>
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	<b>66</b>	15	0	<b>81</b>	28	<b>16</b>	0	44	0	<b>136</b>	0	<b>136</b>	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

# Transportation Data Corporation

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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

Groups Printed- Trucks & Buses

Start Time	Canning Boulevard (Route 81) From North			Stafford Road From East			Canning Boulevard (Route 81) From South			Int. Total
	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Peds	
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
<b>Total</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>10</b>
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
<b>Total</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
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
<b>Total</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>9</b>
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
<b>Total</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>10</b>
<b>Grand Total</b>	<b>6</b>	<b>17</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>36</b>
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	

Start Time	Canning Boulevard (Route 81) From North				Stafford Road From East				Canning Boulevard (Route 81) From South				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins 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
<b>Total Volume</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>13</b>
<b>% App. Total</b>	<b>22.2</b>	<b>77.8</b>	<b>0</b>		<b>66.7</b>	<b>33.3</b>	<b>0</b>		<b>0</b>	<b>100</b>	<b>0</b>		
<b>PHF</b>	<b>.500</b>	<b>.438</b>	<b>.000</b>	<b>.450</b>	<b>.500</b>	<b>.250</b>	<b>.000</b>	<b>.750</b>	<b>.000</b>	<b>.250</b>	<b>.000</b>	<b>.250</b>	<b>.542</b>





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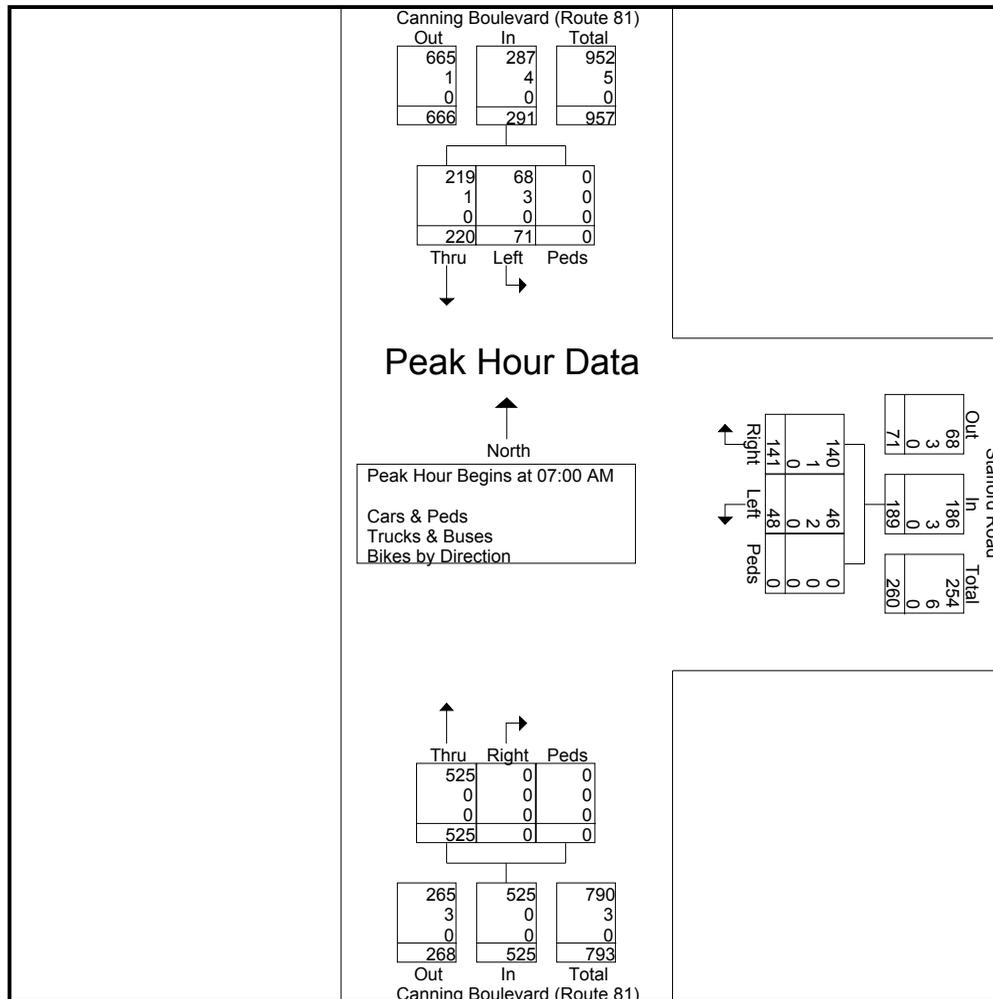
File Name : 04578A

Site Code : 215028

Start Date : 6/18/2015

Page No : 1

Start Time	Canning Boulevard (Route 81) From North				Stafford Road From East				Canning Boulevard (Route 81) From South				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection 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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File Name : 04578AA

Site Code : 215028

Start Date : 6/18/2015

Page No : 1

Groups Printed- Cars & Peds

Start Time	Canning Boulevard (Route 81) From North			Stafford Road From East			Canning Boulevard (Route 81) From South			Int. Total
	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Peds	
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
<b>Total</b>	<b>410</b>	<b>89</b>	<b>0</b>	<b>86</b>	<b>58</b>	<b>0</b>	<b>0</b>	<b>335</b>	<b>0</b>	<b>978</b>
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	0	0	98	0	335
03:45 PM	139	35	0	23	21	0	0	90	0	308
<b>Total</b>	<b>557</b>	<b>129</b>	<b>0</b>	<b>95</b>	<b>81</b>	<b>0</b>	<b>0</b>	<b>359</b>	<b>0</b>	<b>1221</b>
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
<b>Total</b>	<b>661</b>	<b>150</b>	<b>0</b>	<b>92</b>	<b>91</b>	<b>0</b>	<b>0</b>	<b>383</b>	<b>0</b>	<b>1377</b>
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
<b>Total</b>	<b>580</b>	<b>173</b>	<b>0</b>	<b>102</b>	<b>89</b>	<b>0</b>	<b>0</b>	<b>390</b>	<b>0</b>	<b>1334</b>
<b>Grand Total</b>	<b>2208</b>	<b>541</b>	<b>0</b>	<b>375</b>	<b>319</b>	<b>0</b>	<b>0</b>	<b>1467</b>	<b>0</b>	<b>4910</b>
Apprch %	80.3	19.7	0	54	46	0	0	100	0	
Total %	45	11	0	7.6	6.5	0	0	29.9	0	

Start Time	Canning Boulevard (Route 81) From North				Stafford Road From East				Canning Boulevard (Route 81) From South				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins 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	<b>28</b>	<b>28</b>	0	<b>56</b>	0	<b>111</b>	0	<b>111</b>	<b>363</b>
04:45 PM	<b>180</b>	31	0	<b>211</b>	21	21	0	42	0	100	0	100	353
05:00 PM	163	<b>45</b>	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- Trucks & Buses

Start Time	Canning Boulevard (Route 81) From North			Stafford Road From East			Canning Boulevard (Route 81) From South			Int. Total
	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Peds	
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	0	1	4
<b>Total</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>9</b>
03:00 PM	0	0	0	0	0	0	0	0	0	0
03:15 PM	1	1	0	0	0	0	0	0	1	3
03:30 PM	0	0	0	0	0	0	0	0	1	1
03:45 PM	0	2	0	0	0	0	0	0	0	2
<b>Total</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>6</b>
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
<b>Total</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>
05:00 PM	0	2	0	0	0	0	0	0	0	2
05:15 PM	2	0	0	0	0	0	0	0	0	2
05:30 PM	1	0	0	1	1	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
<b>Grand Total</b>	<b>9</b>	<b>14</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>31</b>
<b>Apprch %</b>	39.1	60.9	0	80	20	0	0	0	100	0
<b>Total %</b>	29	45.2	0	12.9	3.2	0	0	9.7	0	

Start Time	Canning Boulevard (Route 81) From North				Stafford Road From East				Canning Boulevard (Route 81) From South				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection 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
<b>Total Volume</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>11</b>
<b>% App. Total</b>	<b>42.9</b>	<b>57.1</b>	<b>0</b>		<b>100</b>	<b>0</b>	<b>0</b>		<b>0</b>	<b>100</b>	<b>0</b>		
<b>PHF</b>	<b>.375</b>	<b>.500</b>	<b>.000</b>	<b>.583</b>	<b>.500</b>	<b>.000</b>	<b>.000</b>	<b>.500</b>	<b>.000</b>	<b>.500</b>	<b>.000</b>	<b>.500</b>	<b>.688</b>

# 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

### Groups Printed- Bikes by Direction

Start Time	Canning Boulevard (Route 81) From North			Stafford Road From East			Canning Boulevard (Route 81) From South			Int. Total
	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Peds	
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	0
Total %	0	0	0	0	0	0	0	100	0	0

Start Time	Canning Boulevard (Route 81) From North				Stafford Road From East				Canning Boulevard (Route 81) From South				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
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	0	0	100	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 02:15 PM

# Transportation Data Corporation

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N/S: Canning Boulevard (Route 81)

E: Stafford Road

City, State: Tiverton, RI

Client: Bryant/T. Brayton

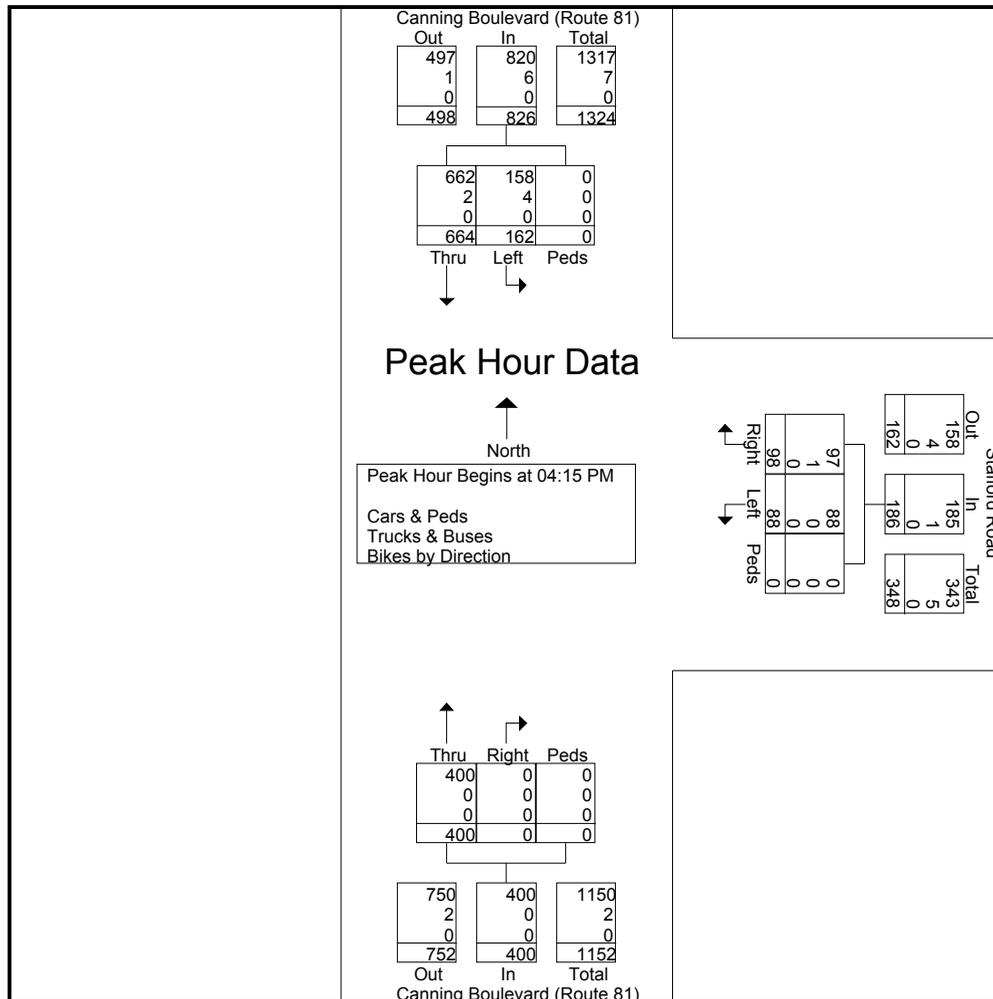
File Name : 04578AA

Site Code : 215028

Start Date : 6/18/2015

Page No : 1

Start Time	Canning Boulevard (Route 81) From North				Stafford Road From East				Canning Boulevard (Route 81) From South				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection 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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N/S: Canning Boulevard (Route 81)

E: Stafford Road

City, State: Tiverton, RI

Client: Bryant/T. Brayton

File Name : 04578AAA

Site Code : 215028

Start Date : 6/20/2015

Page No : 1

Groups Printed- Cars & Peds

Start Time	Canning Boulevard (Route 81) From North			Stafford Road From East			Canning Boulevard (Route 81) From South			Int. Total
	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Peds	
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
<b>Total</b>	<b>380</b>	<b>141</b>	<b>0</b>	<b>131</b>	<b>93</b>	<b>0</b>	<b>0</b>	<b>418</b>	<b>0</b>	<b>1163</b>
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
<b>Total</b>	<b>366</b>	<b>132</b>	<b>0</b>	<b>142</b>	<b>97</b>	<b>0</b>	<b>0</b>	<b>402</b>	<b>0</b>	<b>1139</b>
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
<b>Total</b>	<b>419</b>	<b>123</b>	<b>0</b>	<b>155</b>	<b>98</b>	<b>0</b>	<b>0</b>	<b>421</b>	<b>0</b>	<b>1216</b>
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
<b>Total</b>	<b>404</b>	<b>115</b>	<b>0</b>	<b>134</b>	<b>85</b>	<b>0</b>	<b>0</b>	<b>376</b>	<b>0</b>	<b>1114</b>
<b>Grand Total</b>	<b>1569</b>	<b>511</b>	<b>0</b>	<b>562</b>	<b>373</b>	<b>0</b>	<b>0</b>	<b>1617</b>	<b>0</b>	<b>4632</b>
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	

Start Time	Canning Boulevard (Route 81) From North				Stafford Road From East				Canning Boulevard (Route 81) From South				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 10:15 AM													
10:15 AM	83	35	0	118	38	<b>28</b>	0	<b>66</b>	0	90	0	90	274
10:30 AM	102	<b>39</b>	0	141	28	20	0	48	0	115	0	115	304
10:45 AM	<b>113</b>	34	0	<b>147</b>	36	23	0	59	0	<b>125</b>	0	<b>125</b>	<b>331</b>
11:00 AM	101	30	0	131	<b>39</b>	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

# Transportation Data Corporation

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N/S: Canning Boulevard (Route 81)

E: Stafford Road

City, State: Tiverton, RI

Client: Bryant/T. Brayton

File Name : 04578AAA

Site Code : 215028

Start Date : 6/20/2015

Page No : 1

Groups Printed- Trucks & Buses

Start Time	Canning Boulevard (Route 81) From North			Stafford Road From East			Canning Boulevard (Route 81) From South			Int. Total
	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Peds	
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
<b>Total</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>
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
<b>Total</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>
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
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>
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
<b>Total</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>
<b>Grand Total</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>15</b>
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	

Start Time	Canning Boulevard (Route 81) From North				Stafford Road From East				Canning Boulevard (Route 81) From South				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins 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
<b>Total Volume</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>6</b>
<b>% App. Total</b>	<b>75</b>	<b>25</b>	<b>0</b>		<b>0</b>	<b>0</b>	<b>0</b>		<b>50</b>	<b>50</b>	<b>0</b>		
<b>PHF</b>	<b>.750</b>	<b>.250</b>	<b>.000</b>	<b>.500</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.250</b>	<b>.250</b>	<b>.000</b>	<b>.500</b>	<b>.750</b>

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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 : 04578AAA

Site Code : 215028

Start Date : 6/20/2015

Page No : 1

### Groups Printed- Bikes by Direction

Start Time	Canning Boulevard (Route 81) From North			Stafford Road From East			Canning Boulevard (Route 81) From South			Int. Total
	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Peds	
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 %	0	0	0	0	0	0	0	0	0	0
Total %										

Start Time	Canning Boulevard (Route 81) From North				Stafford Road From East				Canning Boulevard (Route 81) From South				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
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	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 10:00 AM

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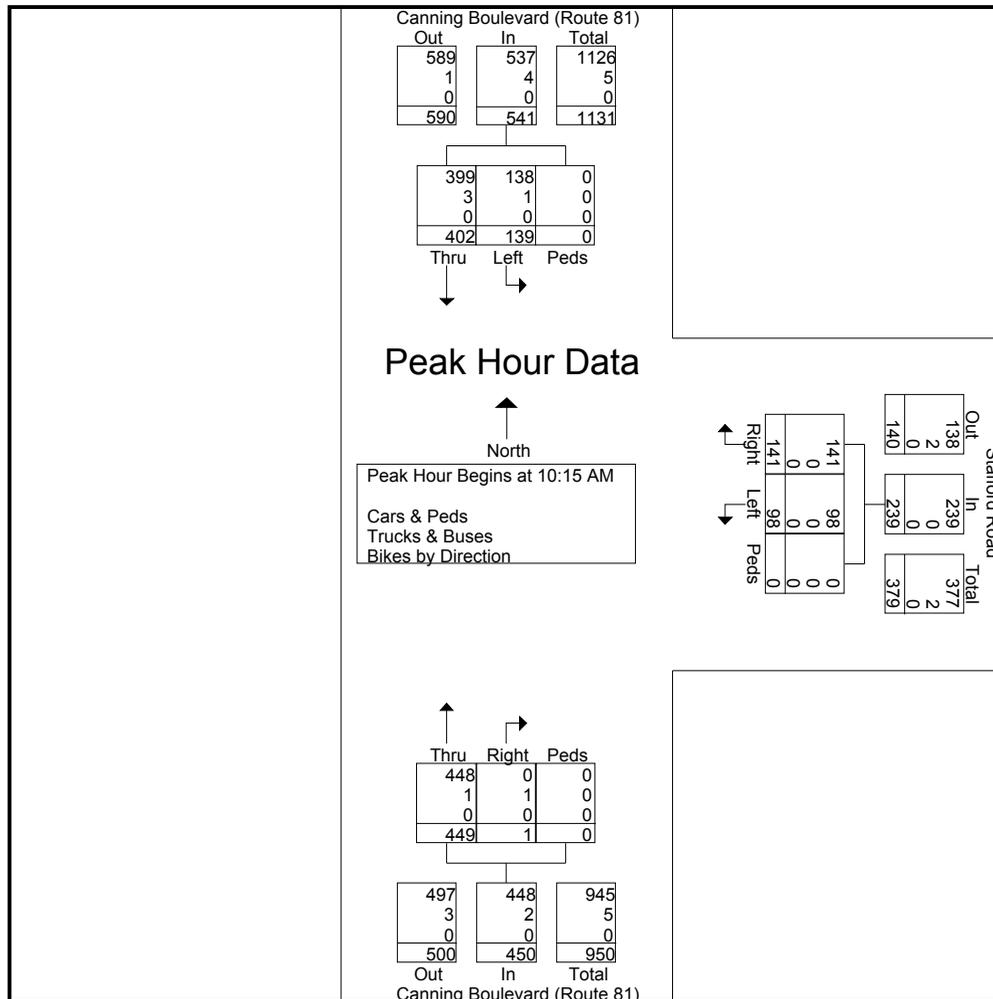
File Name : 04578AAA

Site Code : 215028

Start Date : 6/20/2015

Page No : 1

Start Time	Canning Boulevard (Route 81) From North				Stafford Road From East				Canning Boulevard (Route 81) From South				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection 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





# Transportation Data Corporation

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

Groups Printed- Cars & Peds

Start Time	Canning Boulevard (Route 81) From North				Stafford Road From Northeast				Hurst Lane From East				Stafford Road (Route 81) From South				Int. Total
	Thru	Left	Hard Left	Peds	Hard Right	Bear Left	Hard Left	Peds	Hard Right	Right	Left	Peds	Right	Bear Right	Thru	Peds	
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
<b>Total</b>	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
<b>Total</b>	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
<b>Total</b>	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
<b>Total</b>	268	27	0	0	0	0	0	0	11	41	12	0	16	90	314	0	779
<b>Grand Total</b>	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	

Start Time	Canning Boulevard (Route 81) From North					Stafford Road From Northeast					Hurst Lane From East					Stafford Road (Route 81) From South					Int. Total
	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	
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

Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:45 AM

# Transportation Data Corporation

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

Groups Printed- Trucks & Buses

Start Time	Canning Boulevard (Route 81) From North				Stafford Road From Northeast				Hurst Lane From East				Stafford Road (Route 81) From South				Int. Total
	Thru	Left	Hard Left	Peds	Hard Right	Bear Left	Hard Left	Peds	Hard Right	Right	Left	Peds	Right	Bear Right	Thru	Peds	
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
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>5</b>
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
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>
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
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>6</b>
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
<b>Total</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>8</b>
<b>Grand Total</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>25</b>
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	

Start Time	Canning Boulevard (Route 81) From North					Stafford Road From Northeast					Hurst Lane From East					Stafford Road (Route 81) From South					Int. Total
	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	
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
<b>Total Volume</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>9</b>
% 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

Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 06:45 AM

# Transportation Data Corporation

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

### Groups Printed- Bikes by Direction

Start Time	Canning Boulevard (Route 81) From North				Stafford Road From Northeast				Hurst Lane From East				Stafford Road (Route 81) From South				Int. Total		
	Thru	Left	Hard Left	Peds	Hard Right	Bear Left	Hard Left	Peds	Hard Right	Right	Left	Peds	Right	Bear Right	Thru	Peds			
06:00 AM	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
06:30 AM	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
Total	0	0	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	0	0
07:15 AM	0	0	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	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	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	0	0
08:30 AM	0	0	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	0	0
Total	0	0	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	0	0
09:15 AM	0	0	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	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %																			

Start Time	Canning Boulevard (Route 81) From North					Stafford Road From Northeast					Hurst Lane From East					Stafford Road (Route 81) From South					Int. Total
	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	
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	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 06:00 AM



# Transportation Data Corporation

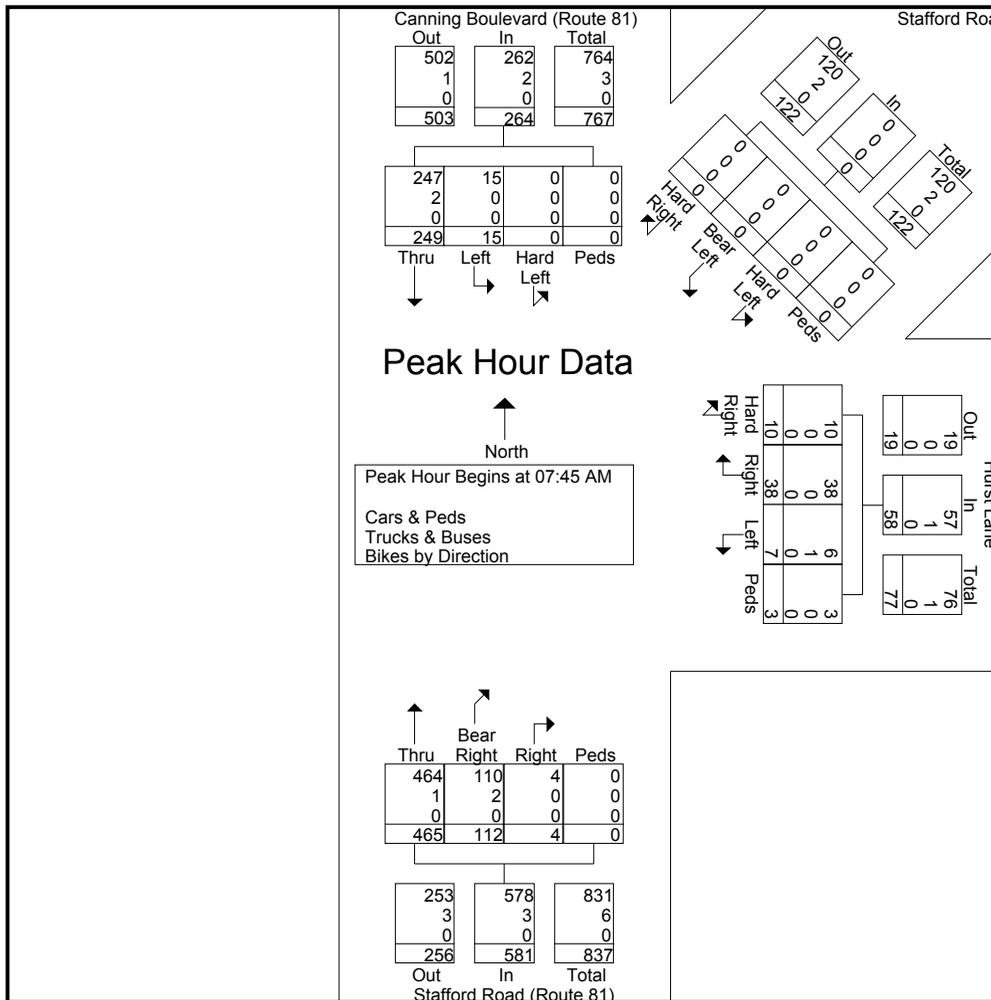
Mario Perone, mperone1@verizon.net

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

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

Start Time	Canning Boulevard (Route 81) From North					Stafford Road From Northeast					Hurst Lane From East					Stafford Road (Route 81) From South					Int. Total
	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	
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 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	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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 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

Groups Printed- Cars & Peds

Start Time	Canning Boulevard (Route 81) From North				Stafford Road From Northeast				Hurst Lane From East				Stafford Road (Route 81) From South				Int. Total
	Thru	Left	Hard Left	Peds	Hard Right	Bear Left	Hard Left	Peds	Hard Right	Right	Left	Peds	Right	Bear Right	Thru	Peds	
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	19	77	0	224
02:30 PM	106	23	0	0	0	0	0	0	0	10	5	0	4	17	77	0	242
02:45 PM	150	15	0	0	0	0	0	0	3	15	5	1	0	23	89	0	301
<b>Total</b>	<b>424</b>	<b>54</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>39</b>	<b>15</b>	<b>2</b>	<b>10</b>	<b>75</b>	<b>300</b>	<b>0</b>	<b>927</b>
03:00 PM	132	10	0	0	0	0	0	0	1	9	3	0	2	18	64	0	239
03:15 PM	151	10	0	0	0	0	0	0	1	12	1	0	3	17	87	0	282
03:30 PM	154	18	0	0	0	0	0	0	0	7	2	0	3	32	91	0	307
03:45 PM	134	21	0	0	0	0	0	0	6	6	0	0	2	26	84	0	279
<b>Total</b>	<b>571</b>	<b>59</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>34</b>	<b>6</b>	<b>0</b>	<b>10</b>	<b>93</b>	<b>326</b>	<b>0</b>	<b>1107</b>
04:00 PM	166	18	0	0	0	0	0	0	0	9	0	0	7	27	77	0	304
04:15 PM	175	9	0	0	0	0	0	0	0	7	2	0	2	27	79	0	301
04:30 PM	173	15	0	0	0	0	0	0	1	6	2	1	2	31	105	0	336
04:45 PM	179	19	0	0	0	0	0	0	1	6	2	0	2	30	93	0	332
<b>Total</b>	<b>693</b>	<b>61</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>28</b>	<b>6</b>	<b>1</b>	<b>13</b>	<b>115</b>	<b>354</b>	<b>0</b>	<b>1273</b>
05:00 PM	169	17	0	0	0	0	0	0	4	11	4	0	4	21	93	0	323
05:15 PM	145	9	0	0	0	0	0	0	0	7	3	1	2	36	95	0	298
05:30 PM	148	15	0	0	0	0	0	0	0	8	7	0	1	25	85	0	289
05:45 PM	163	8	0	0	0	0	0	0	0	1	2	1	1	20	91	0	287
<b>Total</b>	<b>625</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>27</b>	<b>16</b>	<b>2</b>	<b>8</b>	<b>102</b>	<b>364</b>	<b>0</b>	<b>1197</b>
<b>Grand Total</b>	<b>2313</b>	<b>223</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>128</b>	<b>43</b>	<b>5</b>	<b>41</b>	<b>385</b>	<b>1344</b>	<b>0</b>	<b>4504</b>
Apprch %	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 %	51.4	5	0	0	0	0	0	0	0.5	2.8	1	0.1	0.9	8.5	29.8	0	

Start Time	Canning Boulevard (Route 81) From North					Stafford Road From Northeast					Hurst Lane From East					Stafford Road (Route 81) From South					Int. Total
	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	
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	<b>179</b>	<b>19</b>	0	0	<b>198</b>	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	<b>4</b>	<b>11</b>	<b>4</b>	0	<b>19</b>	<b>4</b>	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

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM

# Transportation Data Corporation

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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

Groups Printed- Trucks & Buses

Start Time	Canning Boulevard (Route 81) From North				Stafford Road From Northeast				Hurst Lane From East				Stafford Road (Route 81) From South				Int. Total
	Thru	Left	Hard Left	Peds	Hard Right	Bear Left	Hard Left	Peds	Hard Right	Right	Left	Peds	Right	Bear Right	Thru	Peds	
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
<b>Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>
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
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>5</b>
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
<b>Total</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
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
<b>Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
<b>Grand Total</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>18</b>
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	

Start Time	Canning Boulevard (Route 81) From North					Stafford Road From Northeast					Hurst Lane From East					Stafford Road (Route 81) From South					Int. Total
	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	
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:30 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
<b>Total Volume</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>7</b>
<b>% App. Total</b>	<b>66.7</b>	<b>33.3</b>	<b>0</b>	<b>0</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>		<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>		
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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 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

### Groups Printed- Bikes by Direction

Start Time	Canning Boulevard (Route 81) From North				Stafford Road From Northeast				Hurst Lane From East				Stafford Road (Route 81) From South				Int. Total
	Thru	Left	Hard Left	Peds	Hard Right	Bear Left	Hard Left	Peds	Hard Right	Right	Left	Peds	Right	Bear Right	Thru	Peds	
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
<b>Total</b>	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
<b>Total</b>	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
<b>Total</b>	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
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
<b>Grand Total</b>	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	0
Total %	0	0	0	0	0	0	0	0	0	0	66.7	0	0	0	33.3	0	0

Start Time	Canning Boulevard (Route 81) From North					Stafford Road From Northeast					Hurst Lane From East					Stafford Road (Route 81) From South					Int. Total
	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	
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:30 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
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	2
<b>% App. Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	100	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.250	.000	.250	.500

# Transportation Data Corporation

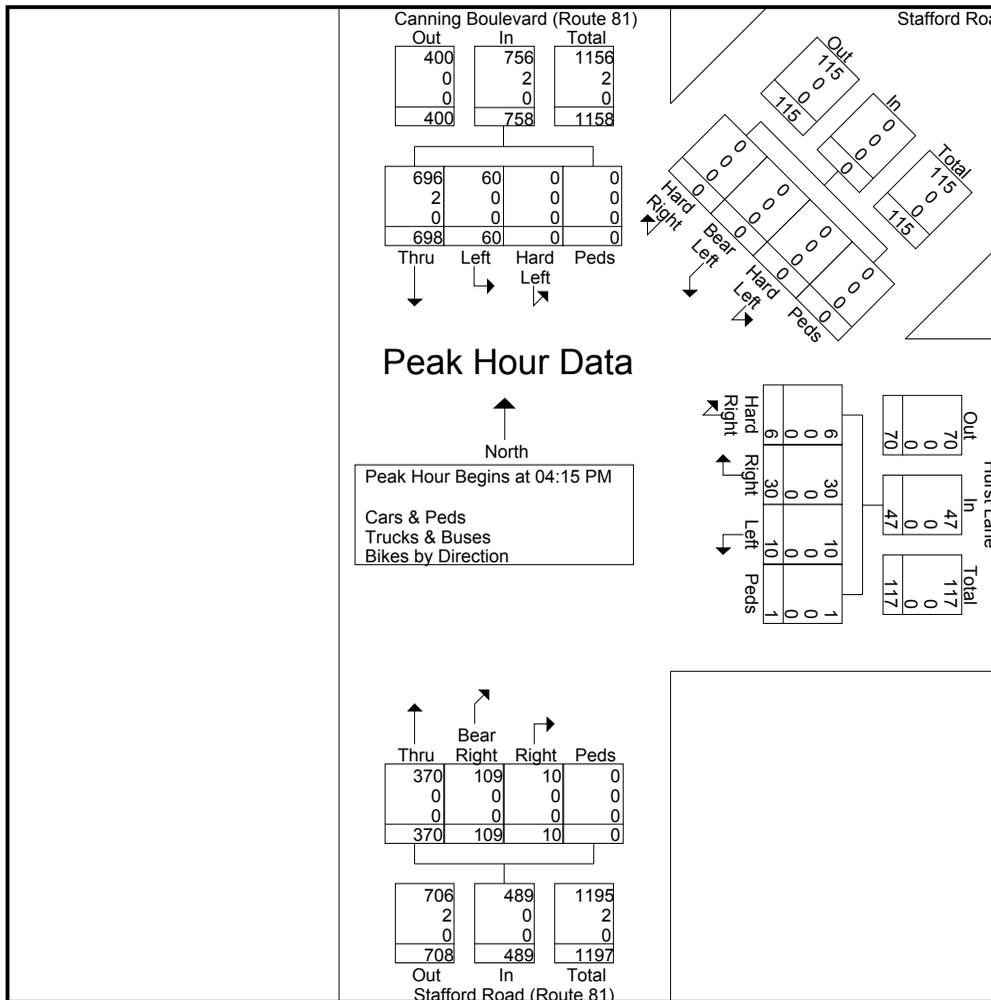
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N/S: Canning/Stafford (Route 81)  
 E/NE: Hurst Lane/Stafford Road (Local)  
 City, State: Tiverton, RI  
 Client: Bryant/T. Brayton

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

Start Time	Canning Boulevard (Route 81) From North					Stafford Road From Northeast					Hurst Lane From East					Stafford Road (Route 81) From South					Int. Total
	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	
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 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							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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 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

### Groups Printed- Cars & Peds - Trucks & Buses - Bikes by Direction

Start Time	Canning Boulevard (Route 81) From North				Stafford Road From Northeast				Hurst Lane From East				Stafford Road (Route 81) From South				Int. Total
	Thru	Left	Hard Left	Peds	Hard Right	Bear Left	Hard Left	Peds	Hard Right	Right	Left	Peds	Right	Bear Right	Thru	Peds	
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
<b>Total</b>	<b>442</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>36</b>	<b>10</b>	<b>0</b>	<b>17</b>	<b>103</b>	<b>385</b>	<b>0</b>	<b>1041</b>
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
<b>Total</b>	<b>423</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>29</b>	<b>11</b>	<b>1</b>	<b>11</b>	<b>99</b>	<b>373</b>	<b>0</b>	<b>991</b>
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
<b>Total</b>	<b>474</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>23</b>	<b>7</b>	<b>1</b>	<b>9</b>	<b>98</b>	<b>403</b>	<b>0</b>	<b>1060</b>
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
<b>Total</b>	<b>458</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>22</b>	<b>7</b>	<b>0</b>	<b>9</b>	<b>91</b>	<b>351</b>	<b>0</b>	<b>976</b>
<b>Grand Total</b>	<b>1797</b>	<b>148</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>110</b>	<b>35</b>	<b>2</b>	<b>46</b>	<b>391</b>	<b>1512</b>	<b>0</b>	<b>4068</b>
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	
<b>Total %</b>	<b>44.2</b>	<b>3.6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.7</b>	<b>2.7</b>	<b>0.9</b>	<b>0</b>	<b>1.1</b>	<b>9.6</b>	<b>37.2</b>	<b>0</b>	
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

Start Time	Canning Boulevard (Route 81) From North					Stafford Road From Northeast					Hurst Lane From East					Stafford Road (Route 81) From South					Int. Total
	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	

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 10:15 AM

10:15 AM	101	<b>12</b>	0	0	113	0	0	0	0	0	<b>3</b>	10	2	0	<b>15</b>	4	25	83	0	112	240
10:30 AM	117	10	0	0	127	0	0	0	0	0	3	7	3	0	13	<b>6</b>	<b>28</b>	109	0	<b>143</b>	283
10:45 AM	<b>127</b>	8	0	0	<b>135</b>	0	0	0	0	0	0	<b>11</b>	2	0	13	3	26	<b>113</b>	0	142	<b>290</b>
11:00 AM	122	7	0	0	129	0	0	0	0	0	3	7	<b>4</b>	<b>1</b>	15	2	26	112	0	140	284
<b>Total Volume</b>	<b>467</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>504</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>35</b>	<b>11</b>	<b>1</b>	<b>56</b>	<b>15</b>	<b>105</b>	<b>417</b>	<b>0</b>	<b>537</b>	<b>1097</b>
<b>% App. Total</b>	<b>92.7</b>	<b>7.3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16.1</b>	<b>62.5</b>	<b>19.6</b>	<b>1.8</b>	<b>0</b>	<b>2.8</b>	<b>19.6</b>	<b>77.7</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PHF</b>	<b>.919</b>	<b>.771</b>	<b>.000</b>	<b>.000</b>	<b>.933</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.750</b>	<b>.795</b>	<b>.688</b>	<b>.250</b>	<b>.933</b>	<b>.625</b>	<b>.938</b>	<b>.923</b>	<b>.000</b>	<b>.939</b>	<b>.946</b>
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

# Transportation Data Corporation

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

Groups Printed- Cars & Peds

Start Time	Canning Boulevard (Route 81) From North				Stafford Road From Northeast				Hurst Lane From East				Stafford Road (Route 81) From South				Int. Total
	Thru	Left	Hard Left	Peds	Hard Right	Bear Left	Hard Left	Peds	Hard Right	Right	Left	Peds	Right	Bear Right	Thru	Peds	
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
<b>Total</b>	<b>440</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>36</b>	<b>10</b>	<b>0</b>	<b>17</b>	<b>103</b>	<b>382</b>	<b>0</b>	<b>1036</b>
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
<b>Total</b>	<b>421</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>29</b>	<b>11</b>	<b>1</b>	<b>11</b>	<b>99</b>	<b>372</b>	<b>0</b>	<b>987</b>
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
<b>Total</b>	<b>474</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>23</b>	<b>7</b>	<b>1</b>	<b>9</b>	<b>98</b>	<b>402</b>	<b>0</b>	<b>1058</b>
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
<b>Total</b>	<b>457</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>22</b>	<b>7</b>	<b>0</b>	<b>9</b>	<b>91</b>	<b>349</b>	<b>0</b>	<b>972</b>
<b>Grand Total</b>	<b>1792</b>	<b>147</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>110</b>	<b>35</b>	<b>2</b>	<b>46</b>	<b>391</b>	<b>1505</b>	<b>0</b>	<b>4053</b>
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	

Start Time	Canning Boulevard (Route 81) From North					Stafford Road From Northeast					Hurst Lane From East					Stafford Road (Route 81) From South					Int. Total
	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	
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 10:15 AM																					
10:15 AM	100	<b>12</b>	0	0	112	0	0	0	0	0	<b>3</b>	10	2	0	<b>15</b>	4	25	82	0	111	238
10:30 AM	116	10	0	0	126	0	0	0	0	0	3	7	3	0	13	<b>6</b>	<b>28</b>	109	0	<b>143</b>	282
10:45 AM	<b>127</b>	8	0	0	<b>135</b>	0	0	0	0	0	0	<b>11</b>	2	0	13	3	26	<b>112</b>	0	141	<b>289</b>
11:00 AM	121	7	0	0	128	0	0	0	0	0	2	7	<b>4</b>	<b>1</b>	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		
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

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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

Groups Printed- Trucks & Buses

Start Time	Canning Boulevard (Route 81) From North				Stafford Road From Northeast				Hurst Lane From East				Stafford Road (Route 81) From South				Int. Total
	Thru	Left	Hard Left	Peds	Hard Right	Bear Left	Hard Left	Peds	Hard Right	Right	Left	Peds	Right	Bear Right	Thru	Peds	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
10:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2
10:30 AM	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
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>4</b>
11:00 AM	1	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
11:30 AM	1	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
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>
12:00 PM	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	1	0	1
12:30 PM	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
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>
01:00 PM	1	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
01:30 PM	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	1
<b>Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>
<b>Grand Total</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>11</b>
Apprch %	83.3	16.7	0	0	0	0	0	0	0	0	0	0	0	0	100	0	
Total %	45.5	9.1	0	0	0	0	0	0	0	0	0	0	0	0	45.5	0	

Start Time	Canning Boulevard (Route 81) From North					Stafford Road From Northeast					Hurst Lane From East					Stafford Road (Route 81) From South					Int. Total
	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	
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
<b>Total Volume</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>5</b>
% 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

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 10:15 AM

# Transportation Data Corporation

Mario Perone, mperone1@verizon.net

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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

### Groups Printed- Bikes by Direction

Start Time	Canning Boulevard (Route 81) From North				Stafford Road From Northeast				Hurst Lane From East				Stafford Road (Route 81) From South				Int. Total
	Thru	Left	Hard Left	Peds	Hard Right	Bear Left	Hard Left	Peds	Hard Right	Right	Left	Peds	Right	Bear Right	Thru	Peds	
10:00 AM	0	0	0	0	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	0	0	0	0
10:30 AM	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	1	0	1
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
11:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
<b>Grand Total</b>	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	4
Apprch %	0	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	
Total %	0	0	0	0	0	0	0	0	50	0	0	0	0	0	50	0	

Start Time	Canning Boulevard (Route 81) From North					Stafford Road From Northeast					Hurst Lane From East					Stafford Road (Route 81) From South					Int. Total
	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	
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 10:15 AM																					
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
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	2
<b>% App. Total</b>	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	100	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.000	.000	.250	.000	.250	.500



**Transportation Data Corporation**

*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

04578Bvolume  
Site Code: 215028

Start Time	18-Jun-15 Thu	NB		Hour Totals		SB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		8	144			21	148				
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				
11:45		143	12	565	70	142	31	539	106	1104	176
Total		4526	5114			2817	6972			7343	12086
Percent		47.0%	53.0%			28.8%	71.2%			37.8%	62.2%
Combined Total		9640				9789				19429	

**Transportation Data Corporation**

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

04578Bvolume  
Site Code: 215028

Start Time	19-Jun-15 Fri	NB		Hour Totals		SB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		4	137			21	167				
12:15		6	170			16	194				
12:30		3	151			24	166				
12:45		3	144	16	602	11	172	72	699	88	1301
01:00		2	143			12	158				
01:15		2	141			9	173				
01:30		2	139			6	158				
01:45		5	141	11	564	6	143	33	632	44	1196
02:00		3	152			9	155				
02:15		5	145			5	154				
02:30		5	140			7	168				
02:45		6	159	19	596	4	198	25	675	44	1271
03:00		4	134			3	201				
03:15		2	164			4	189				
03:30		8	142			3	215				
03:45		7	162	21	602	6	223	16	828	37	1430
04:00		18	174			1	244				
04:15		23	142			8	248				
04:30		30	173			4	238				
04:45		40	179	111	668	11	241	24	971	135	1639
05:00		56	174			17	251				
05:15		76	150			26	288				
05:30		91	165			54	239				
05:45		106	136	329	625	48	212	145	990	474	1615
06:00		130	118			43	200				
06:15		152	127			46	173				
06:30		176	143			84	181				
06:45		188	114	646	502	87	162	260	716	906	1218
07:00		230	107			110	149				
07:15		228	122			108	148				
07:30		222	94			132	138				
07:45		209	115	889	438	126	114	476	549	1365	987
08:00		204	98			109	123				
08:15		187	105			114	141				
08:30		187	104			109	124				
08:45		189	85	767	392	109	114	441	502	1208	894
09:00		152	70			118	94				
09:15		163	69			110	102				
09:30		184	75			120	97				
09:45		161	64	660	278	144	85	492	378	1152	656
10:00		152	65			117	90				
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				
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 Total		10289				10460				20749	

**Transportation Data Corporation**

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

04578Bvolume  
Site Code: 215028

Start Time	20-Jun-15 Sat	NB		Hour Totals		SB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		17	168			35	171				
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				
02:30		6	163			11	161				
02:45		2	132	18	610	6	155	45	659	63	1269
03:00		7	162			6	163				
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
06:00		58	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
09:00		152	72			110	98				
09:15		140	65			125	89				
09:30		156	62			124	93				
09:45		160	54	608	253	146	86	505	366	1113	619
10:00		150	55			144	76				
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		9070				9111				18181	
Total		12774	16225			8796	20564			21570	36789
Percent		44.0%	56.0%			30.0%	70.0%			37.0%	63.0%
Combined Total		28999				29360				58359	
ADT		ADT 19,453				AADT 19,453					

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

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

04578CVOLUME  
 Site Code: 215028

Start Time	18-Jun-15 Thu	81N to 24N		Hour Totals		24N to 81N		Hour Totals		Combined Totals	
		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			0	54				
04:15		16	72			0	42				
04:30		32	94			2	63				
04:45		28	75	90	323	1	57	3	216	93	539
05:00		53	91			2	38				
05:15		71	82			1	54				
05:30		85	85			1	34				
05:45		90	82	299	340	7	36	11	162	310	502
06:00		126	66			5	43				
06:15		120	71			9	51				
06:30		138	43			11	32				
06:45		156	58	540	238	6	27	31	153	571	391
07:00		169	56			10	32				
07:15		144	32			22	8				
07:30		161	39			22	30				
07:45		116	38	590	165	23	15	77	85	667	250
08:00		153	30			24	17				
08:15		119	24			27	11				
08:30		92	41			27	15				
08:45		114	44	478	139	36	15	114	58	592	197
09:00		116	27			24	6				
09:15		79	32			27	8				
09:30		90	14			27	10				
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	7				
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 Total		5498				2036				7534	

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

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

04578CVOLUME  
 Site Code: 215028

Start Time	19-Jun-15 Fri	81N to 24N		Hour Totals		24N to 81N		Hour Totals		Combined Totals	
		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			4	34				
02:15		4	78			1	38				
02:30		3	74			2	37				
02:45		5	78	13	310	0	52	7	161	20	471
03:00		2	77			2	46				
03:15		2	80			1	49				
03:30		7	71			1	55				
03:45		6	90	17	318	0	48	4	198	21	516
04:00		12	67			0	47				
04:15		18	78			0	47				
04:30		24	95			3	62				
04:45		32	100	86	340	3	55	6	211	92	551
05:00		53	84			0	48				
05:15		69	78			1	38				
05:30		67	89			2	47				
05:45		87	60	276	311	4	37	7	170	283	481
06:00		117	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%	53.9%
Combined Total		5801				2133				7934	



**Transportation Data Corporation**

Mario Perone, mperone1@verizon.net

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

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

04578CVOLUME  
 Site Code: 215028

Start Time	20-Jun-15 Sat	81N to 24N		Hour Totals		24N to 81N		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		11	87			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			0	42				
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			1	39				
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			1	32				
06:15		51	56			4	27				
06:30		63	68			8	23				
06:45		41	47	196	242	8	30	21	112	217	354
07:00		49	41			10	26				
07:15		80	43			12	26				
07:30		78	42			7	12				
07:45		64	46	271	172	19	14	48	78	319	250
08:00		59	34			12	19				
08:15		72	31			12	22				
08:30		87	36			22	12				
08:45		66	53	284	154	37	11	83	64	367	218
09:00		83	30			23	16				
09:15		62	32			23	8				
09:30		89	38			34	14				
09:45		81	28	315	128	26	11	106	49	421	177
10:00		81	34			23	8				
10:15		87	23			39	7				
10:30		91	29			25	8				
10:45		87	16	346	102	37	10	124	33	470	135
11:00		103	23			46	6				
11:15		109	17			36	9				
11:30		64	16			27	11				
11:45		74	15	350	71	47	6	156	32	506	103
Total		1949	2789			602	1289			2551	4078
Percent		41.1%	58.9%			31.8%	68.2%			38.5%	61.5%
Combined Total		4738				1891				6629	
Total		7883	8154			1898	4162			9781	12316
Percent		49.2%	50.8%			31.3%	68.7%			44.3%	55.7%
Combined Total		16037				6060				22097	
ADT		ADT 7,366				AADT 7,366					

**Transportation Data Corporation**

Mario Perone, mperone1@verizon.net

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

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

04578Dvolume  
 Site Code: 215028

Start Time	18-Jun-15 Thu	81S to 24N		Hour Totals		24N to 81S		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		7	108			2	15				
12:15		4	115			1	10				
12:30		4	111			1	11				
12:45		5	106	20	440	1	15	5	51	25	491
01:00		2	94			1	25				
01:15		3	112			3	19				
01:30		3	115			0	18				
01:45		6	84	14	405	1	17	5	79	19	484
02:00		3	122			0	26				
02:15		5	106			0	14				
02:30		3	123			0	27				
02:45		2	116	13	467	1	17	1	84	14	551
03:00		2	149			0	26				
03:15		9	148			0	28				
03:30		3	143			1	31				
03:45		2	153	16	593	1	32	2	117	18	710
04:00		12	152			0	28				
04:15		13	141			0	32				
04:30		23	148			2	31				
04:45		25	130	73	571	0	25	2	116	75	687
05:00		29	145			1	36				
05:15		26	135			14	38				
05:30		42	125			12	24				
05:45		42	118	139	523	9	22	36	120	175	643
06:00		57	118			21	21				
06:15		85	101			18	16				
06:30		90	96			9	15				
06:45		99	85	331	400	14	14	62	66	393	466
07:00		130	102			20	15				
07:15		136	83			15	8				
07:30		162	85			17	14				
07:45		122	89	550	359	12	7	64	44	614	403
08:00		119	83			19	12				
08:15		128	62			16	13				
08:30		114	59			26	14				
08:45		84	57	445	261	16	17	77	56	522	317
09:00		91	65			21	8				
09:15		78	43			16	6				
09:30		74	49			13	5				
09:45		81	34	324	191	21	11	71	30	395	221
10:00		69	30			20	3				
10:15		80	27			17	9				
10:30		98	32			16	5				
10:45		80	23	327	112	20	1	73	18	400	130
11:00		98	12			20	5				
11:15		98	14			19	2				
11:30		90	17			16	1				
11:45		94	10	380	53	20	4	75	12	455	65
Total		2632	4375			473	793			3105	5168
Percent		37.6%	62.4%			37.4%	62.6%			37.5%	62.5%
Combined Total		7007				1266				8273	

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

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

04578Dvolume  
 Site Code: 215028

Start Time	19-Jun-15 Fri	81S to 24N		Hour Totals		24N to 81S		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	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		2761	4960			466	849			3227	5809
Percent		35.8%	64.2%			35.4%	64.6%			35.7%	64.3%
Combined Total		7721				1315				9036	

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

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

04578Dvolume  
 Site Code: 215028

Start Time	20-Jun-15 Sat	81S to 24N		Hour Totals		24N to 81S		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		26	169			3	10				
12:15		12	126			3	19				
12:30		12	126			1	23				
12:45		16	124	66	545	4	15	11	67	77	612
01:00		11	108			0	22				
01:15		7	118			3	24				
01:30		6	126			0	18				
01:45		5	109	29	461	0	27	3	91	32	552
02:00		4	111			1	20				
02:15		11	116			1	18				
02:30		11	111			0	20				
02:45		4	119	30	457	0	25	2	83	32	540
03:00		2	107			0	20				
03:15		9	126			1	26				
03:30		3	98			0	19				
03:45		4	125	18	456	0	21	1	86	19	542
04:00		3	112			0	28				
04:15		5	117			0	19				
04:30		10	132			0	22				
04:45		9	143	27	504	3	17	3	86	30	590
05:00		11	142			2	16				
05:15		11	136			2	20				
05:30		17	143			8	23				
05:45		20	123	59	544	9	18	21	77	80	621
06:00		27	114			4	23				
06:15		38	93			6	12				
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				
07:45		57	76	227	295	10	13	48	59	275	354
08:00		59	48			9	11				
08:15		75	62			8	6				
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	43			15	4				
10:15		121	31			14	4				
10:30		114	42			24	4				
10:45		119	32	460	148	21	10	74	22	534	170
11:00		105	26			19	7				
11:15		134	32			21	3				
11:30		131	27			17	5				
11:45		155	10	525	95	16	4	73	19	598	114
Total		2199	4314			372	719			2571	5033
Percent		33.8%	66.2%			34.1%	65.9%			33.8%	66.2%
Combined Total		6513				1091				7604	
Total		7592	13649			1311	2361			8903	16010
Percent		35.7%	64.3%			35.7%	64.3%			35.7%	64.3%
Combined Total		21241				3672				24913	
ADT		ADT 8,304				AADT 8,304					

**Transportation Data Corporation**  
*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 Time	18-Jun-15 Thu	81S to 24S		Hour Totals		24S to 81S		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		2	48			13	53				
12:15		4	38			5	42				
12:30		0	39			3	46				
12:45		3	40	9	165	3	53	24	194	33	359
01:00		2	25			1	53				
01:15		2	36			2	62				
01:30		2	41			3	67				
01:45		2	44	8	146	5	67	11	249	19	395
02:00		0	34			2	59				
02:15		1	31			2	62				
02:30		0	43			1	88				
02:45		1	40	2	148	3	108	8	317	10	465
03:00		0	37			2	97				
03:15		1	36			2	98				
03:30		2	41			1	115				
03:45		1	34	4	148	4	106	9	416	13	564
04:00		1	37			4	138				
04:15		1	44			4	121				
04:30		5	46			5	134				
04:45		5	40	12	167	6	120	19	513	31	680
05:00		7	52			10	120				
05:15		1	40			11	123				
05:30		3	34			21	127				
05:45		9	37	20	163	19	110	61	480	81	643
06:00		12	35			27	108				
06:15		16	34			28	102				
06:30		25	25			36	73				
06:45		16	23	69	117	45	80	136	363	205	480
07:00		15	17			45	78				
07:15		29	24			57	81				
07:30		27	24			53	60				
07:45		30	27	101	92	65	64	220	283	321	375
08:00		44	17			28	61				
08:15		34	29			40	65				
08:30		20	18			38	49				
08:45		33	15	131	79	41	39	147	214	278	293
09:00		26	18			48	34				
09:15		23	10			38	49				
09:30		21	18			47	46				
09:45		22	10	92	56	31	37	164	166	256	222
10:00		24	6			58	26				
10:15		19	9			59	28				
10:30		27	11			57	19				
10:45		21	9	91	35	60	24	234	97	325	132
11:00		42	4			51	21				
11:15		36	3			47	15				
11:30		33	3			50	14				
11:45		36	4	147	14	62	9	210	59	357	73
Total		686	1330			1243	3351			1929	4681
Percent		34.0%	66.0%			27.1%	72.9%			29.2%	70.8%
Combined Total		2016				4594				6610	

**Transportation Data Corporation**  
*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 Time	19-Jun-15 Fri	81S to 24S		Hour Totals		24S to 81S		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		2	38			7	70				
12:15		2	31			10	70				
12:30		2	32			14	63				
12:45		0	40	6	141	8	74	39	277	45	418
01:00		3	44			6	53				
01:15		1	48			11	79				
01:30		1	35			3	52				
01:45		0	38	5	165	3	73	23	257	28	422
02:00		3	40			5	61				
02:15		2	34			4	75				
02:30		0	33			7	72				
02:45		1	34	6	141	0	105	16	313	22	454
03:00		1	48			2	96				
03:15		1	48			2	96				
03:30		1	44			4	109				
03:45		3	36	6	176	5	98	13	399	19	575
04:00		0	55			2	123				
04:15		3	48			7	126				
04:30		4	36			1	123				
04:45		1	50	8	189	5	117	15	489	23	678
05:00		6	35			6	119				
05:15		2	51			14	137				
05:30		5	30			25	114				
05:45		9	39	22	155	20	115	65	485	87	640
06:00		12	33			25	77				
06:15		13	28			17	91				
06:30		21	23			43	101				
06:45		17	16	63	100	52	79	137	348	200	448
07:00		22	33			58	63				
07:15		26	32			59	65				
07:30		31	27			72	66				
07:45		26	22	105	114	56	57	245	251	350	365
08:00		29	15			47	64				
08:15		27	18			54	58				
08:30		30	23			45	57				
08:45		37	19	123	75	56	48	202	227	325	302
09:00		17	30			47	39				
09:15		27	11			44	47				
09:30		20	13			52	38				
09:45		19	8	83	62	51	40	194	164	277	226
10:00		27	14			48	47				
10:15		22	6			50	29				
10:30		31	18			43	21				
10:45		35	5	115	43	55	26	196	123	311	166
11:00		24	5			50	28				
11:15		38	8			59	23				
11:30		42	3			78	18				
11:45		36	2	140	18	58	22	245	91	385	109
Total		682	1379			1390	3424			2072	4803
Percent		33.1%	66.9%			28.9%	71.1%			30.1%	69.9%
Combined Total		2061				4814				6875	

**Transportation Data Corporation**

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 Time	20-Jun-15 Sat	81S to 24S		Hour Totals		24S to 81S		Hour Totals		Combined Totals	
		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			3	64				
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			2	73				
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			18	56				
06:15		12	21			15	63				
06:30		10	39			22	53				
06:45		7	20	34	108	18	48	73	220	107	328
07:00		4	22			22	58				
07:15		19	20			39	44				
07:30		14	28			28	52				
07:45		16	17	53	87	40	31	129	185	182	272
08:00		15	14			31	40				
08:15		12	19			42	41				
08:30		16	11			40	36				
08:45		11	15	54	59	42	45	155	162	209	221
09:00		24	15			58	37				
09:15		35	12			42	46				
09:30		34	11			45	54				
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				
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 Total		1833				3885				5718	
Total		1972	3938			3865	9428			5837	13366
Percent		33.4%	66.6%			29.1%	70.9%			30.4%	69.6%
Combined Total		5910				13293				19203	
ADT		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

04578Fvolume  
 Site Code: 215028

Start Time	18-Jun-15 Thu	24S to 81N		Hour Totals		81N to 24S		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		19	117			1	14				
12:15		8	115			0	13				
12:30		17	113			0	12				
12:45		10	111	54	456	0	14	1	53	55	509
01:00		5	100			0	10				
01:15		5	107			0	20				
01:30		10	109			0	14				
01:45		4	101	24	417	0	15	0	59	24	476
02:00		5	107			0	26				
02:15		5	133			0	12				
02:30		2	155			1	17				
02:45		3	160	15	555	0	21	1	76	16	631
03:00		2	159			1	18				
03:15		2	165			0	11				
03:30		2	195			0	17				
03:45		3	175	9	694	0	16	1	62	10	756
04:00		6	184			1	17				
04:15		2	213			2	19				
04:30		3	195			3	11				
04:45		8	189	19	781	4	15	10	62	29	843
05:00		7	195			2	12				
05:15		11	185			5	21				
05:30		9	188			5	25				
05:45		31	150	58	718	19	6	31	64	89	782
06:00		25	135			11	15				
06:15		30	122			13	12				
06:30		46	144			19	9				
06:45		48	118	149	519	27	8	70	44	219	563
07:00		58	110			25	9				
07:15		93	107			17	8				
07:30		147	82			20	9				
07:45		157	91	455	390	26	3	88	29	543	419
08:00		125	95			23	5				
08:15		114	75			23	5				
08:30		91	58			27	1				
08:45		95	70	425	298	17	4	90	15	515	313
09:00		71	74			15	5				
09:15		60	60			18	5				
09:30		100	49			14	2				
09:45		107	47	338	230	13	1	60	13	398	243
10:00		73	37			19	5				
10:15		98	46			14	5				
10:30		91	39			17	5				
10:45		86	37	348	159	11	4	61	19	409	178
11:00		117	21			15	1				
11:15		133	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 Total		7695				975				8670	



**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

04578Fvolume  
 Site Code: 215028

Start Time	19-Jun-15 Fri	24S to 81N		Hour Totals		81N to 24S		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	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				
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			4	18				
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			3	21				
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			11	13				
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			33	10				
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				
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 Total		8371				1049				9420	

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

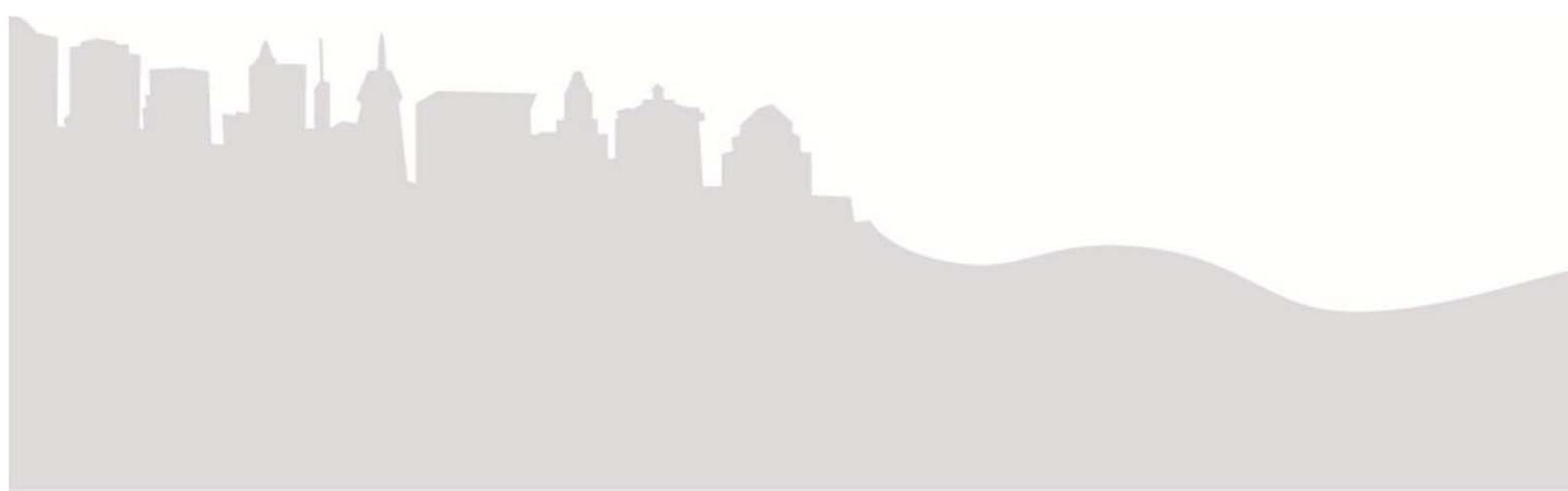
Route 24 S and Route 81 N  
 (Exit 1) Northeast Quadrant  
 City, State: Fall River, MA  
 Client: Bryant/T. Brayton

04578Fvolume  
 Site Code: 215028

Start Time	20-Jun-15 Sat	24S to 81N		Hour Totals		81N to 24S		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
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			2	8				
05:15		9	123			5	12				
05:30		10	99			4	8				
05:45		17	115	44	469	8	9	19	37	63	506
06:00		18	119			3	4				
06:15		14	107			3	6				
06:30		22	81			8	13				
06:45		29	94	83	401	11	4	25	27	108	428
07:00		31	77			9	11				
07:15		43	96			5	8				
07:30		38	67			13	9				
07:45		79	88	191	328	17	7	44	35	235	363
08:00		64	92			24	4				
08:15		55	71			13	7				
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
<b>Total</b>		<b>2164</b>	<b>4451</b>			<b>351</b>	<b>454</b>			<b>2515</b>	<b>4905</b>
<b>Percent</b>		<b>32.7%</b>	<b>67.3%</b>			<b>43.6%</b>	<b>56.4%</b>			<b>33.9%</b>	<b>66.1%</b>
<b>Combined Total</b>		<b>6615</b>				<b>805</b>				<b>7420</b>	
<b>Total</b>		<b>7099</b>	<b>15582</b>			<b>1319</b>	<b>1510</b>			<b>8418</b>	<b>17092</b>
<b>Percent</b>		<b>31.3%</b>	<b>68.7%</b>			<b>46.6%</b>	<b>53.4%</b>			<b>33.0%</b>	<b>67.0%</b>
<b>Combined Total</b>		<b>22681</b>				<b>2829</b>				<b>25510</b>	
<b>ADT</b>		<b>ADT 8,503</b>				<b>AADT 8,503</b>					

# 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.

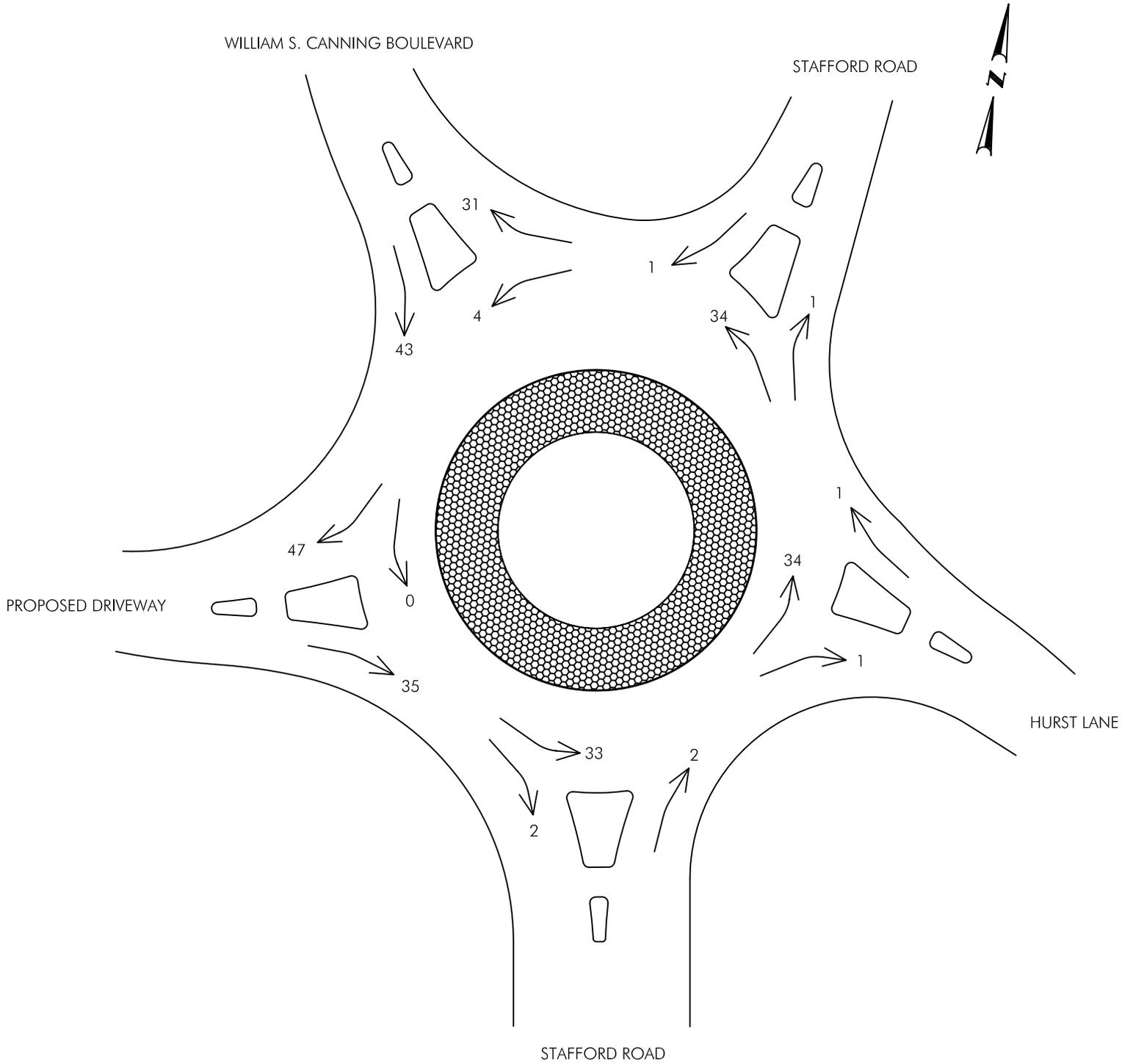
The distribution of the anticipated new vehicle trips by direction was based on the market area for the proposed gaming facility.

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.

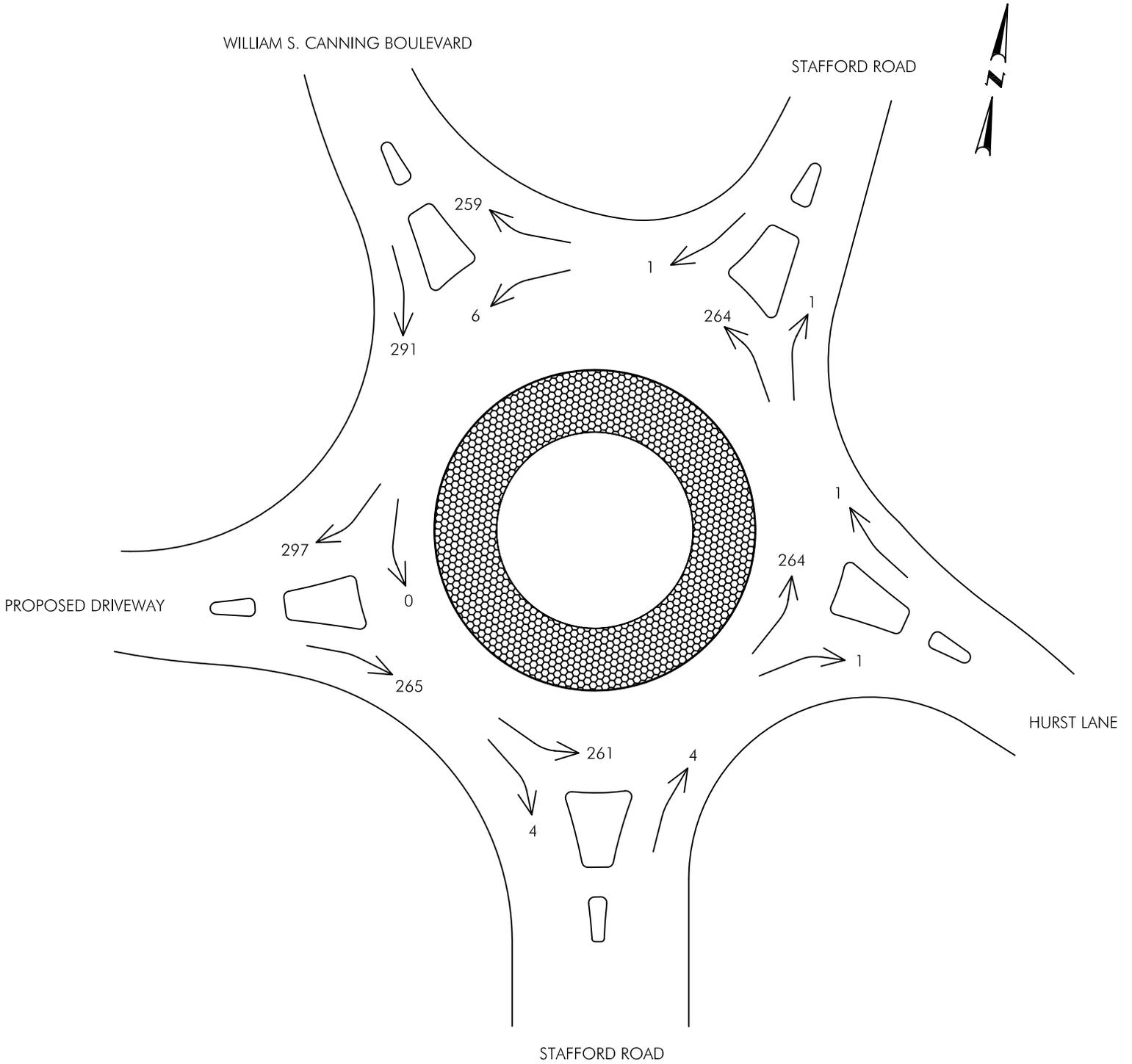
**Table No. B-1  
Trip Generation Summary  
Gaming Facility**

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

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

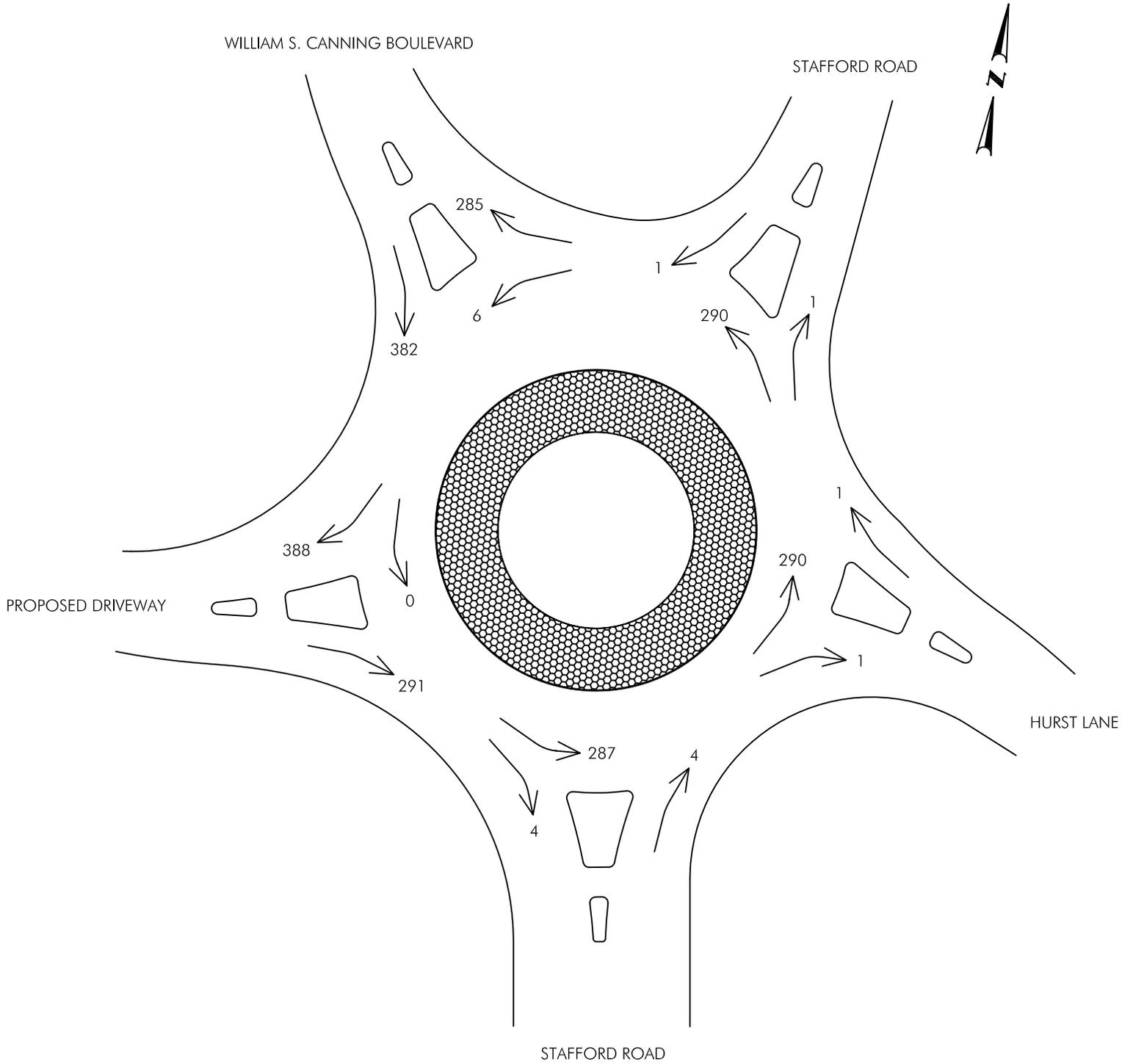


**TRAFFIC VOLUMES  
PROPOSED GAMING FACILITY  
WILLIAM S. CANNING BOULEVARD, TIVERTON, RI  
SITE GENERATED TRIPS**



**WEEKDAY PM PEAK**

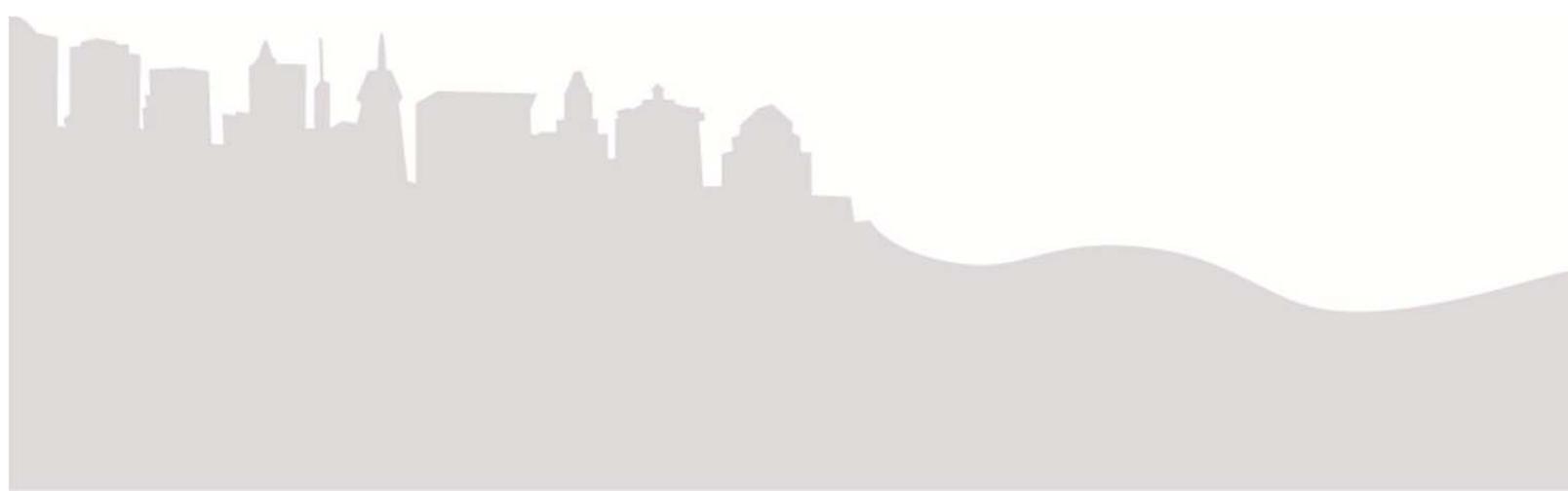
**TRAFFIC VOLUMES  
PROPOSED GAMING FACILITY  
WILLIAM S. CANNING BOULEVARD, TIVERTON, RI  
SITE GENERATED TRIPS**



**SATURDAY PM PEAK**

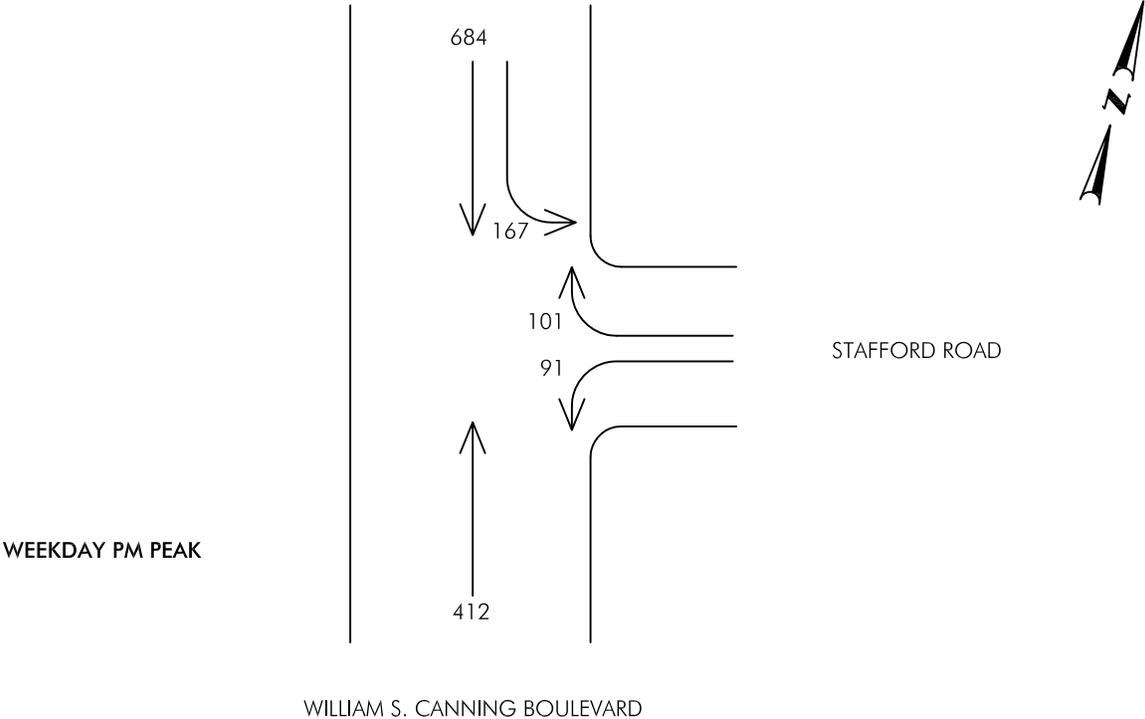
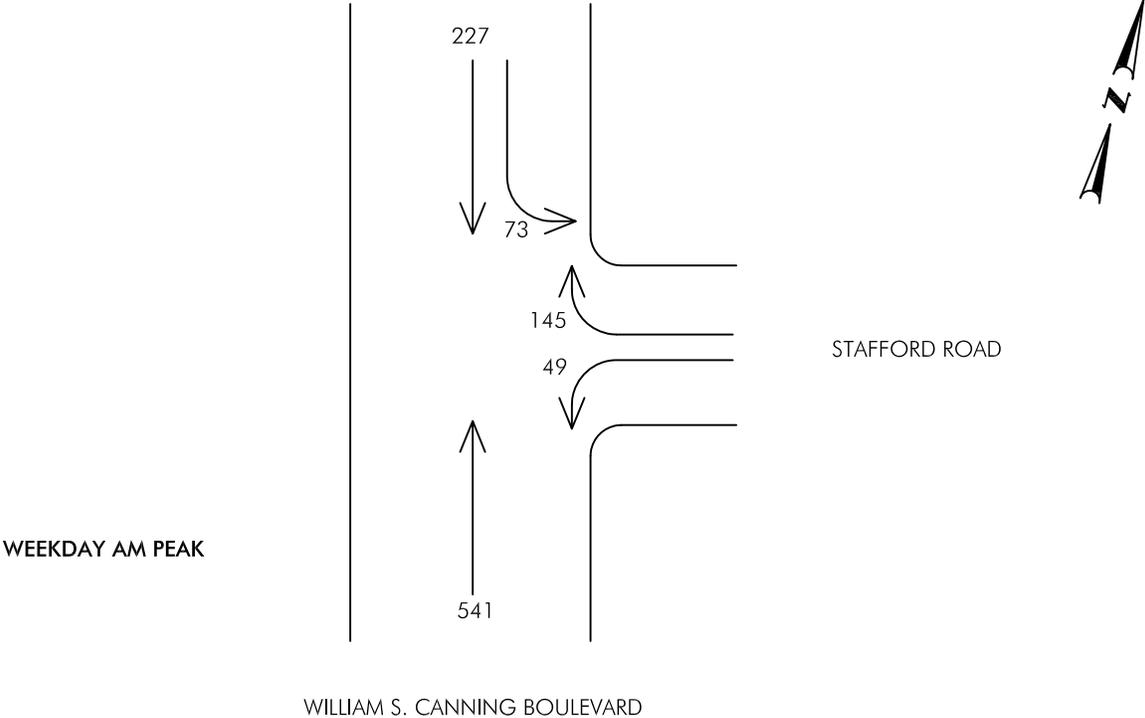
# APPENDIX C

## Intersection Capacity Analysis Computations





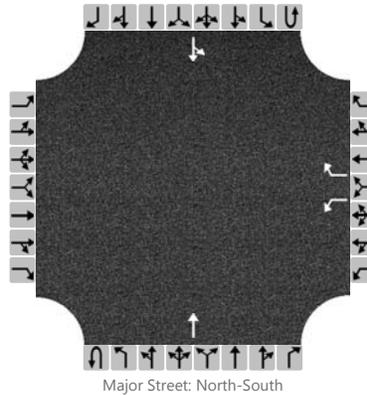
**TRAFFIC VOLUMES  
 PROPOSED GAMING FACILITY  
 WILLIAM S. CANNING BOULEVARD, TIVERTON, RI  
 NO BUILD CONDITIONS**



# 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			Analysis Time Period (hrs)	0.25		
Project Description	215028 - Gaming Facility - AM Peak - No Build						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
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			T			LT		
Volume (veh/h)						49		145			541			73	227	
Percent Heavy Vehicles						4		1						4		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

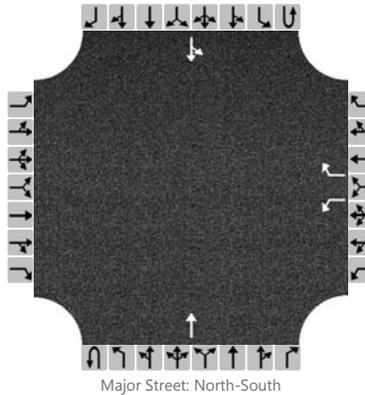
## Delay, Queue Length, and Level of Service

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)					C		B								A		
Approach Delay (s/veh)					16.6								2.7				
Approach LOS					C								A				

# 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			Analysis Time Period (hrs)	0.25		
Project Description	215028 - Gaming Facility - PM Peak - No Build						

## Lanes



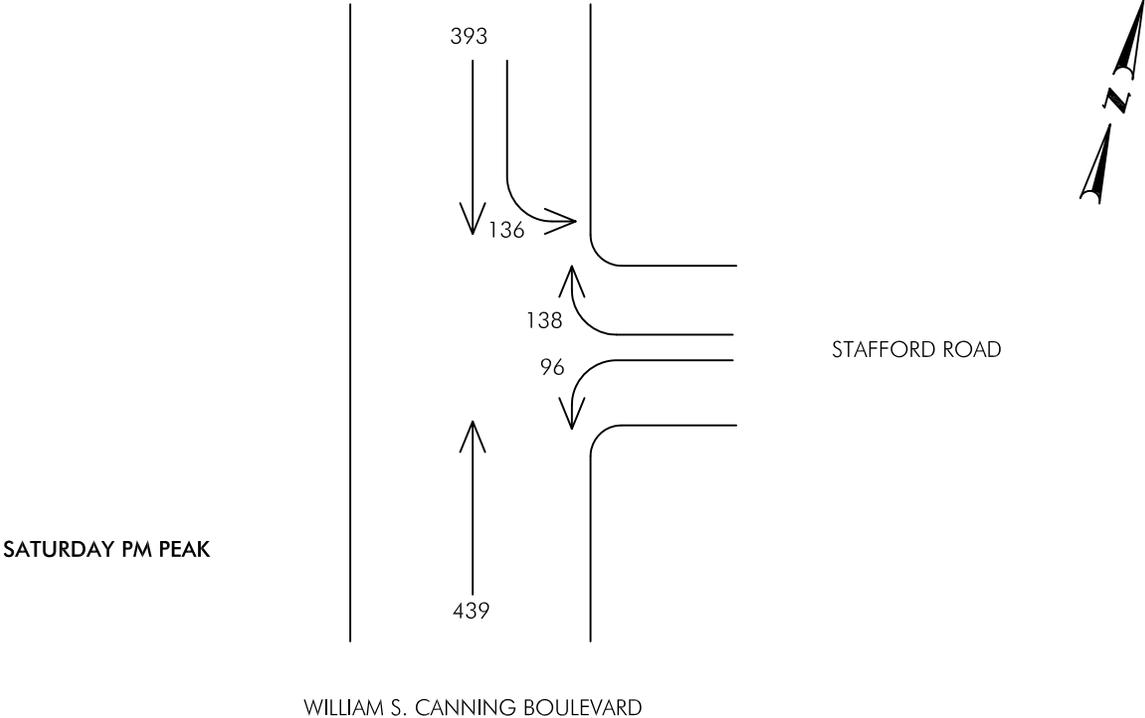
## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
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			T			LT		
Volume (veh/h)						91		101			412			167	684	
Percent Heavy Vehicles						0		1						3		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

## Delay, Queue Length, and Level of Service

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		B							A		
Approach Delay (s/veh)					53.9								3.5				
Approach LOS					F								A				

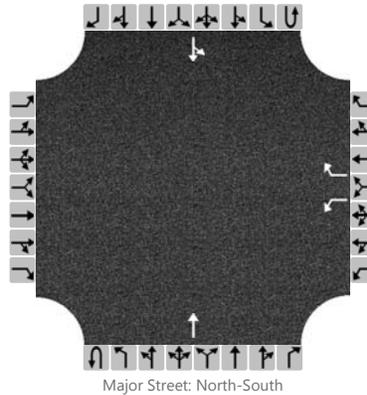
TRAFFIC VOLUMES  
PROPOSED GAMING FACILITY  
WILLIAM S. CANNING BOULEVARD, TIVERTON, RI  
NO BUILD CONDITIONS



# 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	North-South			Analysis Time Period (hrs)	0.25		
Project Description	215028 - Gaming Facility - Sat PM Peak - No Build						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
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			T			LT		
Volume (veh/h)						96		138			439			136	393	
Percent Heavy Vehicles						0		0						1		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

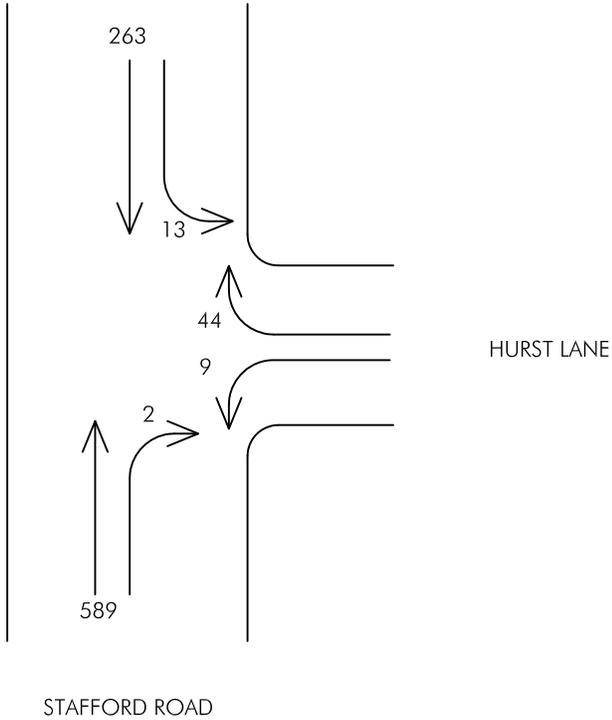
## Delay, Queue Length, and Level of Service

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		B							A		
Approach Delay (s/veh)					27.3								3.4				
Approach LOS					D								A				

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

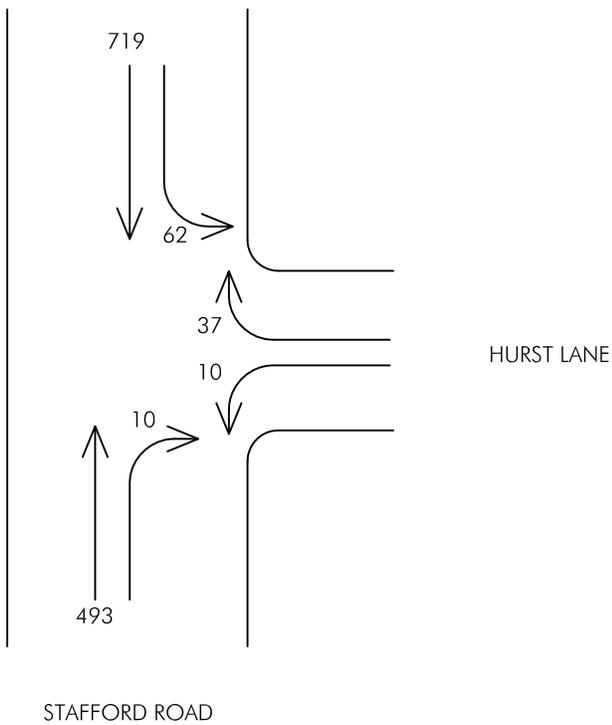
WILLIAM S. CANNING BOULEVARD

WEEKDAY AM PEAK



WILLIAM S. CANNING BOULEVARD

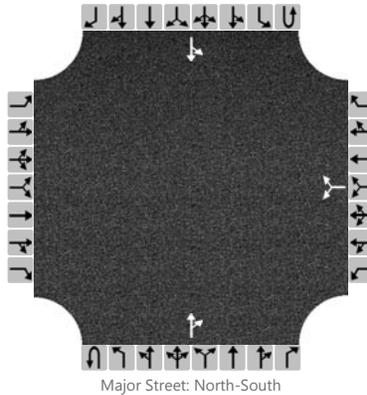
WEEKDAY PM PEAK



# 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	Analysis Time Period (hrs)	0.25
Project Description	215028 - Gaming Facility - AM Peak - No Build		

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
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	No				No				No				No			
Median Type	Undivided															
Median Storage																

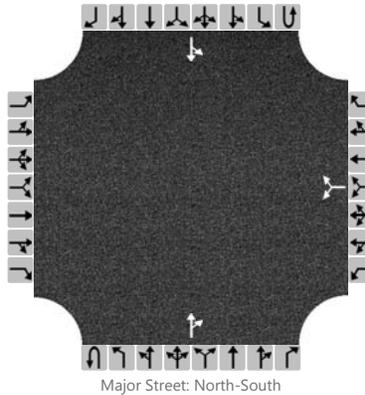
## Delay, Queue Length, and Level of Service

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)							C								A		
Approach Delay (s/veh)					15.1								0.6				
Approach LOS					C								A				

# 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	PM Peak	Peak Hour Factor	0.96
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	215028 - Gaming Facility - PM Peak - No Build		

## Lanes



## Vehicle Volumes and Adjustments

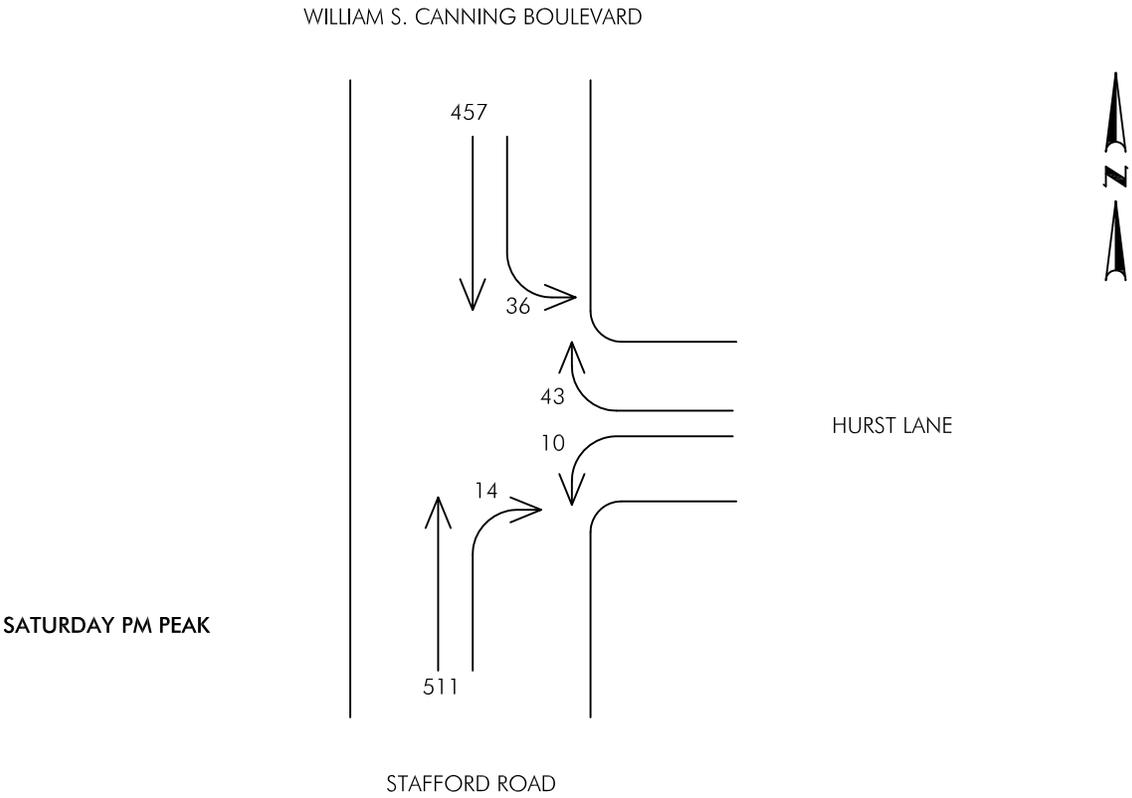
Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						10		37			493	10		62	719	
Percent Heavy Vehicles						0		0						0		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

## Delay, Queue Length, and Level of Service

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)							C								A	
Approach Delay (s/veh)					16.7								1.6			
Approach LOS					C								A			



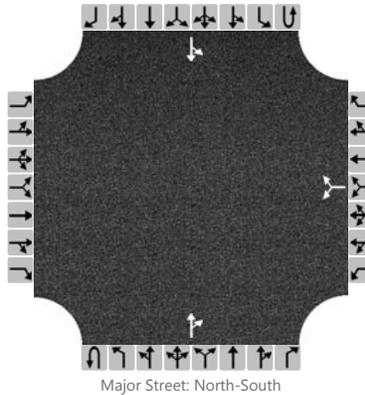
TRAFFIC VOLUMES  
PROPOSED GAMING FACILITY  
WILLIAM S. CANNING BOULEVARD, TIVERTON, RI  
NO BUILD CONDITIONS



# 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	North-South			Analysis Time Period (hrs)	0.25		
Project Description	215028 - Gaming Facility - Sat PM Peak - No Build						

## Lanes



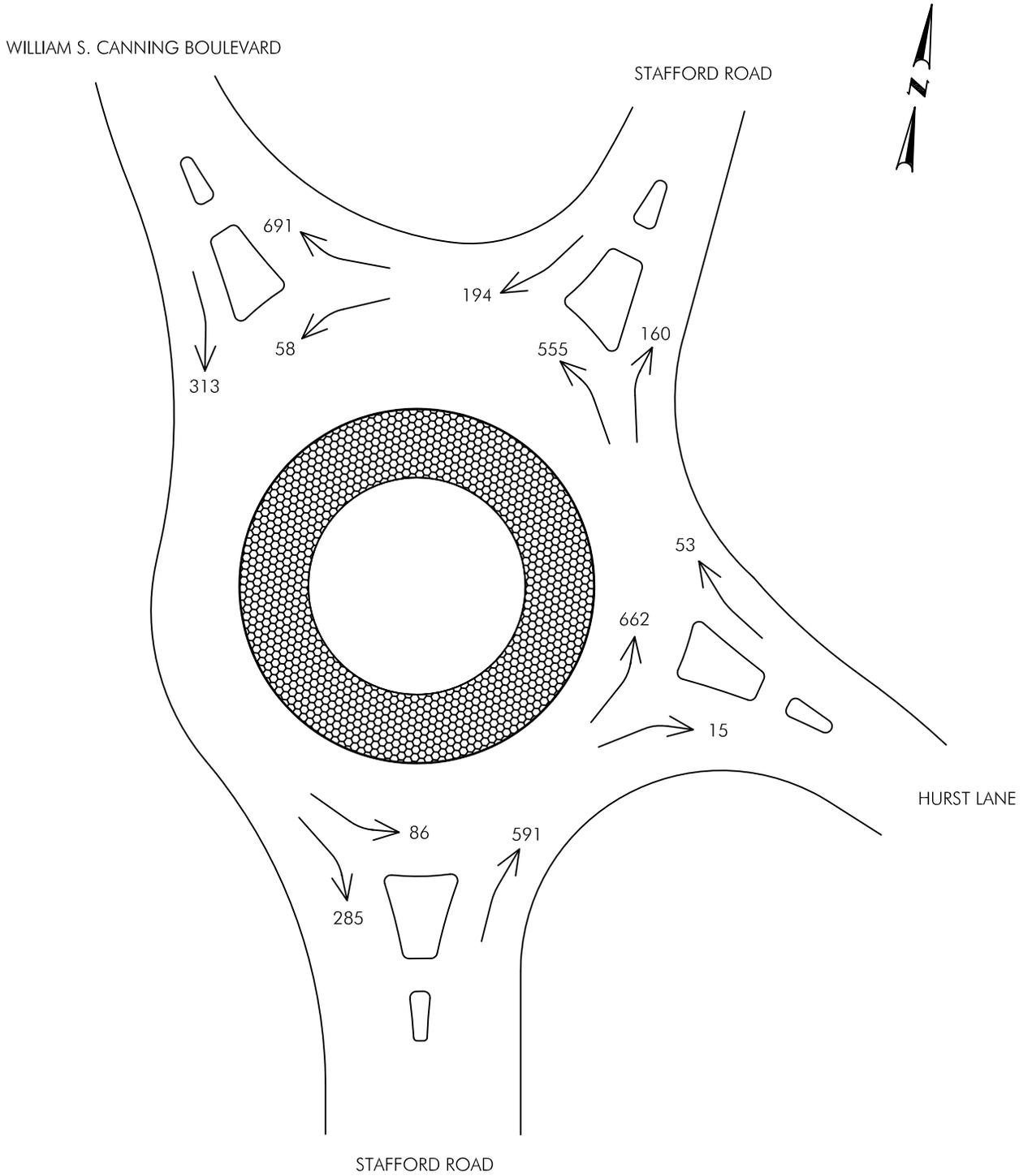
## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
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	No				No				No				No			
Median Type	Undivided															
Median Storage																

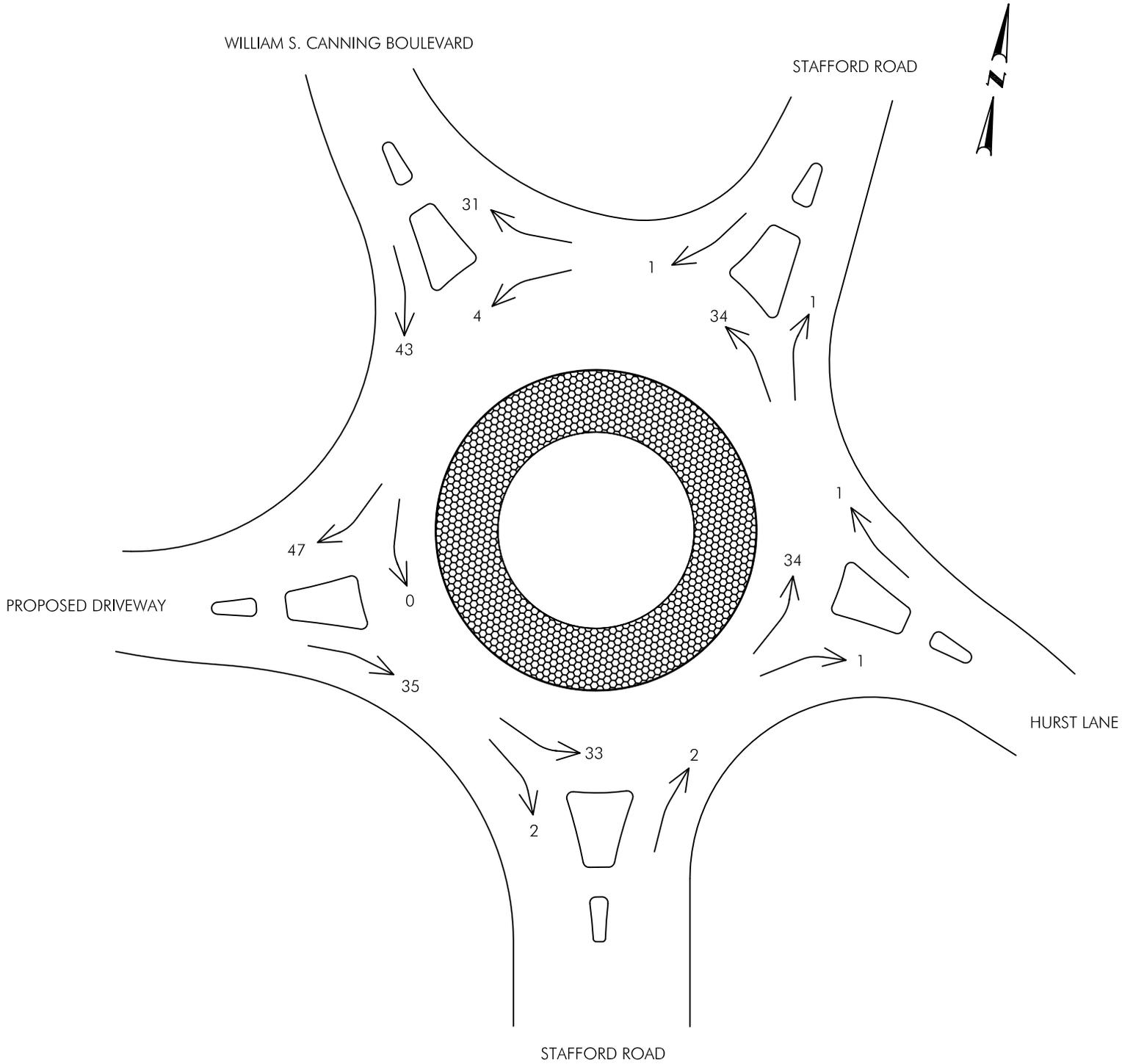
## Delay, Queue Length, and Level of Service

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)							B								A		
Approach Delay (s/veh)					14.7								1.0				
Approach LOS					B								A				

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

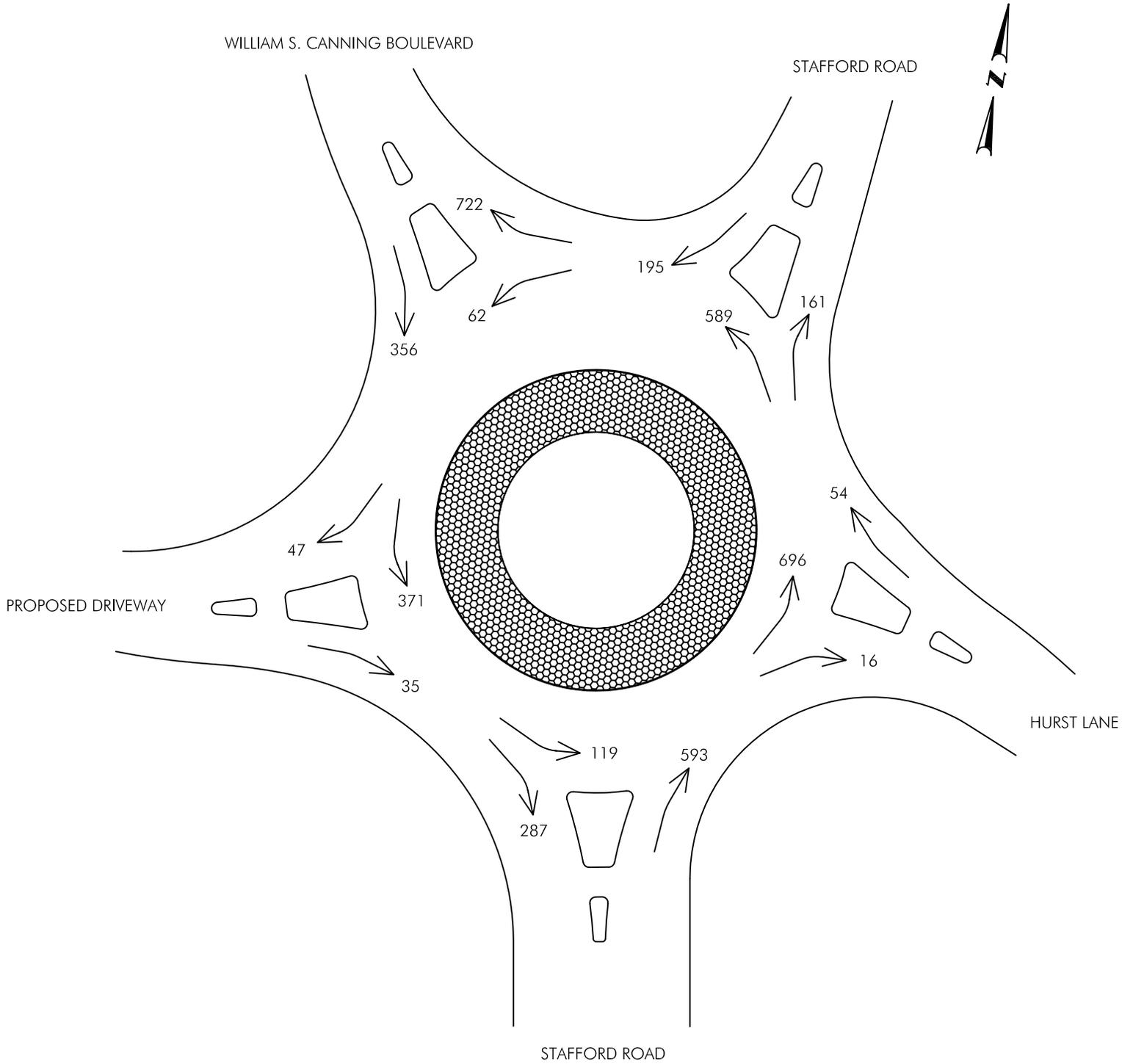


**TRAFFIC VOLUMES  
PROPOSED GAMING FACILITY  
WILLIAM S. CANNING BOULEVARD, TIVERTON, RI  
SITE GENERATED TRIPS**



**WEEKDAY AM PEAK**

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

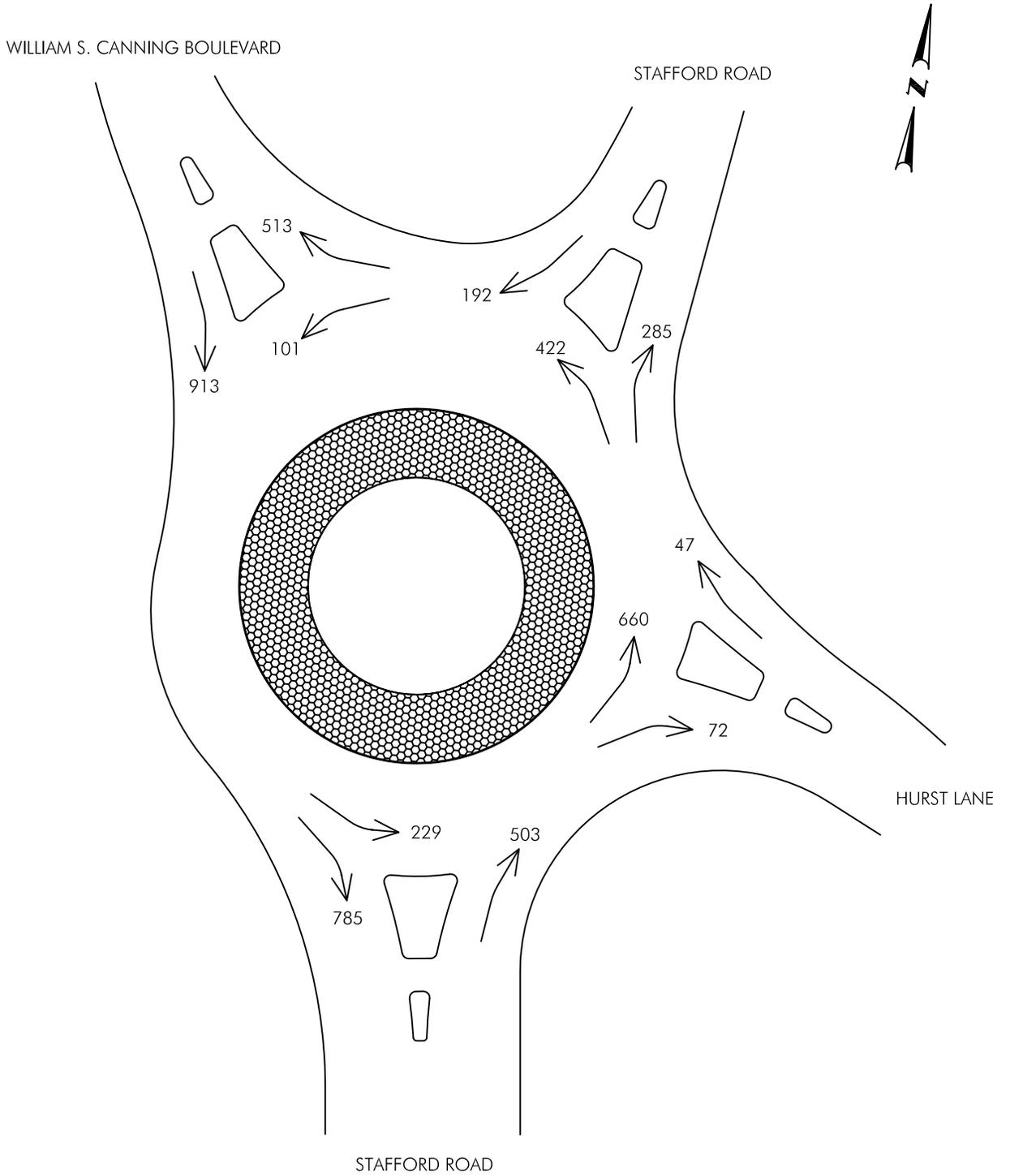


**WEEKDAY AM PEAK**

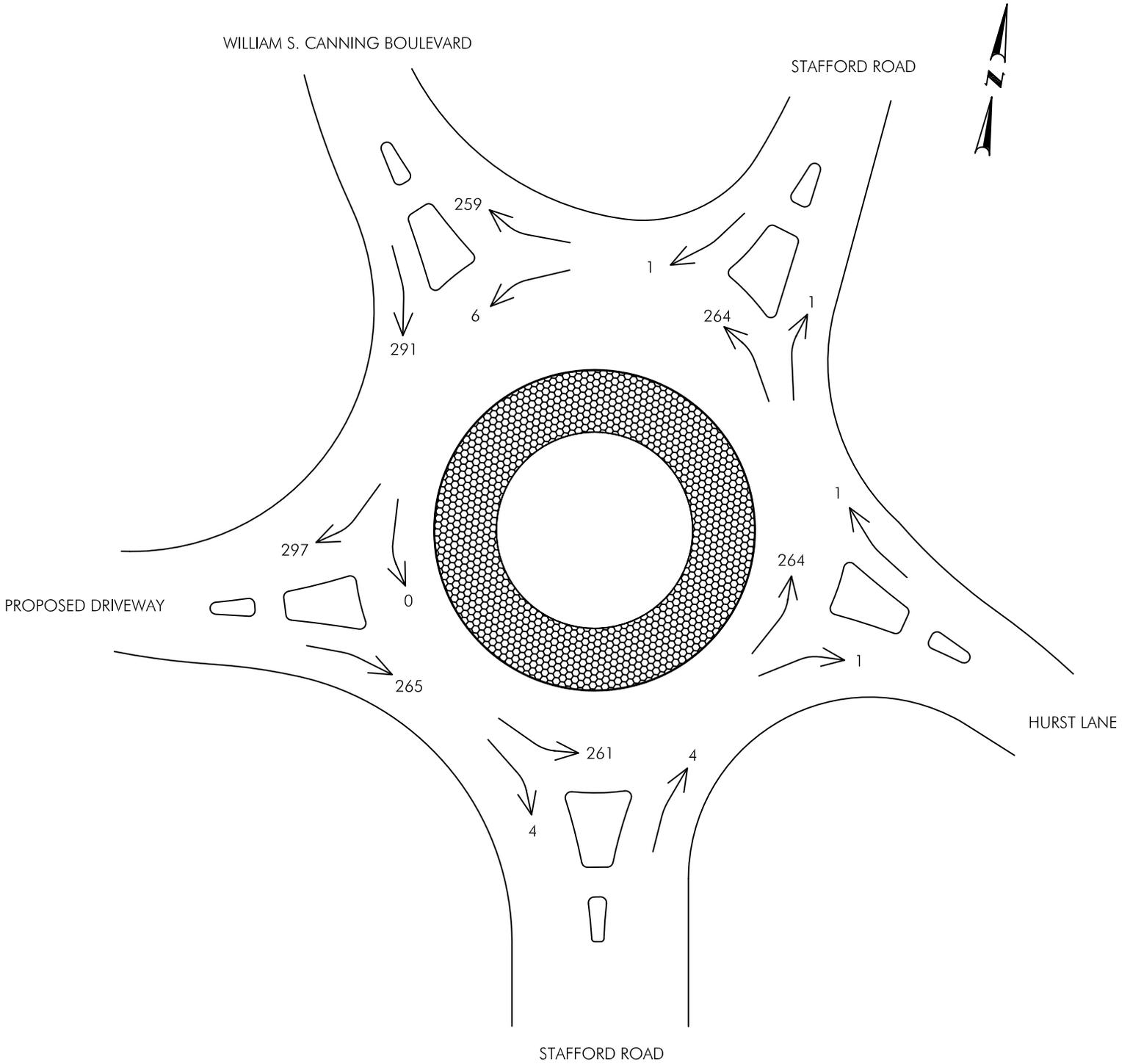
Traffic Impact Analysis  
Tiverton Gaming Facility  
William S. Canning Boulevard  
AM - Build

From	To	Run												Average	
		1				2				3				Delay	Vehicles
		Delay	Vehicles	Queue Length	Queue Length Max	Delay	Vehicles	Queue Length	Queue Length Max	Delay	Vehicles	Queue Length	Queue Length Max		
Stafford Rd SB	Stafford Rd SB	14.08	47	9.92	171.44	8.54	54	4.59	94.76	9.37	50	5.45	100.74		
	Canning Blvd NB	11.45	141	10.17	171.44	8.24	129	4.89	94.76	8.47	140	5.91	100.74		
	Prop. Driveway	24	1	9.92	171.44	0	0	4.59	94.76	0	0	5.45	100.74		
	<b>Total</b>	12.17	189			8.33	183			8.71	190				9.74
Canning Blvd SB	Hurst Lane	0.43	10	0	0	1.04	13	0	0	0.72	11	0	0		
	Stafford Rd SB	0.94	220	0	0	0.97	193	0	0	1.12	212	0	0		
	Stafford Rd NB	1.34	75	0	0	0.94	62	0	0	1.12	66	0	0		LOS A
	<b>Total</b>	0.84	70	0	0	0.67	56	0	0	1.14	54	0	0		
Hurst Lane	<b>Total</b>	0.99	375			0.92	324			1.11	343				LOS A
	Stafford Rd SB	21.3	8	1.76	23.03	14.65	8	2.26	64.87	13.55	9	2.41	63.98		
	Stafford Rd NB	6.71	2	0.97	23.21	22.88	2	1.72	65.04	12.96	3	1.9	64.16		
	Canning Blvd NB	8.23	40	1.76	23.03	11.29	42	2.26	64.87	9.78	48	2.41	63.98		
Stafford Rd NB	Prop. Driveway	0	0	1.76	23.03	0	0	2.26	64.87	0	0	2.41	63.98		
	<b>Total</b>	10.26	50			12.25	52			10.5	60				LOS B
	Hurst Lane	4.53	2	2.78	152.59	0	0	3.22	394.51	1.05	2	2.01	158.01		
	Stafford Rd NB	2.96	98	3.01	152.51	3.09	78	3.36	394.43	2.53	84	2.17	157.92		
Proposed Driveway	Canning Blvd NB	3.8	529	3.01	152.51	3.02	526	3.36	394.43	3.32	491	2.17	157.92		
	Prop. Driveway	6.83	1	3.01	152.51	1.97	3	3.36	394.43	2.17	2	2.17	157.92		
	<b>Total</b>	3.68	630			3.02	607			3.19	579				LOS A
	Hurst Lane	4.22	1	0.16	21.41	0	0	0.2	22.43	0.07	1	0.1	21.56		
Canning Blvd NB	Stafford Rd SB	-0.62	2	0.16	21.41	0.27	2	0.2	22.43	-0.59	1	0.1	21.56		
	Stafford Rd NB	0	0	0.16	21.41	-0.62	2	0.2	22.43	-0.6	2	0.1	21.56		
	Canning Blvd NB	1.11	35	0.16	21.41	2.02	32	0.2	22.43	1.4	29	0.1	21.56		
	<b>Total</b>	1.1	38			1.78	36			1.18	33				LOS A
<b>Total</b>	<b>Total</b>	4.32	1282			3.62	1202			3.78	1205			3.91	1229.67

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



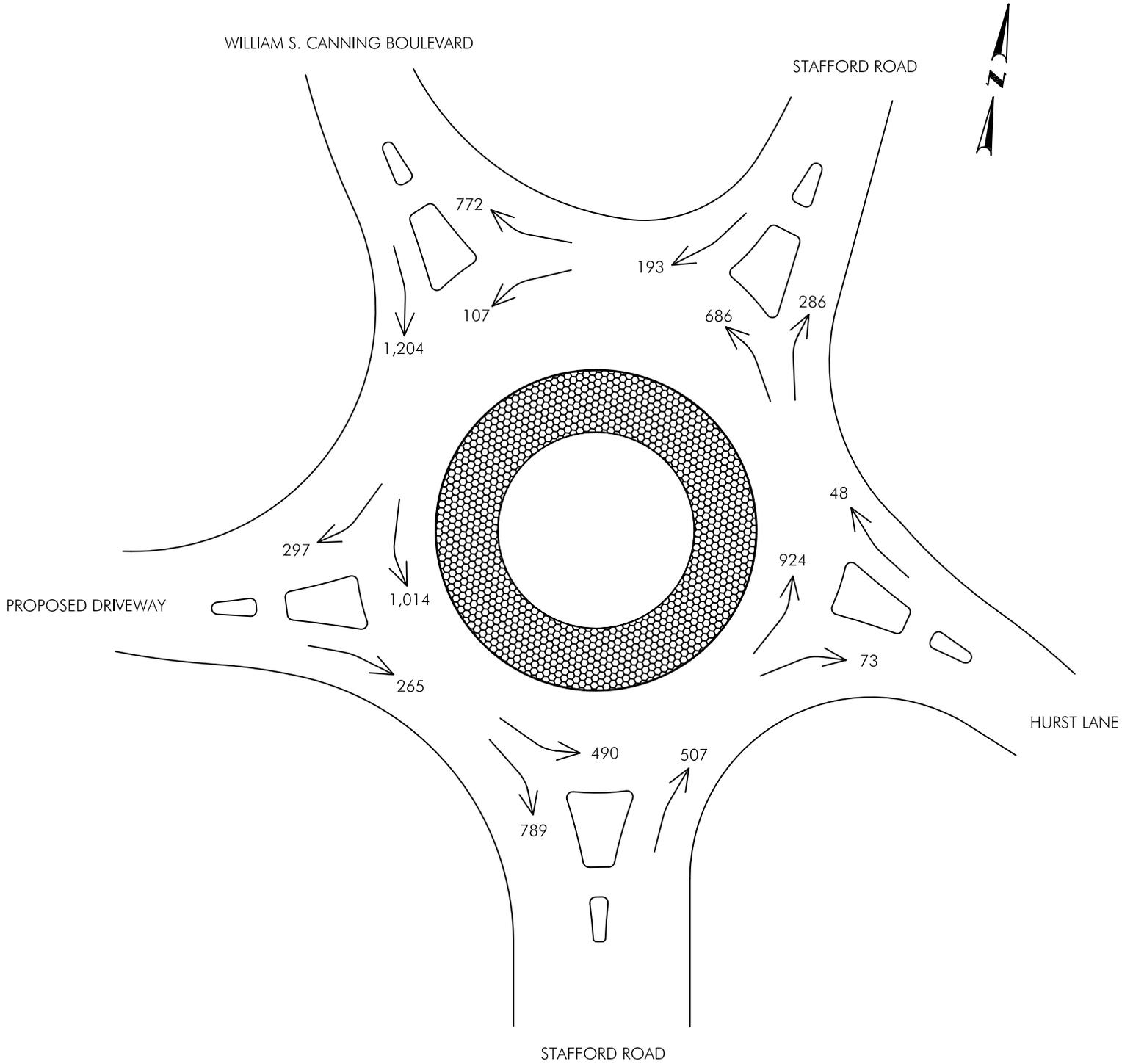
**TRAFFIC VOLUMES  
PROPOSED GAMING FACILITY  
WILLIAM S. CANNING BOULEVARD, TIVERTON, RI  
SITE GENERATED TRIPS**



**WEEKDAY PM PEAK**



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

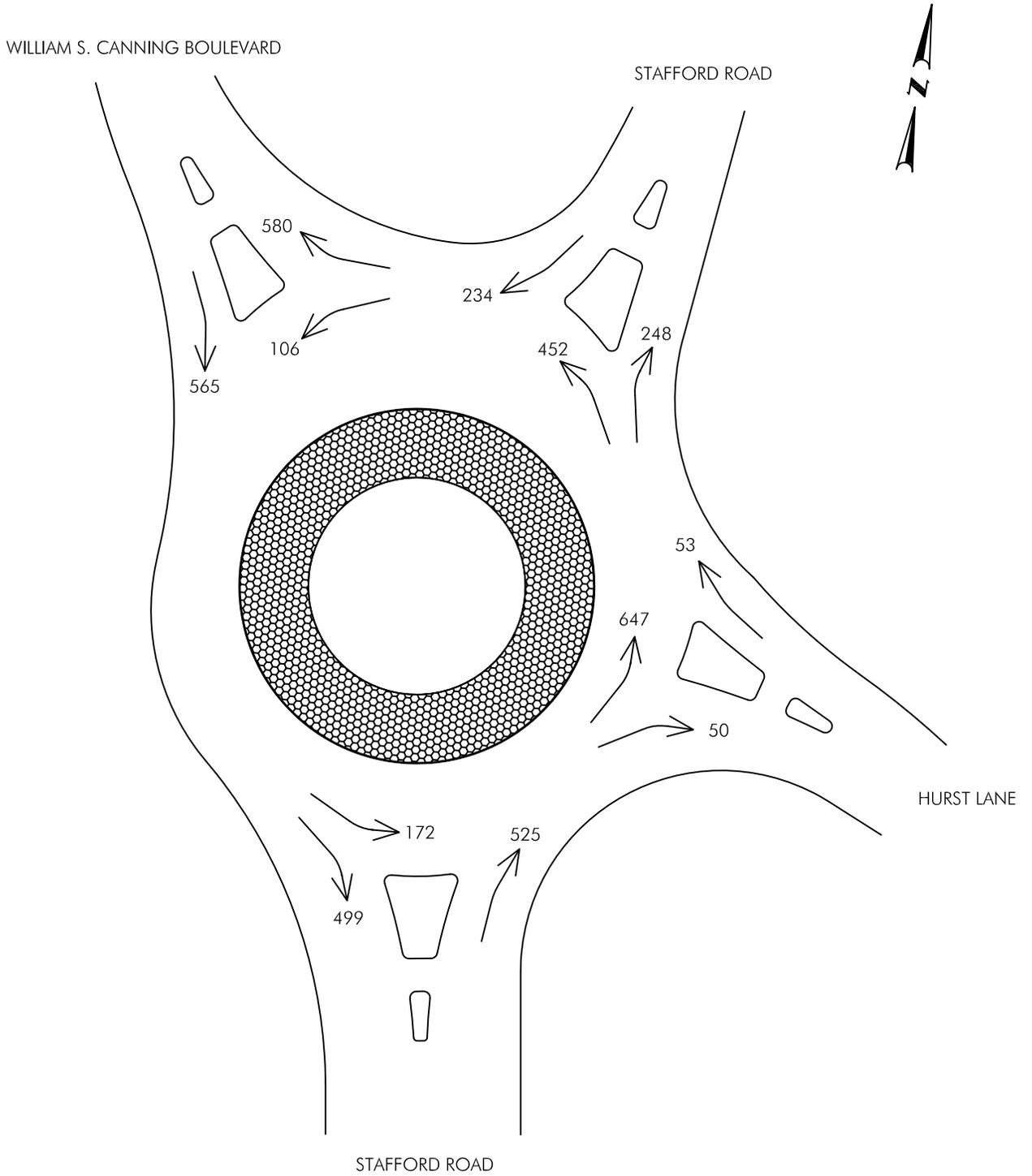


**WEEKDAY PM PEAK**

Traffic Impact Analysis  
Tiverton Gaming Facility  
William S. Canning Boulevard  
PM - Build

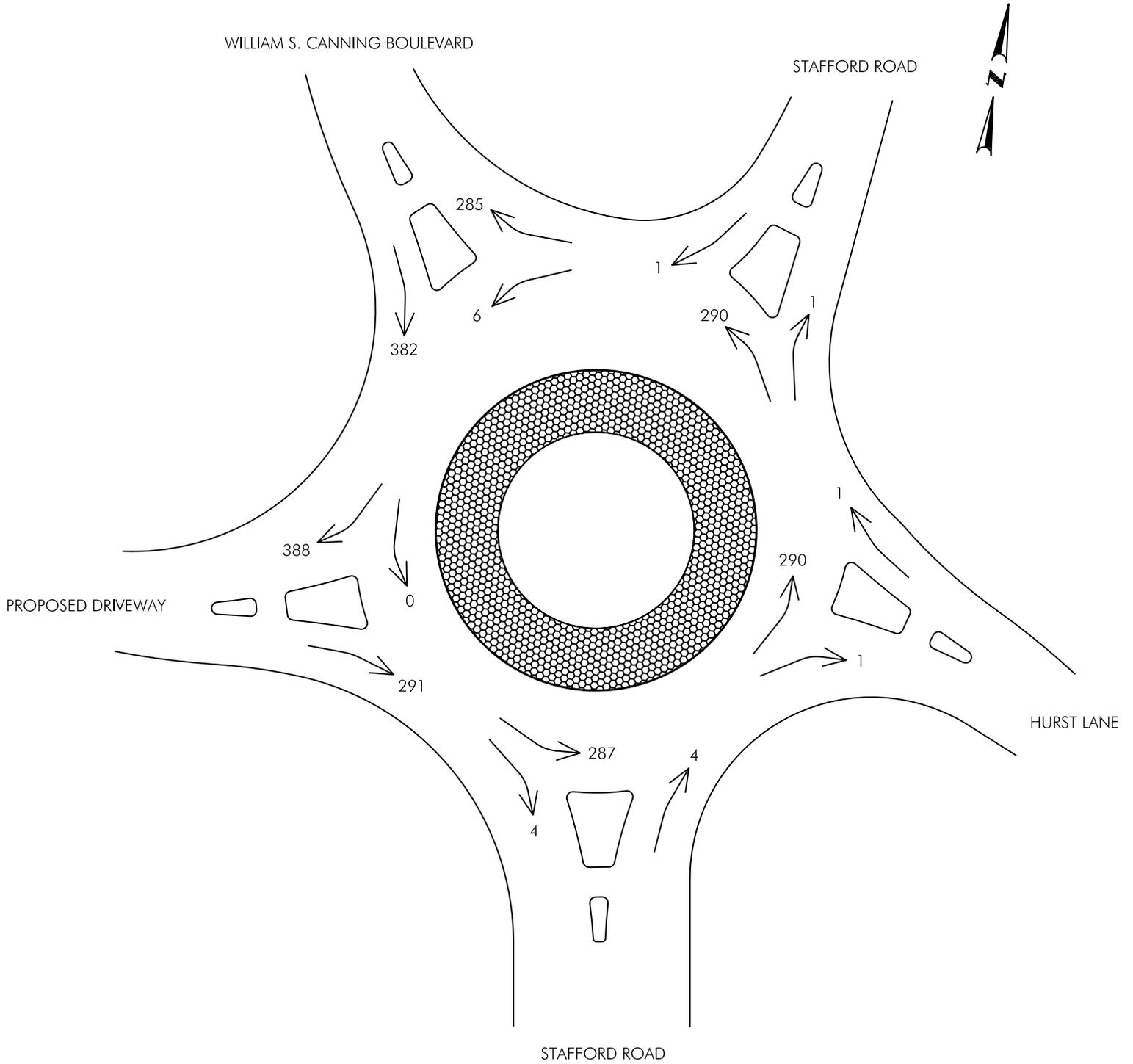
From	To	Run						Average					
		1		2		3		Delay	Vehicles				
		Delay	Vehicles	Queue Length	Max	Queue Length	Vehicles	Delay	Vehicles	Queue Length	Max		
Stafford Rd SB	Stafford Rd SB	14.46	85	9.61	115.57	17.89	90	12.04	242.93	17.94	92	14.41	178.35
	Canning Blvd NB	11.78	99	9.09	115.57	12.35	91	11.97	242.93	15.14	95	14.42	178.35
	Prop. Driveway	16.03	1	9.61	115.57	0	0	12.04	242.93	0	0	14.41	178.35
	<b>Total</b>	13.03	185			15.1	181			16.52	187		
Canning Blvd SB	Hurst Lane	4.96	44	0.81	82.21	3.82	38	2.53	332.75	2.85	57	0.74	150.84
	Stafford Rd SB	3.96	590	0.81	82.21	3.42	561	2.53	332.75	3.8	559	0.74	150.84
	Stafford Rd NB	4.21	134	0.81	82.21	3.09	121	2.53	332.75	3.87	132	0.74	150.84
	<b>Total</b>	3.26	277	0.81	82.21	3.21	255	2.53	332.75	2.63	271	0.74	150.84
Hurst Lane	<b>Total</b>	3.85	1045			3.34	975			3.44	1019		
	Stafford Rd SB	12.75	4	2.32	51.14	10.64	10	1.7	41.13	21.68	8	4.52	88.63
	Stafford Rd NB	17.22	4	1.49	51.31	17.14	7	1.29	41.31	36.7	4	3.97	88.81
	<b>Total</b>	14.82	34	2.32	51.14	12.97	26	1.7	41.13	18.49	38	4.52	88.63
Stafford Rd NB	Prop. Driveway	0	0	2.32	51.14	0	0	1.7	41.13	0	0	4.52	88.63
	<b>Total</b>	14.85	42			13.11	43			20.46	50		
	Hurst Lane	31.79	14	67.03	501.29	22.55	7	68.56	501.29	21.54	8	43.21	400.52
	<b>Total</b>	26.41	131	67.48	501.2	21.56	117	69.07	501.2	19.13	112	43.69	400.43
Proposed Driveway	Canning Blvd NB	22.95	386	67.48	501.2	20.5	398	69.07	501.2	18.48	366	43.69	400.43
	Prop. Driveway	20.05	8	67.48	501.2	24.62	4	69.07	501.2	13.55	3	43.69	400.43
	<b>Total</b>	23.98	539			20.79	526			18.65	489		
	Hurst Lane	13.85	2	32.98	107.15	0	0	24.21	107.13	14.17	1	32.5	107.2
Total	Stafford Rd SB	22.26	2	32.98	107.15	27.19	2	24.21	107.13	15.57	3	32.5	107.2
	Stafford Rd NB	0	0	32.98	107.15	0	0	24.21	107.13	9.91	2	32.5	107.2
	Canning Blvd NB	22.19	279	32.98	107.15	17.12	270	24.21	107.13	22.91	262	32.5	107.2
	<b>Total</b>	22.13	283			17.19	272			22.7	268		
	<b>Total</b>	12.53	2094			11.10	1997			11.34	2013		
										20.67	274.33		
										11.66	2034.67		

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



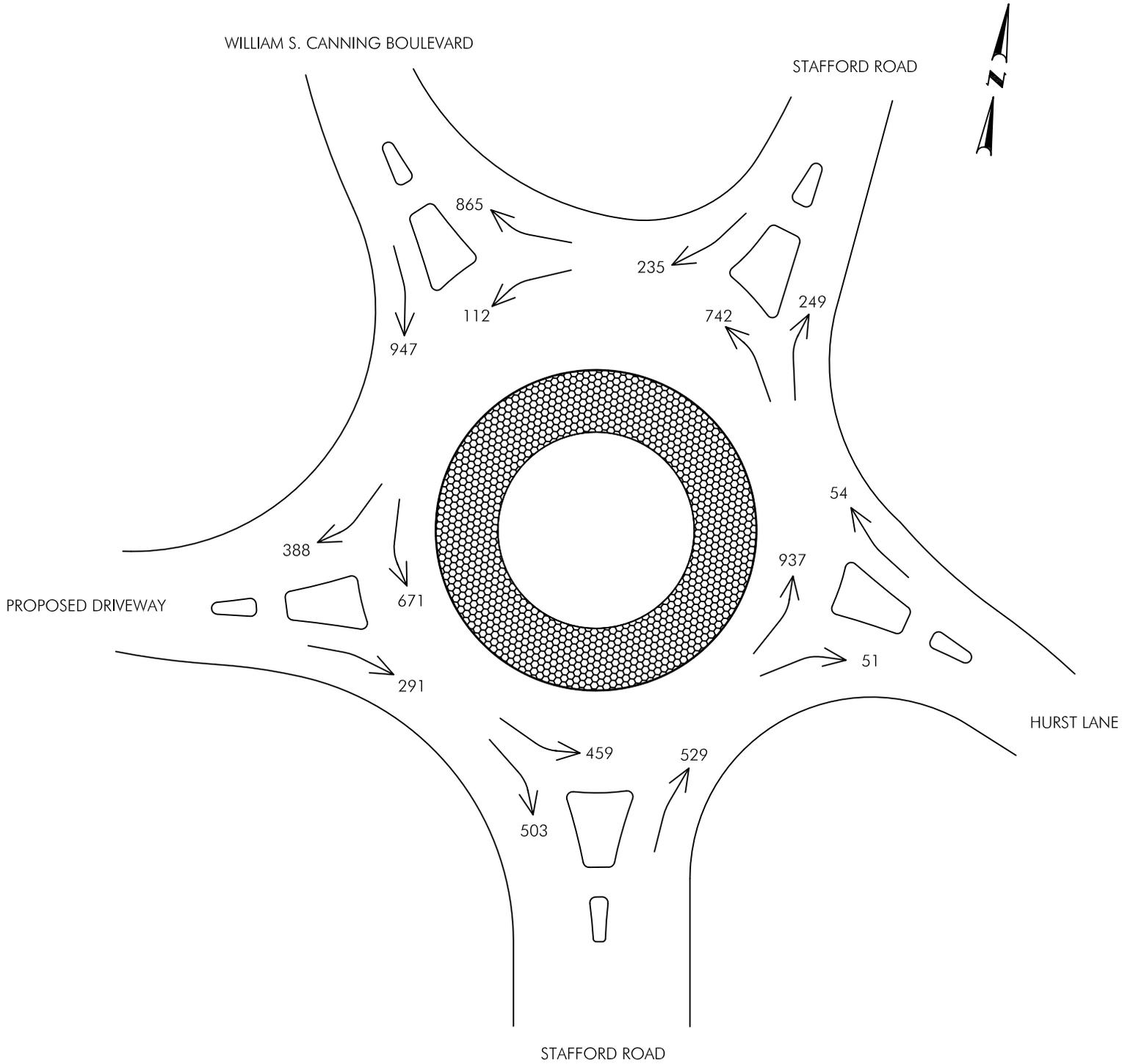
**SATURDAY PM PEAK**

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



**SATURDAY PM PEAK**

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



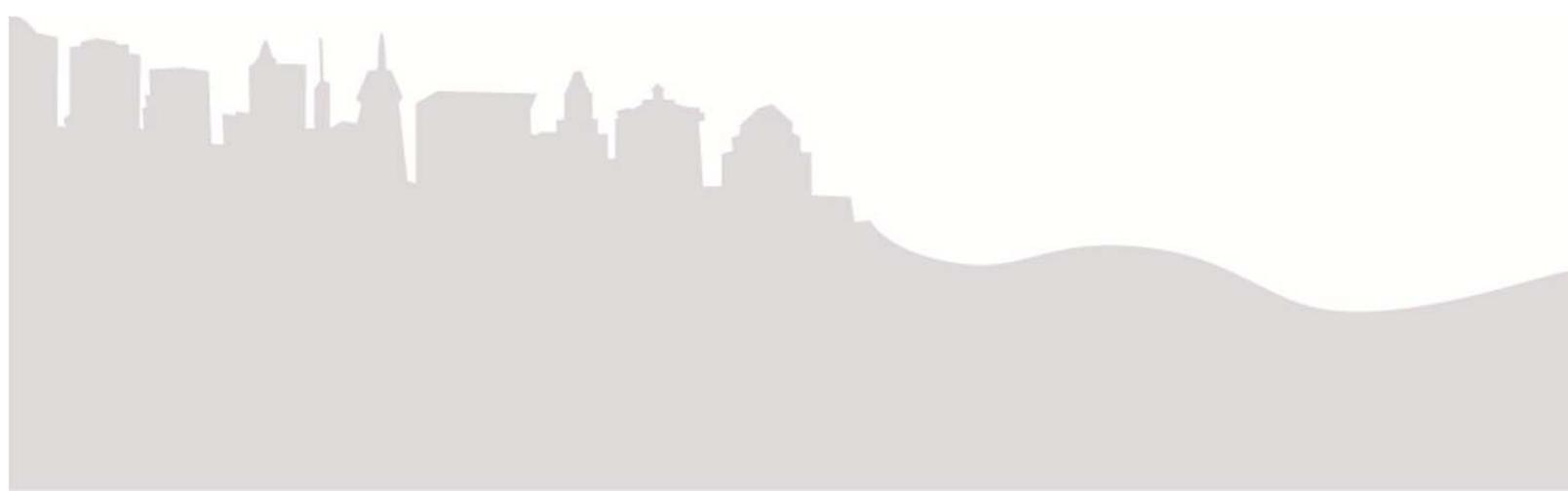
**SATURDAY PM PEAK**

Traffic Impact Analysis  
Tiverton Gaming Facility  
William S. Canning Boulevard  
Saturday PM - Build

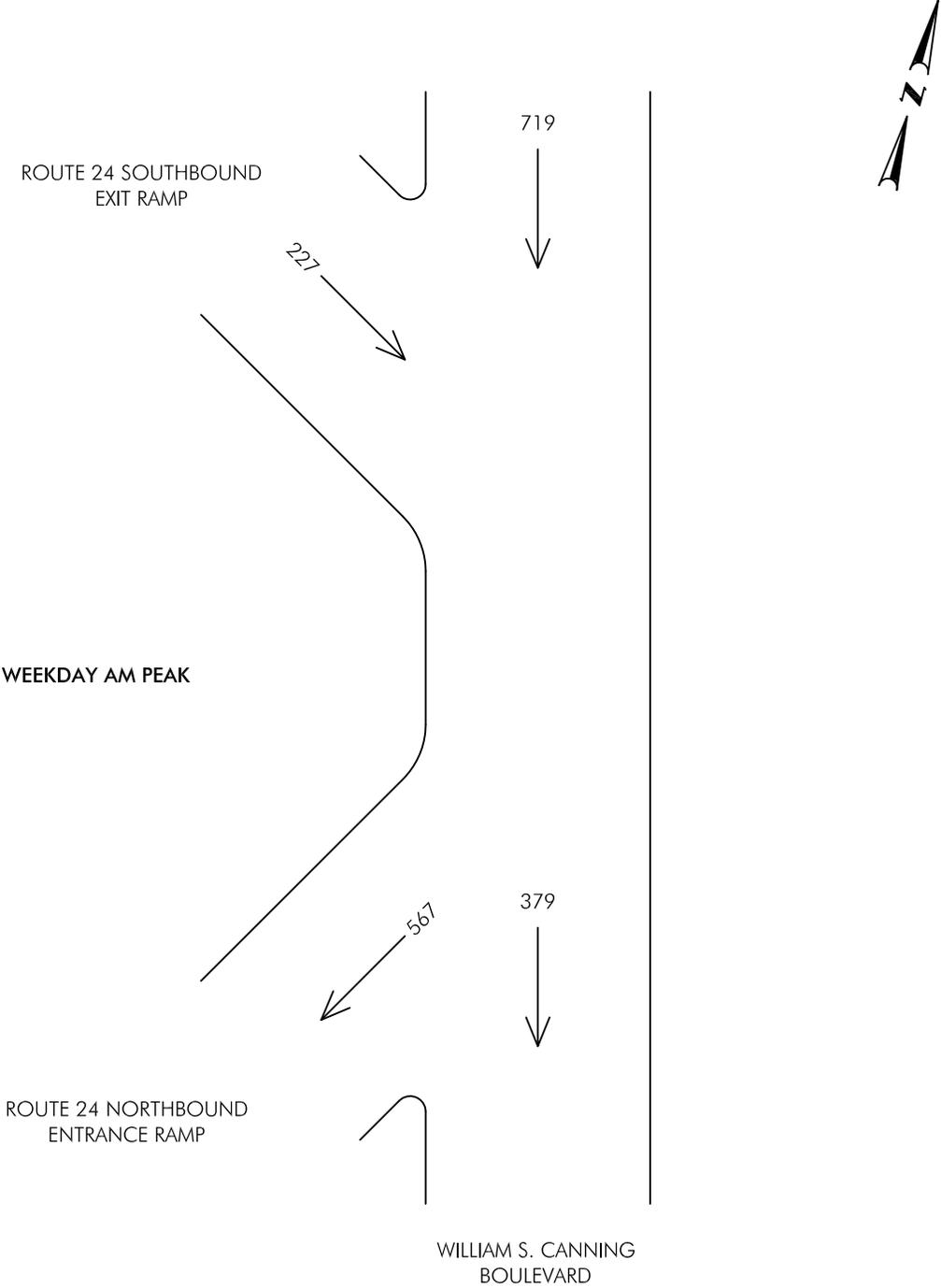
From	To	Run												Average	
		1				2				3				Delay	Vehicles
		Delay	Vehicles	Queue Length	Queue Length Max	Delay	Vehicles	Queue Length	Queue Length Max	Delay	Vehicles	Queue Length	Queue Length Max		
Stafford Rd SB	Stafford Rd SB	34.33	87	41.46	289.75	37.1	100	54.66	363.56	24.91	103	23.58	199.96		
	Canning Blvd NB	28.11	138	41.26	289.75	41.39	125	54.25	363.56	19.9	121	23.39	199.96		
	Prop. Driveway	3.84	1	41.46	289.75	0	0	54.66	363.56	0	0	23.58	199.96		
	<b>Total</b>	30.4	226			39.48	225			22.2	224			30.69	225
Canning Blvd SB	Hurst Lane	3.86	28	3.11	576	2.45	34	0.02	51.38	3.33	37	0.37	99.66		LOS D
	Stafford Rd SB	3.26	398	3.11	576	2.19	381	0.02	51.38	3.03	378	0.37	99.66		
	Stafford Rd NB	2.41	129	3.11	576	2.71	98	0.02	51.38	3.71	134	0.37	99.66		
	Prop. Driveway	2.2	402	3.11	576	2.27	373	0.02	51.38	2.41	388	0.37	99.66		
<b>Total</b>	2.72	957			2.29	886			2.88	937			2.63	926.67	LOS A
Hurst Lane	Stafford Rd SB	8.12	8	2.35	43.4	16.2	10	4.07	63.76	20.11	10	4.43	67.69		
	Stafford Rd NB	14.34	5	1.64	43.58	16.99	9	3.28	63.94	17.5	7	3.34	67.87		
	Canning Blvd NB	14.82	37	2.35	43.4	20.99	32	4.07	63.76	17.69	42	4.43	67.69		
	Prop. Driveway	0	0	2.35	43.4	0	0	4.07	63.76	0	0	4.43	67.69		
<b>Total</b>	13.7	50			19.34	51			18.08	59			17.04	53.33	LOS C
Stafford Rd NB	Hurst Lane	25.3	18	54.67	500.79	23.99	10	34.52	307.77	15.71	9	47.15	351.01		
	Stafford Rd NB	19.31	120	55.12	500.71	16.92	105	34.99	307.68	18.44	103	47.53	350.93		
	Canning Blvd NB	21.44	411	55.12	500.71	16.05	429	34.99	307.68	19.8	390	47.53	350.93		
	Prop. Driveway	20.91	8	55.12	500.71	14.97	4	34.99	307.68	4.16	3	47.53	350.93		
<b>Total</b>	21.1	557			16.35	548			19.36	505			18.94	536.67	LOS C
Proposed Driveway	Hurst Lane	5.31	2	13.36	107.16	0	0	13.86	107.17	30.01	2	17.91	107.13		
	Stafford Rd SB	20.01	2	13.36	107.16	25.82	2	13.86	107.17	13.71	4	17.91	107.13		
	Stafford Rd NB	0	0	13.36	107.16	0	0	13.86	107.17	2.04	2	17.91	107.13		
	Canning Blvd NB	8.83	307	13.36	107.16	9.83	297	13.86	107.17	12.58	293	17.91	107.13		
<b>Total</b>	8.88	311			9.94	299			12.64	301			10.49	303.67	LOS B
<b>Total</b>					11.74	2101			11.86	2009			11.02	2026	LOS B

# APPENDIX D

## Roadway Segment Analysis Computations



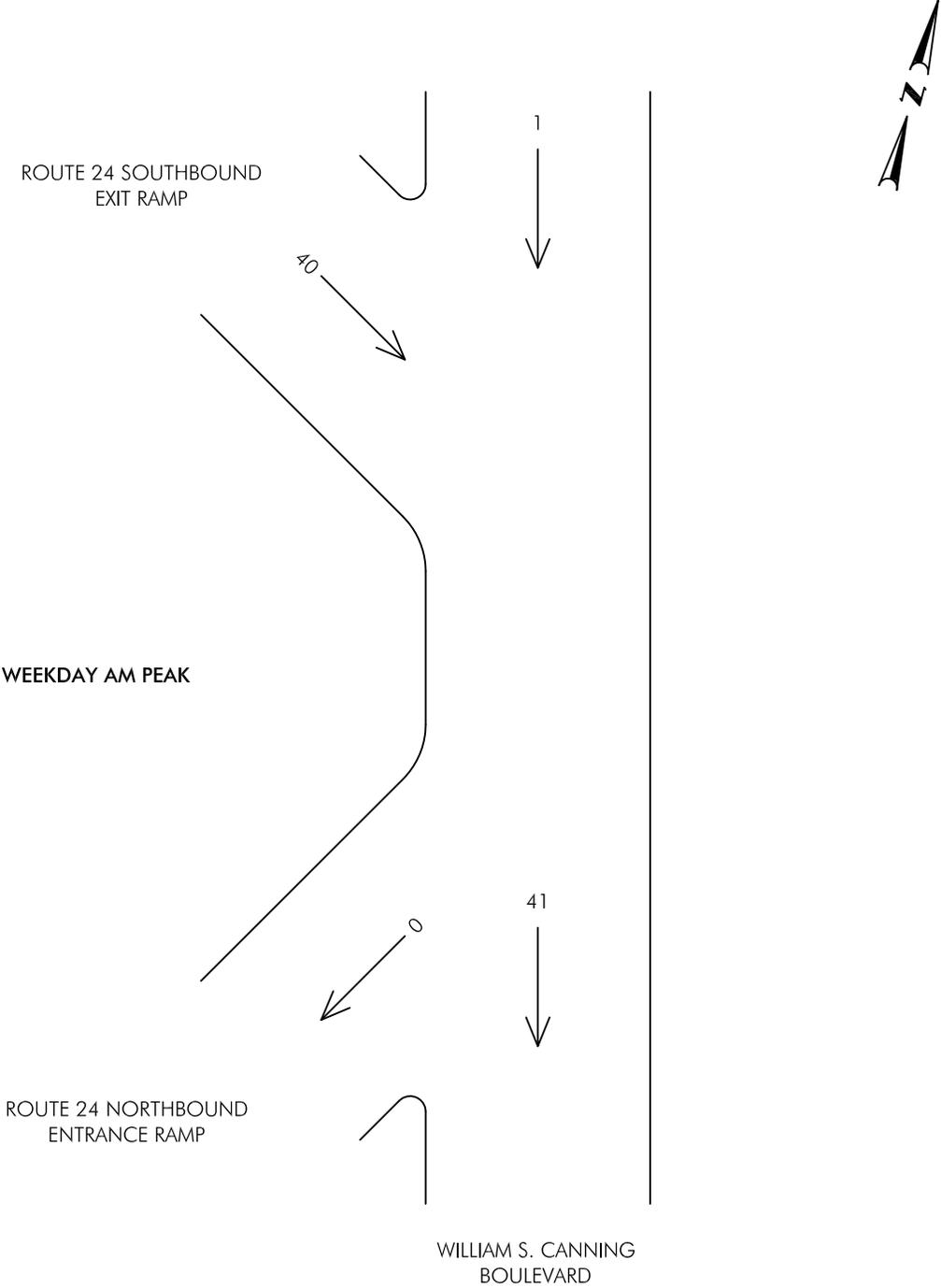
**TRAFFIC VOLUMES  
PROPOSED GAMING FACILITY  
WILLIAM S. CANNING BOULEVARD, TIVERTON, RI  
NO BUILD CONDITIONS**



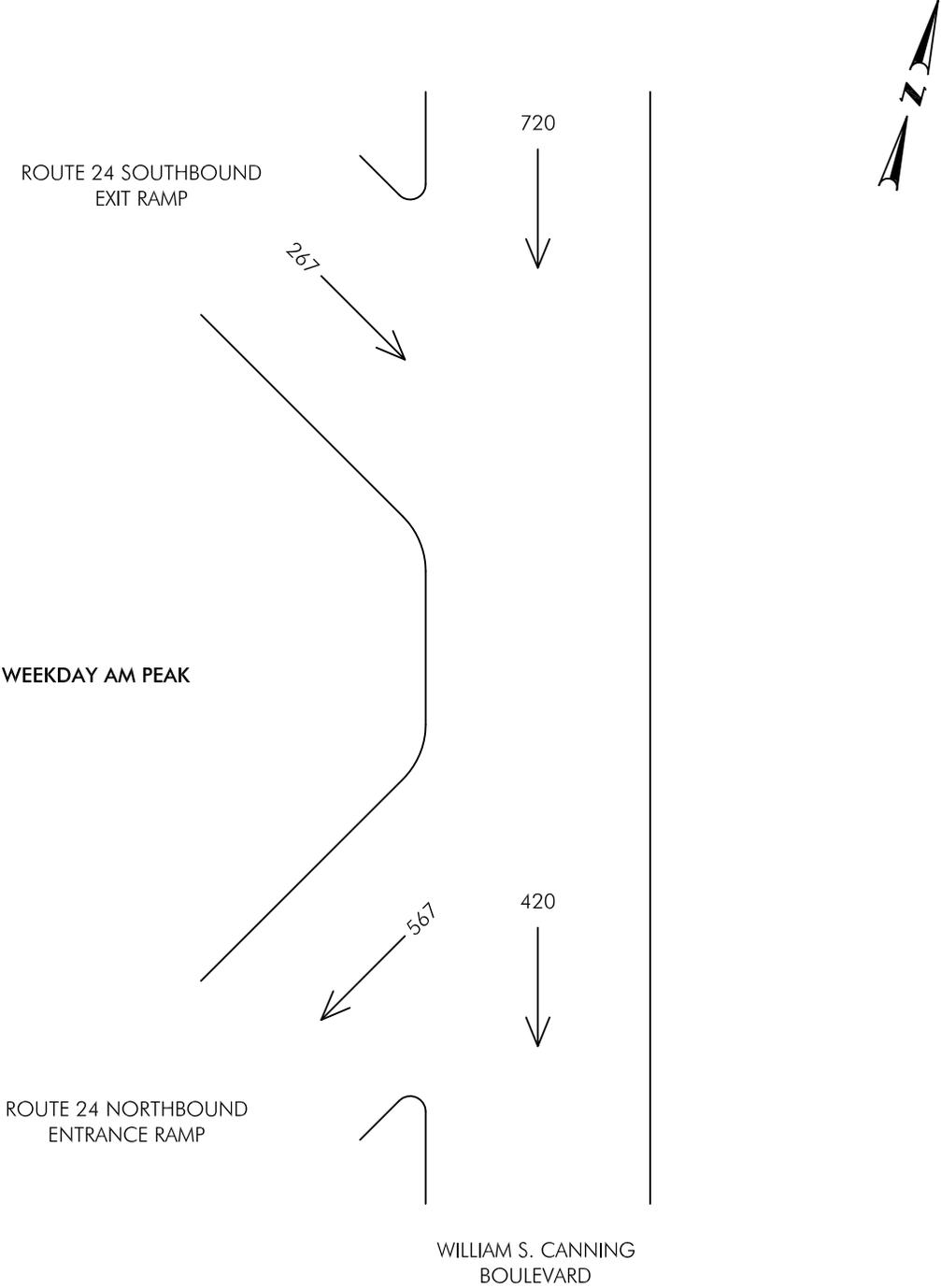


<b>FREEWAY WEAVING WORKSHEET</b>									
<b>General Information</b>					<b>Site Information</b>				
Analyst	dbc				Freeway/Dir of Travel	Canning Blvd Southbound			
Agency/Company	Bryant Associates, Inc.				Weaving Segment Location	Route 24 Ramps			
Date Performed	10/23/2015				Analysis Year	2018			
Analysis Time Period	AM Peak								
Project Description 215028 - Gaming Facility - AM Peak - No Build									
<b>Inputs</b>									
Weaving configuration	One-Sided				Segment type	C-D Roadway/			
Weaving number of lanes, N	2				Multilane				
Weaving segment length, L <sub>S</sub>	750ft				Highways				
Freeway free-flow speed, FFS	45 mph				Freeway minimum speed, S <sub>MIN</sub>	25			
					Freeway maximum capacity, C <sub>IFL</sub>	2250			
					Terrain type	Level			
<b>Conversions to pc/h Under Base Conditions</b>									
	V (veh/h)	PHF	Truck (%)	RV (%)	E <sub>T</sub>	E <sub>R</sub>	f <sub>HV</sub>	f <sub>p</sub>	v (pc/h)
V <sub>FF</sub>	152	0.90	0	0	1.5	1.2	1.000	1.00	169
V <sub>RF</sub>	227	0.68	0	0	1.5	1.2	1.000	1.00	334
V <sub>FR</sub>	567	0.85	0	0	1.5	1.2	1.000	1.00	667
V <sub>RR</sub>	0	0.94	0	0	1.5	1.2	1.000	1.00	0
V <sub>NW</sub>	169							V =	1170
V <sub>W</sub>	1001								
VR	0.856								
<b>Configuration Characteristics</b>									
Minimum maneuver lanes, N <sub>WL</sub>	2 lc				Minimum weaving lane changes, LC <sub>MIN</sub>	1001 lc/h			
Interchange density, ID	1.0 int/mi				Weaving lane changes, LC <sub>W</sub>	1059 lc/h			
Minimum RF lane changes, LC <sub>RF</sub>	1 lc/pc				Non-weaving lane changes, LC <sub>NW</sub>	56 lc/h			
Minimum FR lane changes, LC <sub>FR</sub>	1 lc/pc				Total lane changes, LC <sub>ALL</sub>	1115 lc/h			
Minimum RR lane changes, LC <sub>RR</sub>	lc/pc				Non-weaving vehicle index, I <sub>NW</sub>	13			
<b>Weaving Segment Speed, Density, Level of Service, and Capacity</b>									
Weaving segment flow rate, v	1170 veh/h				Weaving intensity factor, W	0.309			
Weaving segment capacity, c <sub>W</sub>	2738 veh/h				Weaving segment speed, S	39.4 mph			
Weaving segment v/c ratio	0.427				Average weaving speed, S <sub>W</sub>	40.3 mph			
Weaving segment density, D	14.8 pc/mi/ln				Average non-weaving speed, S <sub>NW</sub>	35.0 mph			
Level of Service, LOS	B				Maximum weaving length, L <sub>MAX</sub>	12269 ft			
<b>Notes</b>									
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".									

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

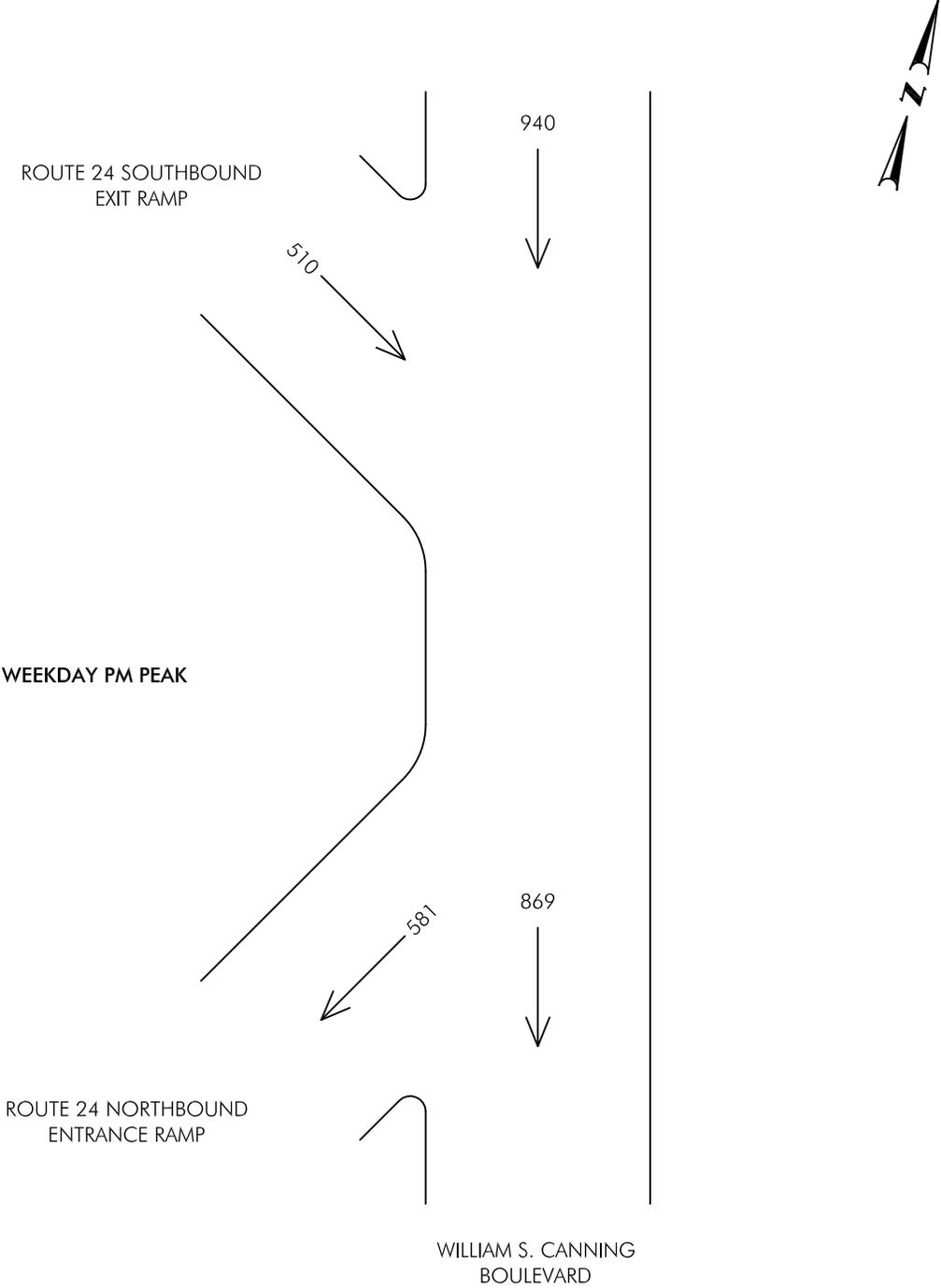


**TRAFFIC VOLUMES  
PROPOSED GAMING FACILITY  
WILLIAM S. CANNING BOULEVARD, TIVERTON, RI  
BUILD CONDITIONS**



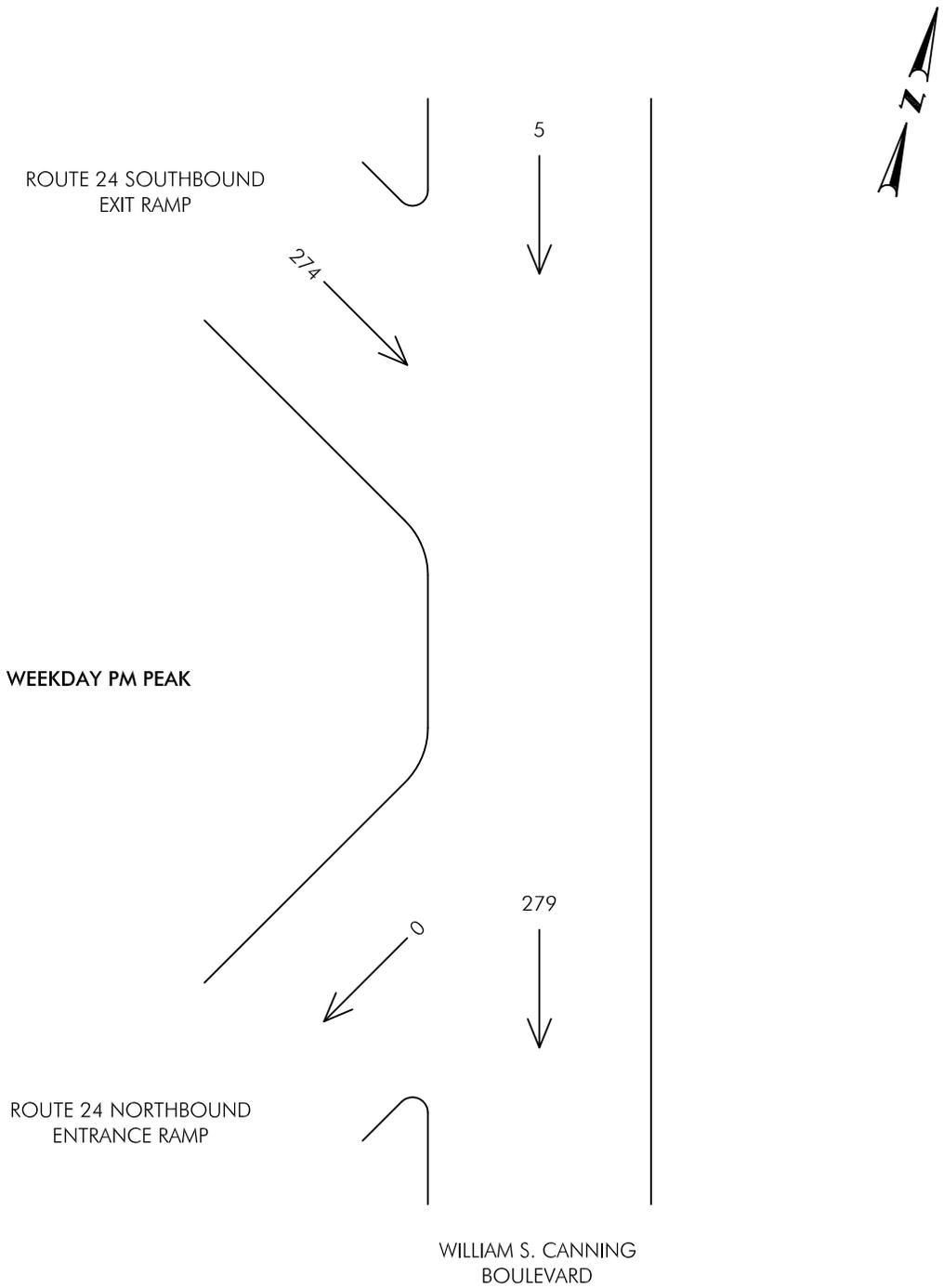
<b>FREEWAY WEAVING WORKSHEET</b>									
<b>General Information</b>					<b>Site Information</b>				
Analyst	dbc				Freeway/Dir of Travel	Canning Blvd Southbound			
Agency/Company	Bryant Associates, Inc.				Weaving Segment Location	Route 24 Ramps			
Date Performed	10/23/2015				Analysis Year	2018			
Analysis Time Period	AM Peak								
Project Description 215028 - Gaming Facility - AM Peak - Build									
<b>Inputs</b>									
Weaving configuration	One-Sided				Segment type	C-D Roadway/			
Weaving number of lanes, N	2				Multilane				
Weaving segment length, L <sub>S</sub>	750ft				Highways				
Freeway free-flow speed, FFS	45 mph				Freeway minimum speed, S <sub>MIN</sub>	25			
					Freeway maximum capacity, C <sub>IFL</sub>	2250			
					Terrain type	Level			
<b>Conversions to pc/h Under Base Conditions</b>									
	V (veh/h)	PHF	Truck (%)	RV (%)	E <sub>T</sub>	E <sub>R</sub>	f <sub>HV</sub>	f <sub>p</sub>	v (pc/h)
V <sub>FF</sub>	153	0.90	0	0	1.5	1.2	1.000	1.00	170
V <sub>RF</sub>	267	0.68	0	0	1.5	1.2	1.000	1.00	393
V <sub>FR</sub>	567	0.85	0	0	1.5	1.2	1.000	1.00	667
V <sub>RR</sub>	0	0.94	0	0	1.5	1.2	1.000	1.00	0
V <sub>NW</sub>	170							V =	1230
V <sub>W</sub>	1060								
VR	0.862								
<b>Configuration Characteristics</b>									
Minimum maneuver lanes, N <sub>WL</sub>	2 lc				Minimum weaving lane changes, LC <sub>MIN</sub>	1060 lc/h			
Interchange density, ID	1.0 int/mi				Weaving lane changes, LC <sub>W</sub>	1118 lc/h			
Minimum RF lane changes, LC <sub>RF</sub>	1 lc/pc				Non-weaving lane changes, LC <sub>NW</sub>	56 lc/h			
Minimum FR lane changes, LC <sub>FR</sub>	1 lc/pc				Total lane changes, LC <sub>ALL</sub>	1174 lc/h			
Minimum RR lane changes, LC <sub>RR</sub>	lc/pc				Non-weaving vehicle index, I <sub>NW</sub>	13			
<b>Weaving Segment Speed, Density, Level of Service, and Capacity</b>									
Weaving segment flow rate, v	1230 veh/h				Weaving intensity factor, W	0.322			
Weaving segment capacity, c <sub>w</sub>	2724 veh/h				Weaving segment speed, S	39.2 mph			
Weaving segment v/c ratio	0.451				Average weaving speed, S <sub>w</sub>	40.1 mph			
Weaving segment density, D	15.7 pc/mi/ln				Average non-weaving speed, S <sub>NW</sub>	34.4 mph			
Level of Service, LOS	B				Maximum weaving length, L <sub>MAX</sub>	12352 ft			
<b>Notes</b>									
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".									

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

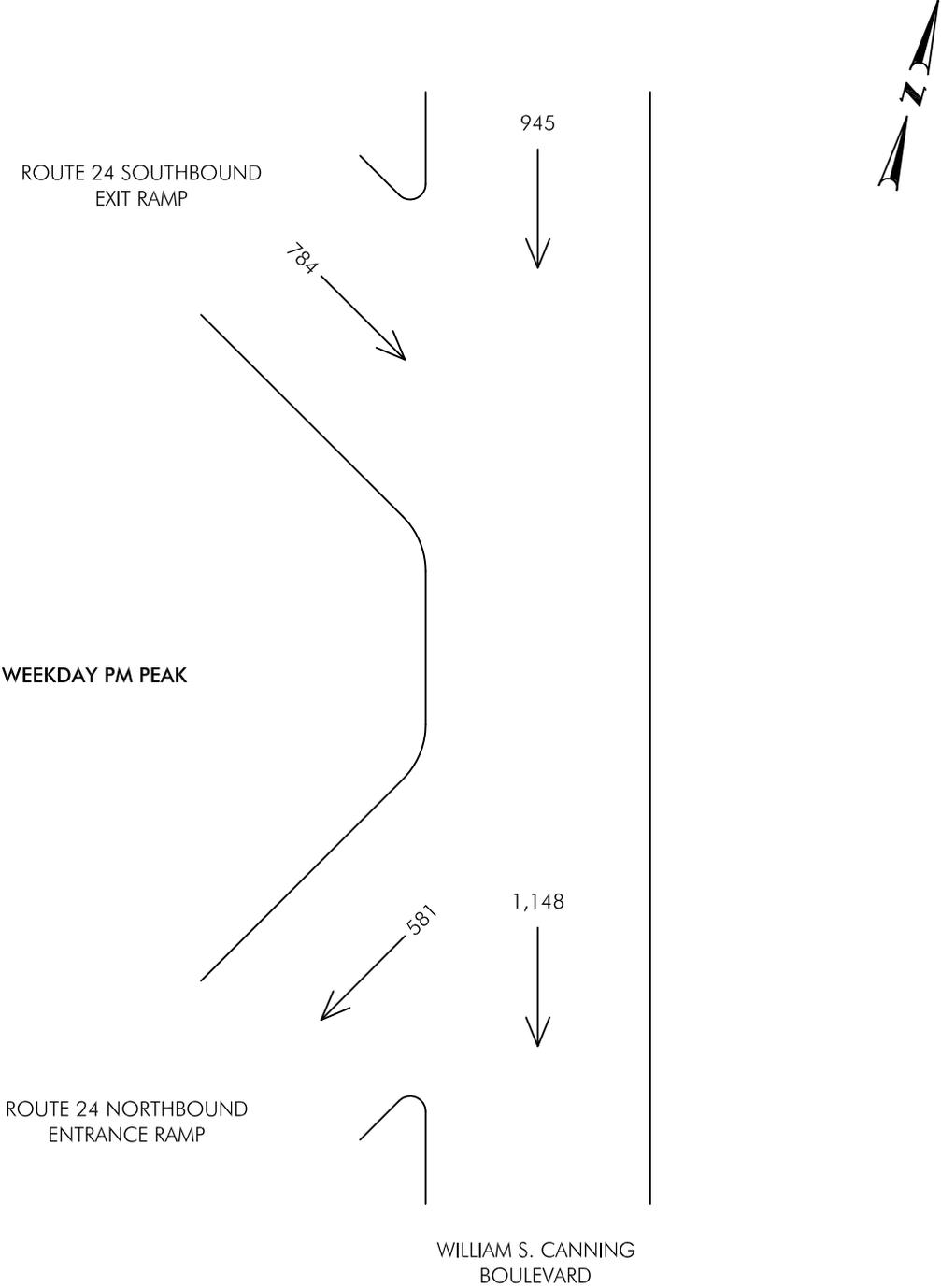


<b>FREEWAY WEAVING WORKSHEET</b>									
<b>General Information</b>					<b>Site Information</b>				
Analyst	dbc				Freeway/Dir of Travel	Canning Blvd Southbound			
Agency/Company	Bryant Associates, Inc.				Weaving Segment Location	Route 24 Ramps			
Date Performed	10/23/2015				Analysis Year	2018			
Analysis Time Period	PM Peak								
Project Description 215028 - Gaming Facility - PM Peak - No Build									
<b>Inputs</b>									
Weaving configuration	One-Sided				Segment type	C-D Roadway/			
Weaving number of lanes, N	2				Multilane				
Weaving segment length, L <sub>S</sub>	750ft				Highways				
Freeway free-flow speed, FFS	45 mph				Freeway minimum speed, S <sub>MIN</sub>	25			
					Freeway maximum capacity, C <sub>IFL</sub>	2250			
					Terrain type	Level			
<b>Conversions to pc/h Under Base Conditions</b>									
	V (veh/h)	PHF	Truck (%)	RV (%)	E <sub>T</sub>	E <sub>R</sub>	f <sub>HV</sub>	f <sub>p</sub>	v (pc/h)
V <sub>FF</sub>	359	0.97	0	0	1.5	1.2	1.000	1.00	370
V <sub>RF</sub>	510	0.92	0	0	1.5	1.2	1.000	1.00	554
V <sub>FR</sub>	581	0.95	0	0	1.5	1.2	1.000	1.00	612
V <sub>RR</sub>	0	0.94	0	0	1.5	1.2	1.000	1.00	0
V <sub>NW</sub>	370							V =	1536
V <sub>W</sub>	1166								
VR	0.759								
<b>Configuration Characteristics</b>									
Minimum maneuver lanes, N <sub>WL</sub>	2 lc				Minimum weaving lane changes, LC <sub>MIN</sub>	1166 lc/h			
Interchange density, ID	1.0 int/mi				Weaving lane changes, LC <sub>W</sub>	1224 lc/h			
Minimum RF lane changes, LC <sub>RF</sub>	1 lc/pc				Non-weaving lane changes, LC <sub>NW</sub>	98 lc/h			
Minimum FR lane changes, LC <sub>FR</sub>	1 lc/pc				Total lane changes, LC <sub>ALL</sub>	1322 lc/h			
Minimum RR lane changes, LC <sub>RR</sub>	lc/pc				Non-weaving vehicle index, I <sub>NW</sub>	28			
<b>Weaving Segment Speed, Density, Level of Service, and Capacity</b>									
Weaving segment flow rate, v	1537 veh/h				Weaving intensity factor, W	0.353			
Weaving segment capacity, c <sub>w</sub>	2930 veh/h				Weaving segment speed, S	37.9 mph			
Weaving segment v/c ratio	0.524				Average weaving speed, S <sub>w</sub>	39.8 mph			
Weaving segment density, D	20.3 pc/mi/ln				Average non-weaving speed, S <sub>NW</sub>	32.9 mph			
Level of Service, LOS	B				Maximum weaving length, L <sub>MAX</sub>	11009 ft			
<b>Notes</b>									
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".									

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



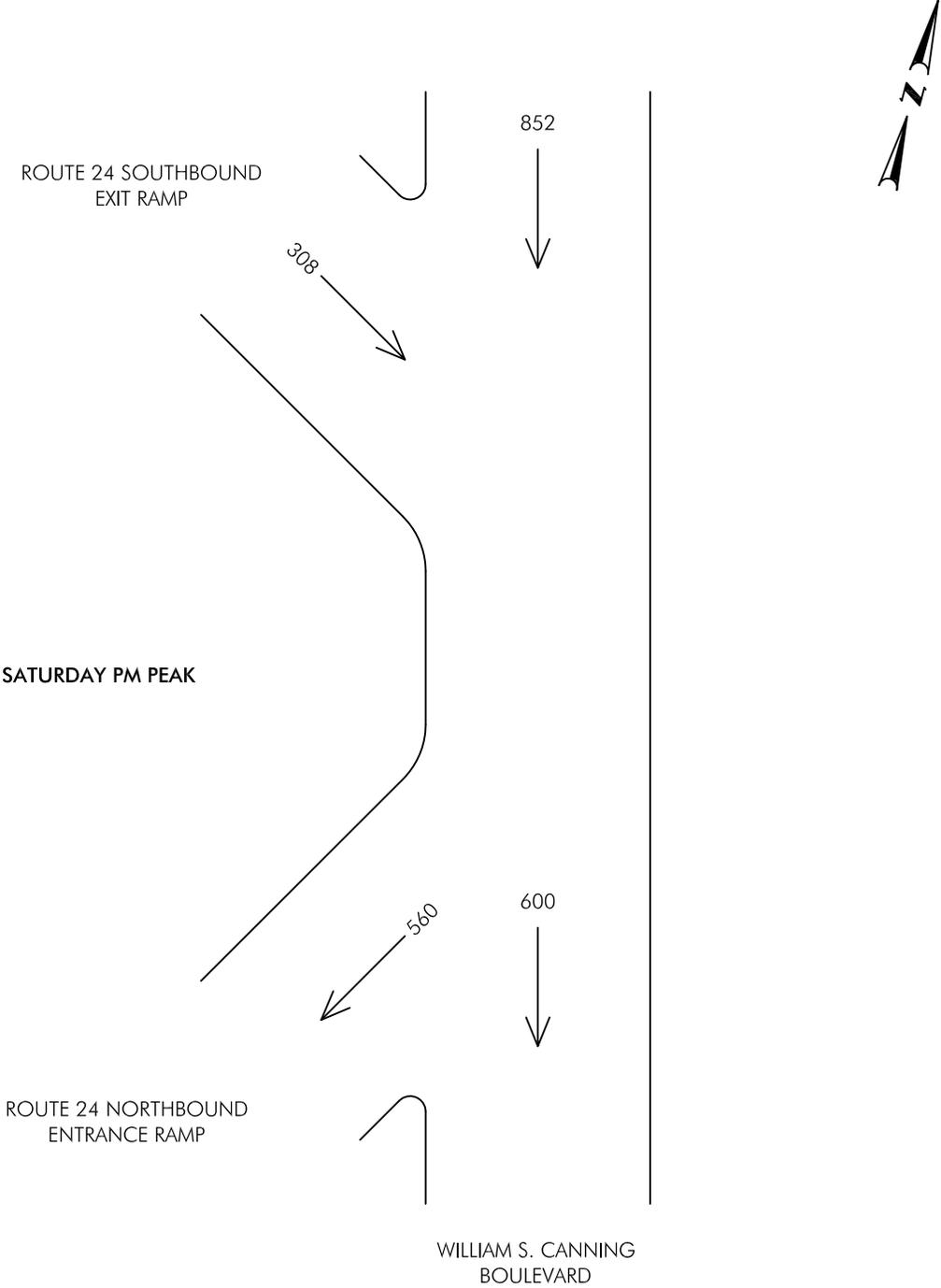
**TRAFFIC VOLUMES  
PROPOSED GAMING FACILITY  
WILLIAM S. CANNING BOULEVARD, TIVERTON, RI  
BUILD CONDITIONS**





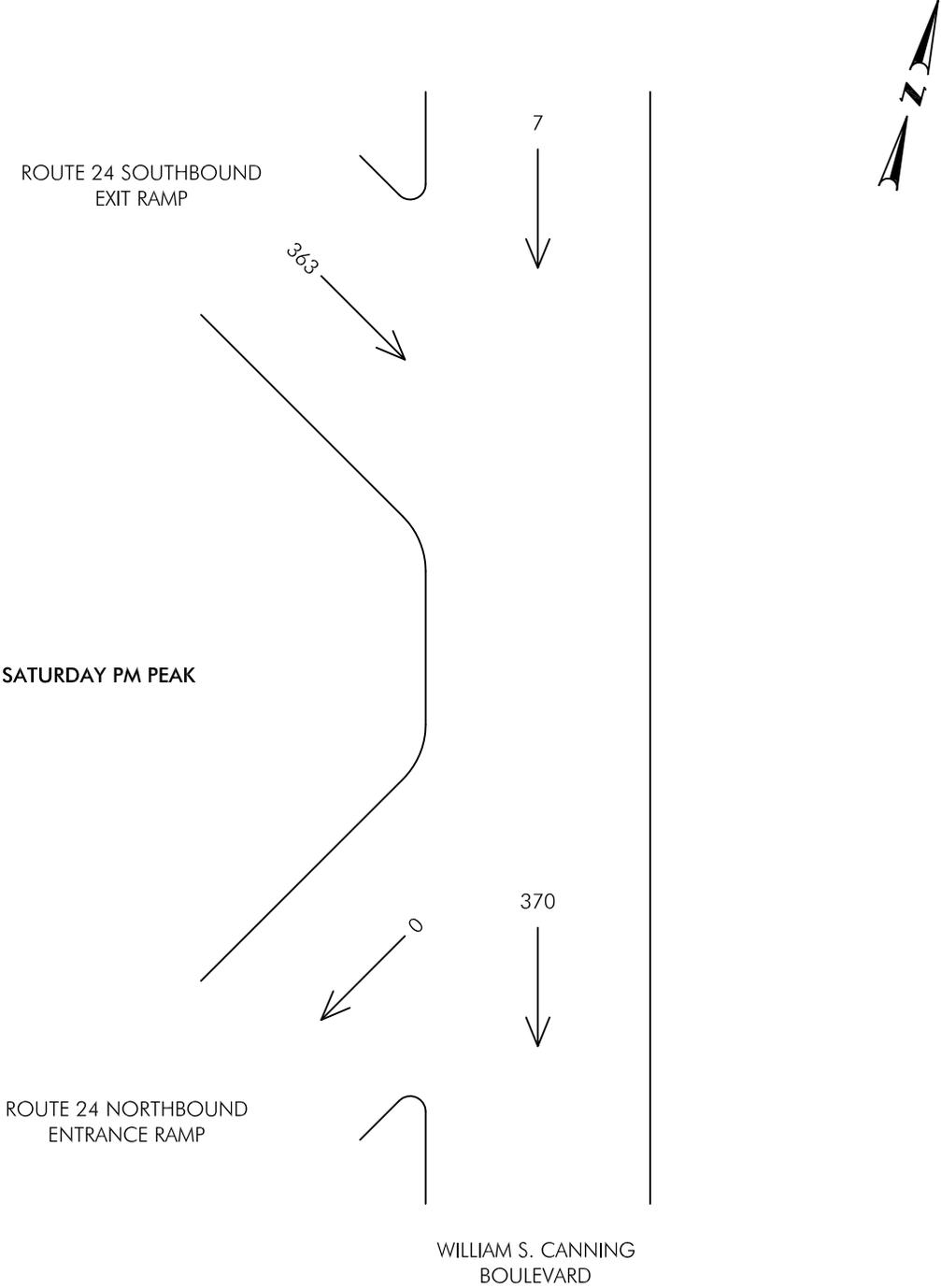
<b>FREEWAY WEAVING WORKSHEET</b>									
<b>General Information</b>					<b>Site Information</b>				
Analyst	dbc				Freeway/Dir of Travel	Canning Blvd Southbound			
Agency/Company	Bryant Associates, Inc.				Weaving Segment Location	Route 24 Ramps			
Date Performed	10/23/2015				Analysis Year	2018			
Analysis Time Period	PM Peak								
Project Description 215028 - Gaming Facility - PM Peak - Build									
<b>Inputs</b>									
Weaving configuration	One-Sided				Segment type	C-D Roadway/			
Weaving number of lanes, N	2				Multilane				
Weaving segment length, L <sub>s</sub>	750ft				Highways				
Freeway free-flow speed, FFS	45 mph				Freeway minimum speed, S <sub>MIN</sub>	25			
					Freeway maximum capacity, C <sub>IFL</sub>	2250			
					Terrain type	Level			
<b>Conversions to pc/h Under Base Conditions</b>									
	V (veh/h)	PHF	Truck (%)	RV (%)	E <sub>T</sub>	E <sub>R</sub>	f <sub>HV</sub>	f <sub>p</sub>	v (pc/h)
V <sub>FF</sub>	364	0.97	0	0	1.5	1.2	1.000	1.00	375
V <sub>RF</sub>	784	0.92	0	0	1.5	1.2	1.000	1.00	852
V <sub>FR</sub>	581	0.95	0	0	1.5	1.2	1.000	1.00	612
V <sub>RR</sub>	0	0.94	0	0	1.5	1.2	1.000	1.00	0
V <sub>NW</sub>	375							V =	1839
V <sub>W</sub>	1464								
VR	0.796								
<b>Configuration Characteristics</b>									
Minimum maneuver lanes, N <sub>WL</sub>	2 lc				Minimum weaving lane changes, LC <sub>MIN</sub>	1464 lc/h			
Interchange density, ID	1.0 int/mi				Weaving lane changes, LC <sub>W</sub>	1522 lc/h			
Minimum RF lane changes, LC <sub>RF</sub>	1 lc/pc				Non-weaving lane changes, LC <sub>NW</sub>	99 lc/h			
Minimum FR lane changes, LC <sub>FR</sub>	1 lc/pc				Total lane changes, LC <sub>ALL</sub>	1621 lc/h			
Minimum RR lane changes, LC <sub>RR</sub>	lc/pc				Non-weaving vehicle index, I <sub>NW</sub>	28			
<b>Weaving Segment Speed, Density, Level of Service, and Capacity</b>									
Weaving segment flow rate, v	1840 veh/h				Weaving intensity factor, W	0.415			
Weaving segment capacity, c <sub>w</sub>	2858 veh/h				Weaving segment speed, S	36.9 mph			
Weaving segment v/c ratio	0.643				Average weaving speed, S <sub>w</sub>	39.1 mph			
Weaving segment density, D	24.9 pc/mi/ln				Average non-weaving speed, S <sub>NW</sub>	30.0 mph			
Level of Service, LOS	C				Maximum weaving length, L <sub>MAX</sub>	11487 ft			
<b>Notes</b>									
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".									

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

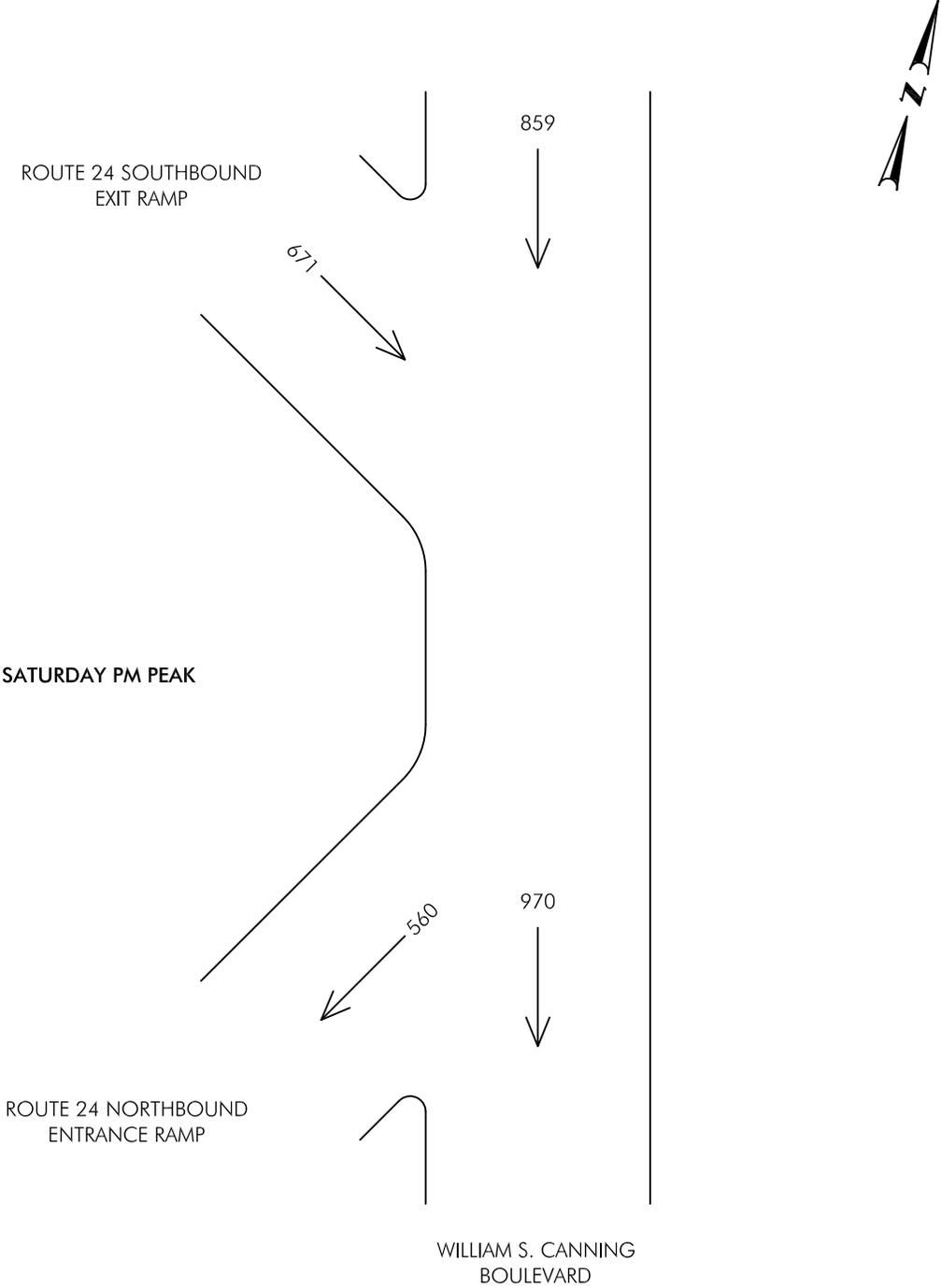


<b>FREEWAY WEAVING WORKSHEET</b>									
<b>General Information</b>					<b>Site Information</b>				
Analyst	dbc				Freeway/Dir of Travel	Canning Blvd Southbound			
Agency/Company	Bryant Associates, Inc.				Weaving Segment Location	Route 24 Ramps			
Date Performed	10/23/2015				Analysis Year	2018			
Analysis Time Period	Saturday PM Peak								
Project Description 215028 - Gaming Facility - Saturday PM Peak - No Build									
<b>Inputs</b>									
Weaving configuration	One-Sided				Segment type	C-D Roadway/			
Weaving number of lanes, N	2				Multilane				
Weaving segment length, L <sub>S</sub>	750ft				Highways				
Freeway free-flow speed, FFS	45 mph				Freeway minimum speed, S <sub>MIN</sub>	25			
					Freeway maximum capacity, C <sub>IFL</sub>	2250			
					Terrain type	Level			
<b>Conversions to pc/h Under Base Conditions</b>									
	V (veh/h)	PHF	Truck (%)	RV (%)	E <sub>T</sub>	E <sub>R</sub>	f <sub>HV</sub>	f <sub>p</sub>	v (pc/h)
V <sub>FF</sub>	292	0.96	0	0	1.5	1.2	1.000	1.00	304
V <sub>RF</sub>	308	0.95	0	0	1.5	1.2	1.000	1.00	324
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	1.2	1.000	1.00	0
V <sub>NW</sub>	304							V =	1217
V <sub>W</sub>	913								
VR	0.750								
<b>Configuration Characteristics</b>									
Minimum maneuver lanes, N <sub>WL</sub>	2 lc				Minimum weaving lane changes, LC <sub>MIN</sub>	913 lc/h			
Interchange density, ID	1.0 int/mi				Weaving lane changes, LC <sub>W</sub>	971 lc/h			
Minimum RF lane changes, LC <sub>RF</sub>	1 lc/pc				Non-weaving lane changes, LC <sub>NW</sub>	84 lc/h			
Minimum FR lane changes, LC <sub>FR</sub>	1 lc/pc				Total lane changes, LC <sub>ALL</sub>	1055 lc/h			
Minimum RR lane changes, LC <sub>RR</sub>	lc/pc				Non-weaving vehicle index, I <sub>NW</sub>	23			
<b>Weaving Segment Speed, Density, Level of Service, and Capacity</b>									
Weaving segment flow rate, v	1218 veh/h				Weaving intensity factor, W	0.296			
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 <sub>W</sub>	40.4 mph			
Weaving segment density, D	15.6 pc/mi/ln				Average non-weaving speed, S <sub>NW</sub>	35.5 mph			
Level of Service, LOS	B				Maximum weaving length, L <sub>MAX</sub>	10894 ft			
<b>Notes</b>									
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".									

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

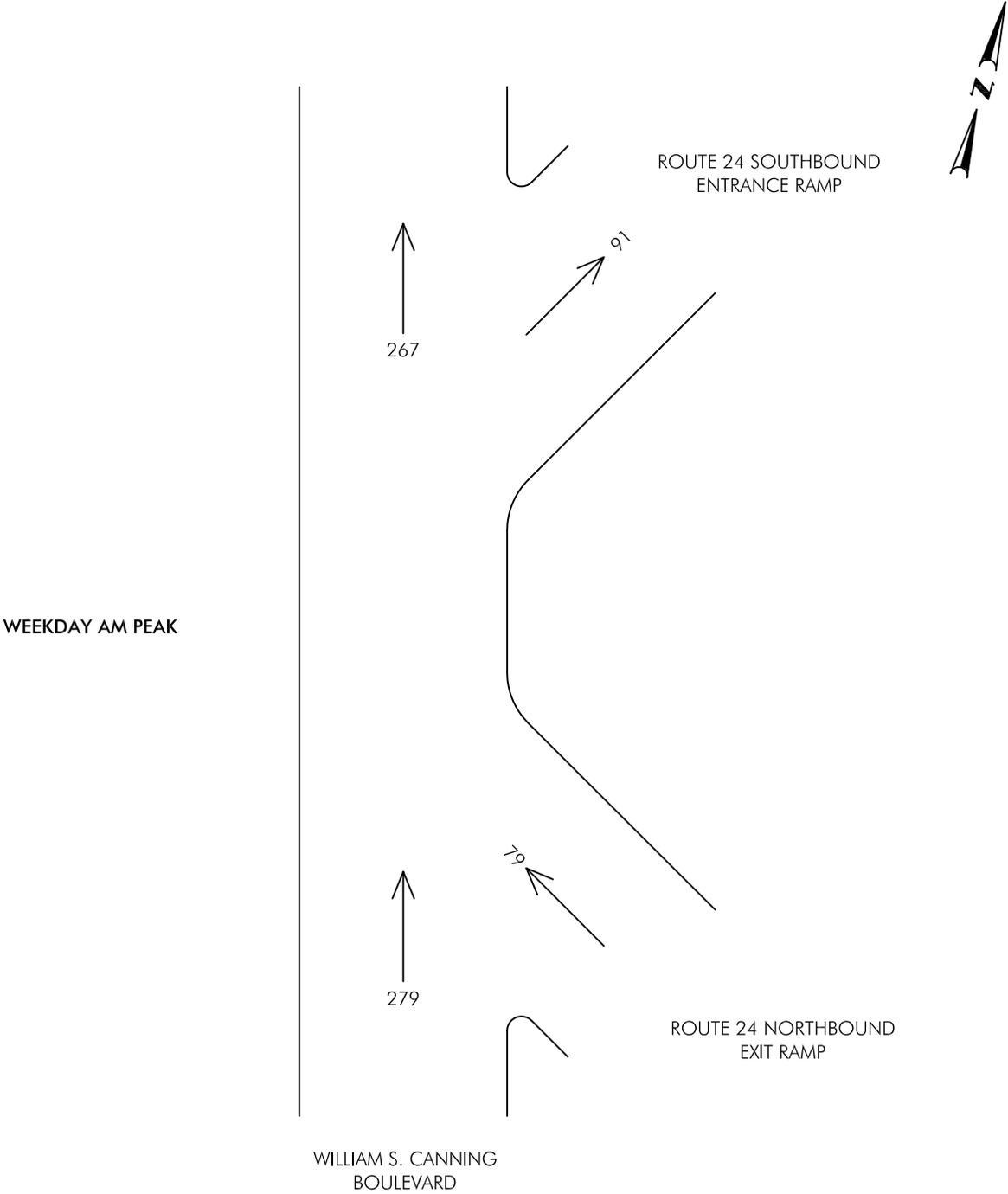


**TRAFFIC VOLUMES  
PROPOSED GAMING FACILITY  
WILLIAM S. CANNING BOULEVARD, TIVERTON, RI  
BUILD CONDITIONS**



<b>FREEWAY WEAVING WORKSHEET</b>									
<b>General Information</b>					<b>Site Information</b>				
Analyst	dbc				Freeway/Dir of Travel	Canning Blvd Southbound			
Agency/Company	Bryant Associates, Inc.				Weaving Segment Location	Route 24 Ramps			
Date Performed	10/23/2015				Analysis Year	2018			
Analysis Time Period	Saturday PM Peak								
Project Description 215028 - Gaming Facility - Saturday PM Peak - Build									
<b>Inputs</b>									
Weaving configuration	One-Sided				Segment type	C-D Roadway/			
Weaving number of lanes, N	2				Multilane				
Weaving segment length, L <sub>S</sub>	750ft				Highways				
Freeway free-flow speed, FFS	45 mph				Freeway minimum speed, S <sub>MIN</sub>	25			
					Freeway maximum capacity, C <sub>IFL</sub>	2250			
					Terrain type	Level			
<b>Conversions to pc/h Under Base Conditions</b>									
	V (veh/h)	PHF	Truck (%)	RV (%)	E <sub>T</sub>	E <sub>R</sub>	f <sub>HV</sub>	f <sub>p</sub>	v (pc/h)
V <sub>FF</sub>	299	0.96	0	0	1.5	1.2	1.000	1.00	311
V <sub>RF</sub>	671	0.95	0	0	1.5	1.2	1.000	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	1.2	1.000	1.00	0
V <sub>NW</sub>	311							V =	1606
V <sub>W</sub>	1295								
VR	0.806								
<b>Configuration Characteristics</b>									
Minimum maneuver lanes, N <sub>WL</sub>	2 lc				Minimum weaving lane changes, LC <sub>MIN</sub>	1295 lc/h			
Interchange density, ID	1.0 int/mi				Weaving lane changes, LC <sub>W</sub>	1353 lc/h			
Minimum RF lane changes, LC <sub>RF</sub>	1 lc/pc				Non-weaving lane changes, LC <sub>NW</sub>	85 lc/h			
Minimum FR lane changes, LC <sub>FR</sub>	1 lc/pc				Total lane changes, LC <sub>ALL</sub>	1438 lc/h			
Minimum RR lane changes, LC <sub>RR</sub>	lc/pc				Non-weaving vehicle index, I <sub>NW</sub>	23			
<b>Weaving Segment Speed, Density, Level of Service, and Capacity</b>									
Weaving segment flow rate, v	1608 veh/h				Weaving intensity factor, W	0.378			
Weaving segment capacity, c <sub>w</sub>	2836 veh/h				Weaving segment speed, S	37.7 mph			
Weaving segment v/c ratio	0.567				Average weaving speed, S <sub>w</sub>	39.5 mph			
Weaving segment density, D	21.3 pc/mi/ln				Average non-weaving speed, S <sub>NW</sub>	31.8 mph			
Level of Service, LOS	B				Maximum weaving length, L <sub>MAX</sub>	11621 ft			
<b>Notes</b>									
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".									

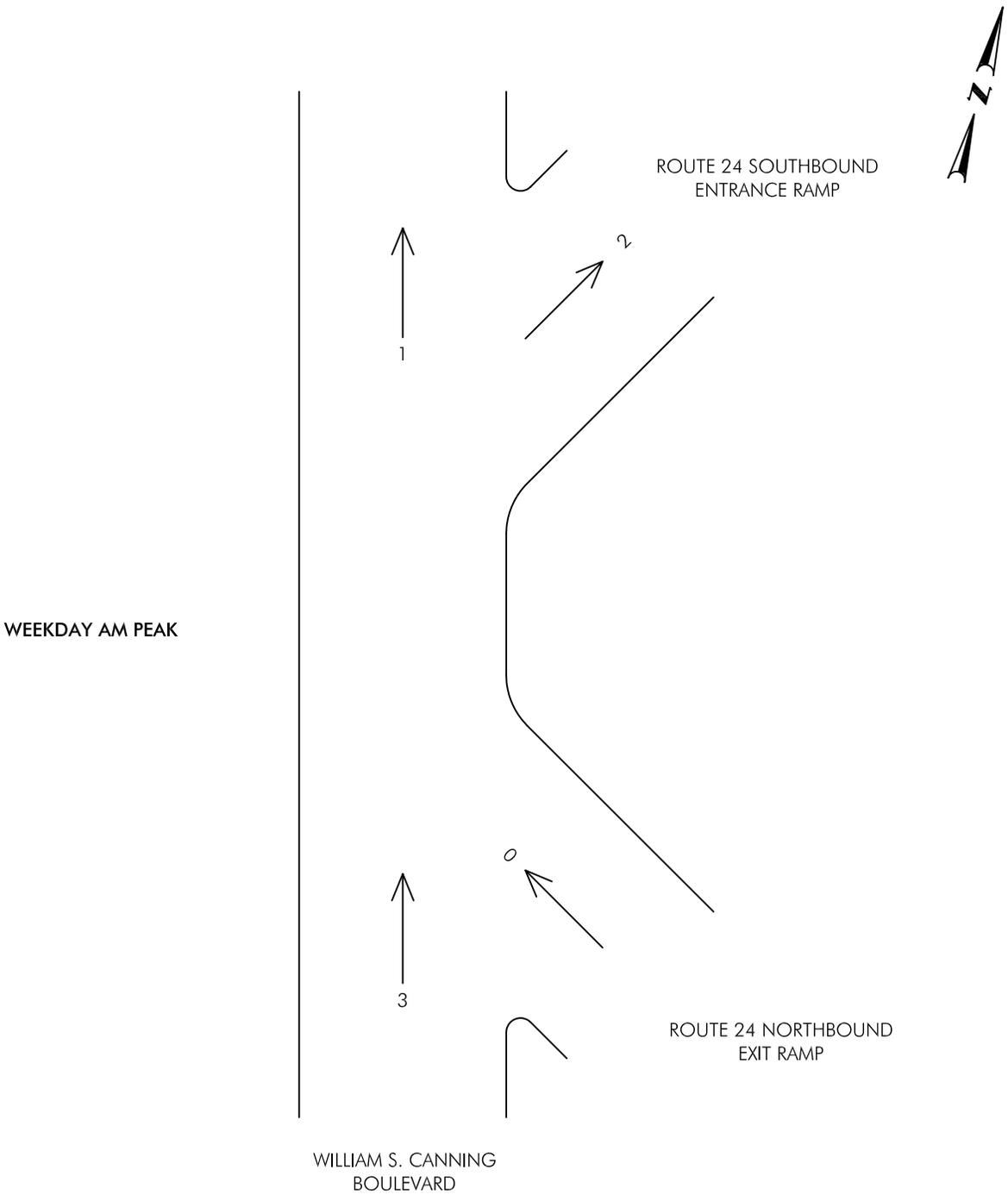
TRAFFIC VOLUMES  
PROPOSED GAMING FACILITY  
WILLIAM S. CANNING BOULEVARD, TIVERTON, RI  
NO BUILD CONDITIONS



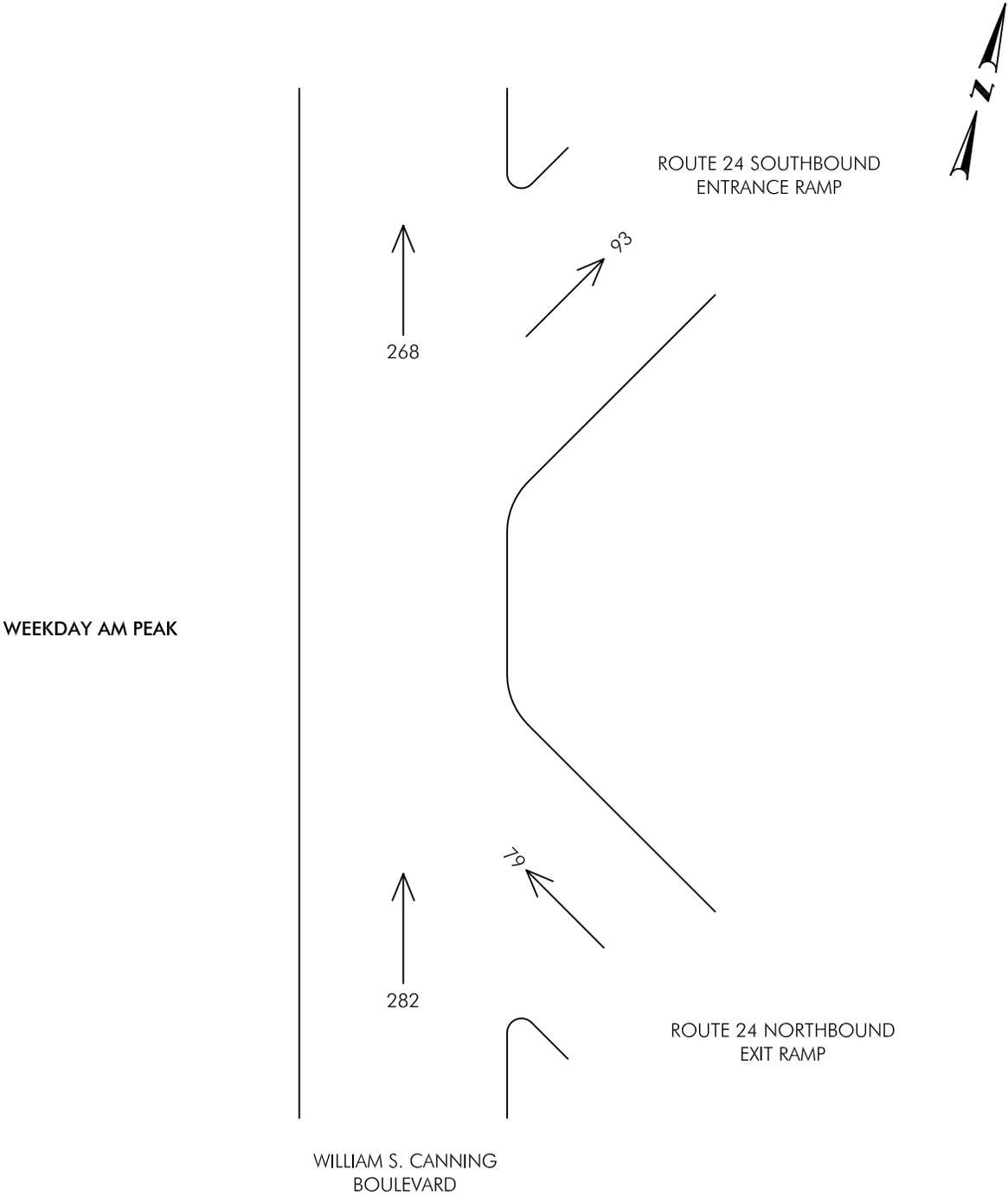
<b>FREEWAY WEAVING WORKSHEET</b>									
<b>General Information</b>					<b>Site Information</b>				
Analyst	dbc				Freeway/Dir of Travel	Canning Blvd Northbound			
Agency/Company	Bryant Associates, Inc.				Weaving Segment Location	Route 24 Ramps			
Date Performed	10/23/2015				Analysis Year	2018			
Analysis Time Period	AM Peak								
Project Description 215028 - Gaming Facility - AM Peak - No Build									
<b>Inputs</b>									
Weaving configuration	One-Sided				Segment type	C-D Roadway/			
Weaving number of lanes, N	2				Multilane				
Weaving segment length, L <sub>s</sub>	1000ft				Highways				
Freeway free-flow speed, FFS	45 mph				Freeway minimum speed, S <sub>MIN</sub>	25			
					Freeway maximum capacity, C <sub>IFL</sub>	2250			
					Terrain type	Level			
<b>Conversions to pc/h Under Base Conditions</b>									
	V (veh/h)	PHF	Truck (%)	RV (%)	E <sub>T</sub>	E <sub>R</sub>	f <sub>HV</sub>	f <sub>p</sub>	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	1.000	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								
<b>Configuration Characteristics</b>									
Minimum maneuver lanes, N <sub>WL</sub>	2 lc				Minimum weaving lane changes, LC <sub>MIN</sub>	201 lc/h			
Interchange density, ID	1.0 int/mi				Weaving lane changes, LC <sub>W</sub>	273 lc/h			
Minimum RF lane changes, LC <sub>RF</sub>	1 lc/pc				Non-weaving lane changes, LC <sub>NW</sub>	197 lc/h			
Minimum FR lane changes, LC <sub>FR</sub>	1 lc/pc				Total lane changes, LC <sub>ALL</sub>	470 lc/h			
Minimum RR lane changes, LC <sub>RR</sub>	lc/pc				Non-weaving vehicle index, I <sub>NW</sub>	19			
<b>Weaving Segment Speed, Density, Level of Service, and Capacity</b>									
Weaving segment flow rate, v	395 veh/h				Weaving intensity factor, W	0.125			
Weaving segment capacity, c <sub>w</sub>	3440 veh/h				Weaving segment speed, S	42.7 mph			
Weaving segment v/c ratio	0.115				Average weaving speed, S <sub>w</sub>	42.8 mph			
Weaving segment density, D	4.6 pc/mi/ln				Average non-weaving speed, S <sub>NW</sub>	42.6 mph			
Level of Service, LOS	A				Maximum weaving length, L <sub>MAX</sub>	7930 ft			
<b>Notes</b>									
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".									



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

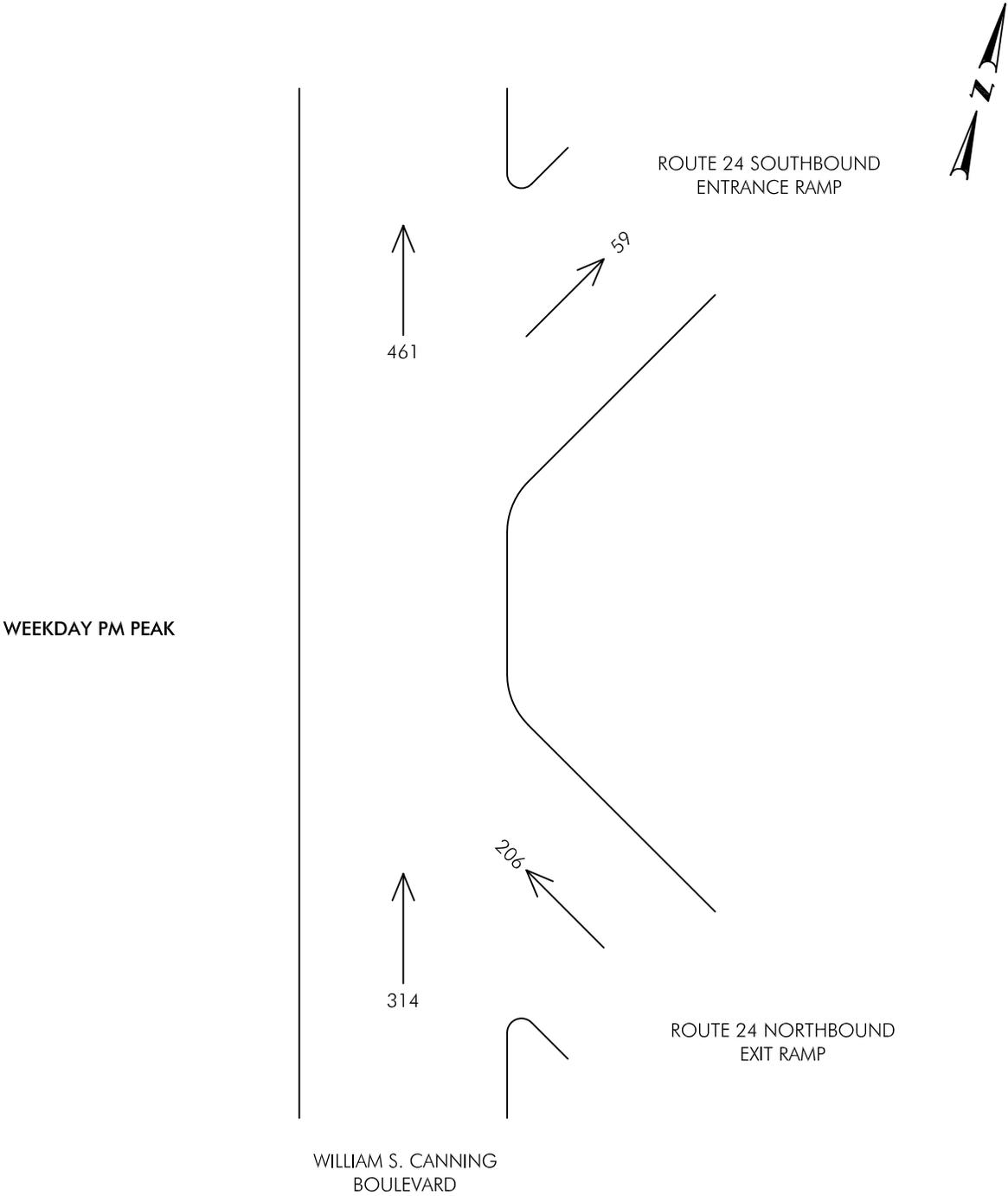


TRAFFIC VOLUMES  
PROPOSED GAMING FACILITY  
WILLIAM S. CANNING BOULEVARD, TIVERTON, RI  
BUILD CONDITIONS



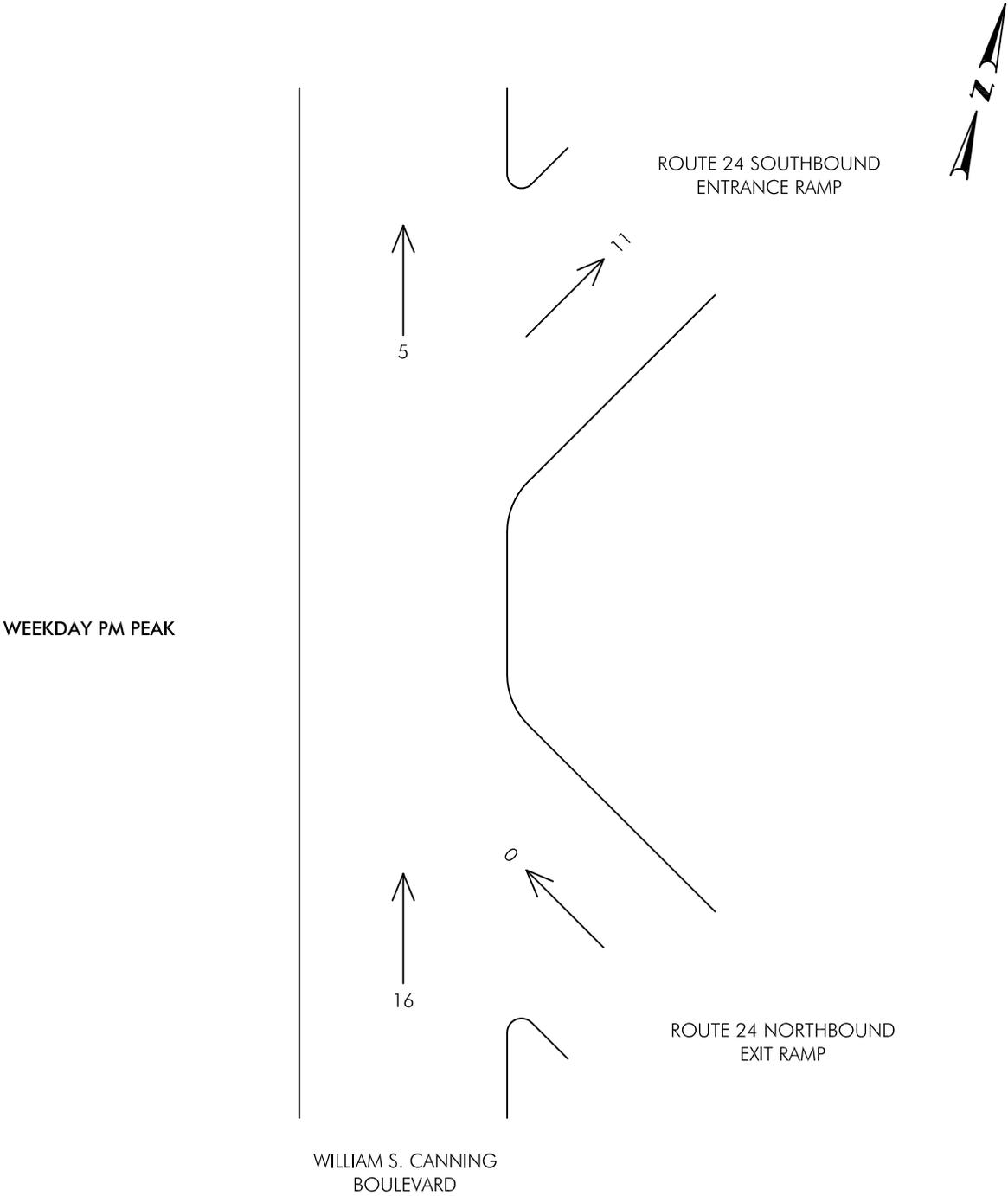
<b>FREEWAY WEAVING WORKSHEET</b>									
<b>General Information</b>					<b>Site Information</b>				
Analyst	dbc				Freeway/Dir of Travel	Canning Blvd Northbound			
Agency/Company	Bryant Associates, Inc.				Weaving Segment Location	Route 24 Ramps			
Date Performed	10/23/2015				Analysis Year	2018			
Analysis Time Period	AM Peak								
Project Description 215028 - Gaming Facility - AM Peak - Build									
<b>Inputs</b>									
Weaving configuration	One-Sided				Segment type	C-D Roadway/			
Weaving number of lanes, N	2				Multilane				
Weaving segment length, L <sub>S</sub>	1000ft				Highways				
Freeway free-flow speed, FFS	45 mph				Freeway minimum speed, S <sub>MIN</sub>	25			
					Freeway maximum capacity, C <sub>IFL</sub>	2250			
					Terrain type	Level			
<b>Conversions to pc/h Under Base Conditions</b>									
	V (veh/h)	PHF	Truck (%)	RV (%)	E <sub>T</sub>	E <sub>R</sub>	f <sub>HV</sub>	f <sub>p</sub>	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								
<b>Configuration Characteristics</b>									
Minimum maneuver lanes, N <sub>WL</sub>	2 lc				Minimum weaving lane changes, LC <sub>MIN</sub>	203 lc/h			
Interchange density, ID	1.0 int/mi				Weaving lane changes, LC <sub>W</sub>	275 lc/h			
Minimum RF lane changes, LC <sub>RF</sub>	1 lc/pc				Non-weaving lane changes, LC <sub>NW</sub>	197 lc/h			
Minimum FR lane changes, LC <sub>FR</sub>	1 lc/pc				Total lane changes, LC <sub>ALL</sub>	472 lc/h			
Minimum RR lane changes, LC <sub>RR</sub>	lc/pc				Non-weaving vehicle index, I <sub>NW</sub>	20			
<b>Weaving Segment Speed, Density, Level of Service, and Capacity</b>									
Weaving segment flow rate, v	399 veh/h				Weaving intensity factor, W	0.125			
Weaving segment capacity, c <sub>W</sub>	3438 veh/h				Weaving segment speed, S	42.7 mph			
Weaving segment v/c ratio	0.116				Average weaving speed, S <sub>W</sub>	42.8 mph			
Weaving segment density, D	4.7 pc/mi/ln				Average non-weaving speed, S <sub>NW</sub>	42.6 mph			
Level of Service, LOS	A				Maximum weaving length, L <sub>MAX</sub>	7944 ft			
<b>Notes</b>									
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".									

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

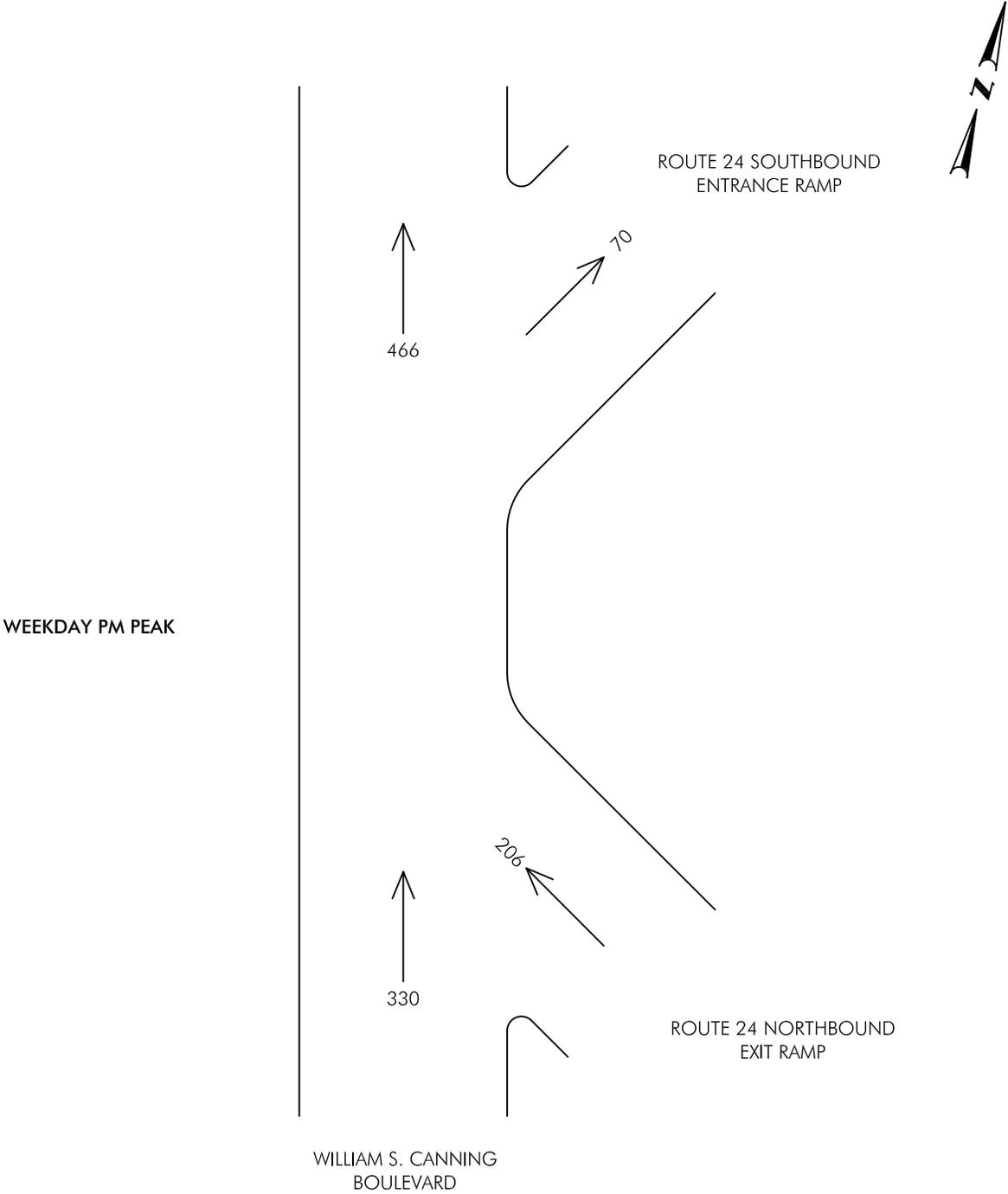


<b>FREEWAY WEAVING WORKSHEET</b>									
<b>General Information</b>					<b>Site Information</b>				
Analyst	dbc				Freeway/Dir of Travel	Canning Blvd Northbound			
Agency/Company	Bryant Associates, Inc.				Weaving Segment Location	Route 24 Ramps			
Date Performed	10/23/2015				Analysis Year	2018			
Analysis Time Period	PM Peak								
Project Description 215028 - Gaming Facility - PM Peak - No Build									
<b>Inputs</b>									
Weaving configuration	One-Sided				Segment type	C-D Roadway/			
Weaving number of lanes, N	2				Multilane				
Weaving segment length, L <sub>S</sub>	1000ft				Highways				
Freeway free-flow speed, FFS	45 mph				Freeway minimum speed, S <sub>MIN</sub>	25			
					Freeway maximum capacity, C <sub>IFL</sub>	2250			
					Terrain type	Level			
<b>Conversions to pc/h Under Base Conditions</b>									
	V (veh/h)	PHF	Truck (%)	RV (%)	E <sub>T</sub>	E <sub>R</sub>	f <sub>HV</sub>	f <sub>p</sub>	v (pc/h)
V <sub>FF</sub>	255	0.92	0	0	1.5	1.2	1.000	1.00	277
V <sub>RF</sub>	206	0.79	0	0	1.5	1.2	1.000	1.00	261
V <sub>FR</sub>	59	0.75	0	0	1.5	1.2	1.000	1.00	79
V <sub>RR</sub>	0	0.94	0	0	1.5	1.2	1.000	1.00	0
V <sub>NW</sub>	277							V =	617
V <sub>W</sub>	340								
VR	0.551								
<b>Configuration Characteristics</b>									
Minimum maneuver lanes, N <sub>WL</sub>	2 lc				Minimum weaving lane changes, LC <sub>MIN</sub>	340 lc/h			
Interchange density, ID	1.0 int/mi				Weaving lane changes, LC <sub>W</sub>	412 lc/h			
Minimum RF lane changes, LC <sub>RF</sub>	1 lc/pc				Non-weaving lane changes, LC <sub>NW</sub>	214 lc/h			
Minimum FR lane changes, LC <sub>FR</sub>	1 lc/pc				Total lane changes, LC <sub>ALL</sub>	626 lc/h			
Minimum RR lane changes, LC <sub>RR</sub>	lc/pc				Non-weaving vehicle index, I <sub>NW</sub>	28			
<b>Weaving Segment Speed, Density, Level of Service, and Capacity</b>									
Weaving segment flow rate, v	617 veh/h				Weaving intensity factor, W	0.156			
Weaving segment capacity, c <sub>w</sub>	3364 veh/h				Weaving segment speed, S	41.7 mph			
Weaving segment v/c ratio	0.183				Average weaving speed, S <sub>w</sub>	42.3 mph			
Weaving segment density, D	7.4 pc/mi/ln				Average non-weaving speed, S <sub>NW</sub>	41.1 mph			
Level of Service, LOS	A				Maximum weaving length, L <sub>MAX</sub>	8429 ft			
<b>Notes</b>									
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".									

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



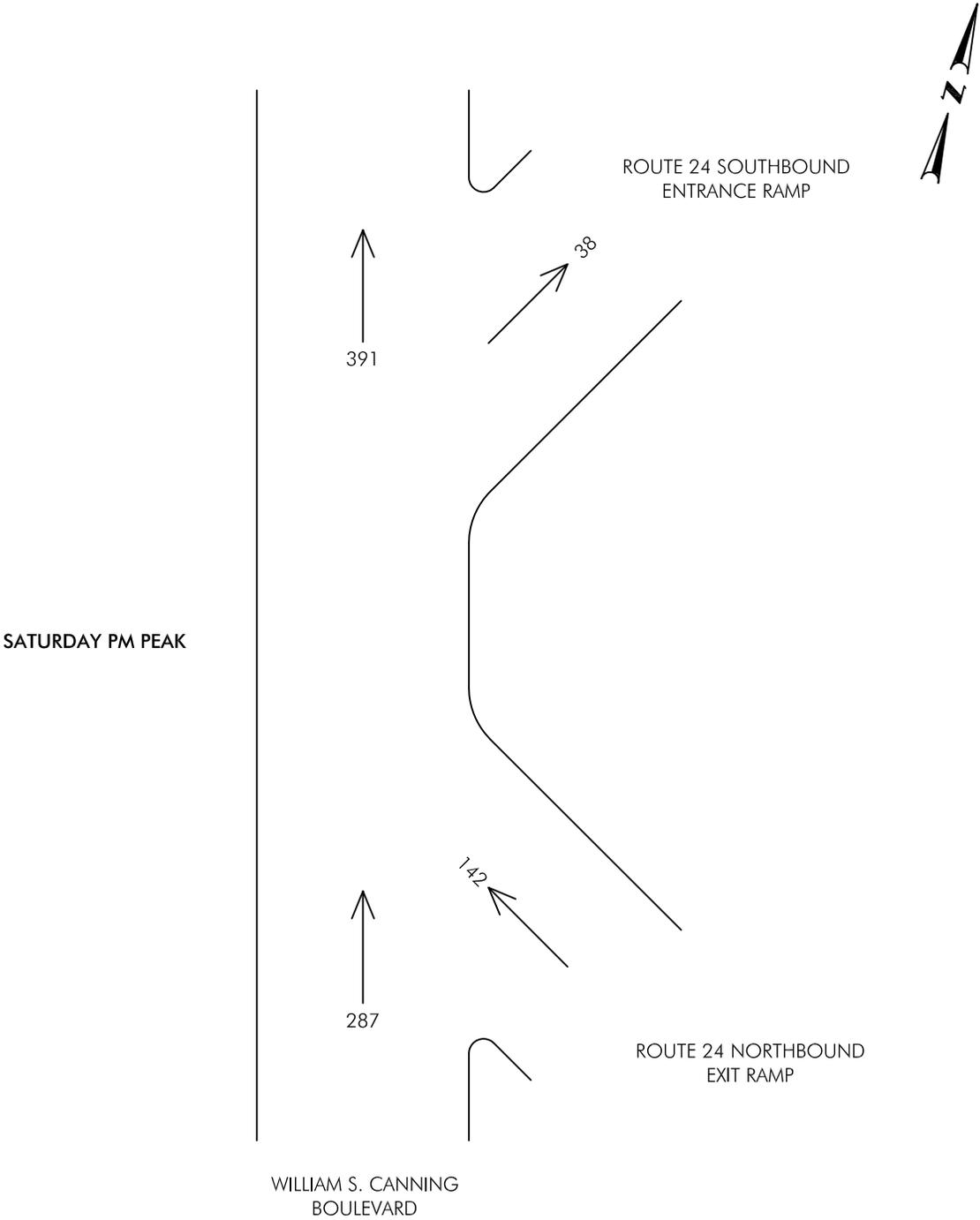
TRAFFIC VOLUMES  
PROPOSED GAMING FACILITY  
WILLIAM S. CANNING BOULEVARD, TIVERTON, RI  
BUILD CONDITIONS



<b>FREEWAY WEAVING WORKSHEET</b>									
<b>General Information</b>					<b>Site Information</b>				
Analyst	dbc				Freeway/Dir of Travel	Canning Blvd Northbound			
Agency/Company	Bryant Associates, Inc.				Weaving Segment Location	Route 24 Ramps			
Date Performed	10/23/2015				Analysis Year	2018			
Analysis Time Period	PM Peak								
Project Description 215028 - Gaming Facility - PM Peak - Build									
<b>Inputs</b>									
Weaving configuration	One-Sided				Segment type	C-D Roadway/			
Weaving number of lanes, N	2				Multilane				
Weaving segment length, L <sub>S</sub>	1000ft				Highways				
Freeway free-flow speed, FFS	45 mph				Freeway minimum speed, S <sub>MIN</sub>	25			
					Freeway maximum capacity, C <sub>IFL</sub>	2250			
					Terrain type	Level			
<b>Conversions to pc/h Under Base Conditions</b>									
	V (veh/h)	PHF	Truck (%)	RV (%)	E <sub>T</sub>	E <sub>R</sub>	f <sub>HV</sub>	f <sub>p</sub>	v (pc/h)
V <sub>FF</sub>	260	0.92	0	0	1.5	1.2	1.000	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								
<b>Configuration Characteristics</b>									
Minimum maneuver lanes, N <sub>WL</sub>	2 lc				Minimum weaving lane changes, LC <sub>MIN</sub>	354 lc/h			
Interchange density, ID	1.0 int/mi				Weaving lane changes, LC <sub>W</sub>	426 lc/h			
Minimum RF lane changes, LC <sub>RF</sub>	1 lc/pc				Non-weaving lane changes, LC <sub>NW</sub>	215 lc/h			
Minimum FR lane changes, LC <sub>FR</sub>	1 lc/pc				Total lane changes, LC <sub>ALL</sub>	641 lc/h			
Minimum RR lane changes, LC <sub>RR</sub>	lc/pc				Non-weaving vehicle index, I <sub>NW</sub>	28			
<b>Weaving Segment Speed, Density, Level of Service, and Capacity</b>									
Weaving segment flow rate, v	637 veh/h				Weaving intensity factor, W	0.159			
Weaving segment capacity, c <sub>W</sub>	3354 veh/h				Weaving segment speed, S	41.7 mph			
Weaving segment v/c ratio	0.190				Average weaving speed, S <sub>W</sub>	42.3 mph			
Weaving segment density, D	7.6 pc/mi/ln				Average non-weaving speed, S <sub>NW</sub>	40.9 mph			
Level of Service, LOS	A				Maximum weaving length, L <sub>MAX</sub>	8485 ft			
<b>Notes</b>									
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".									

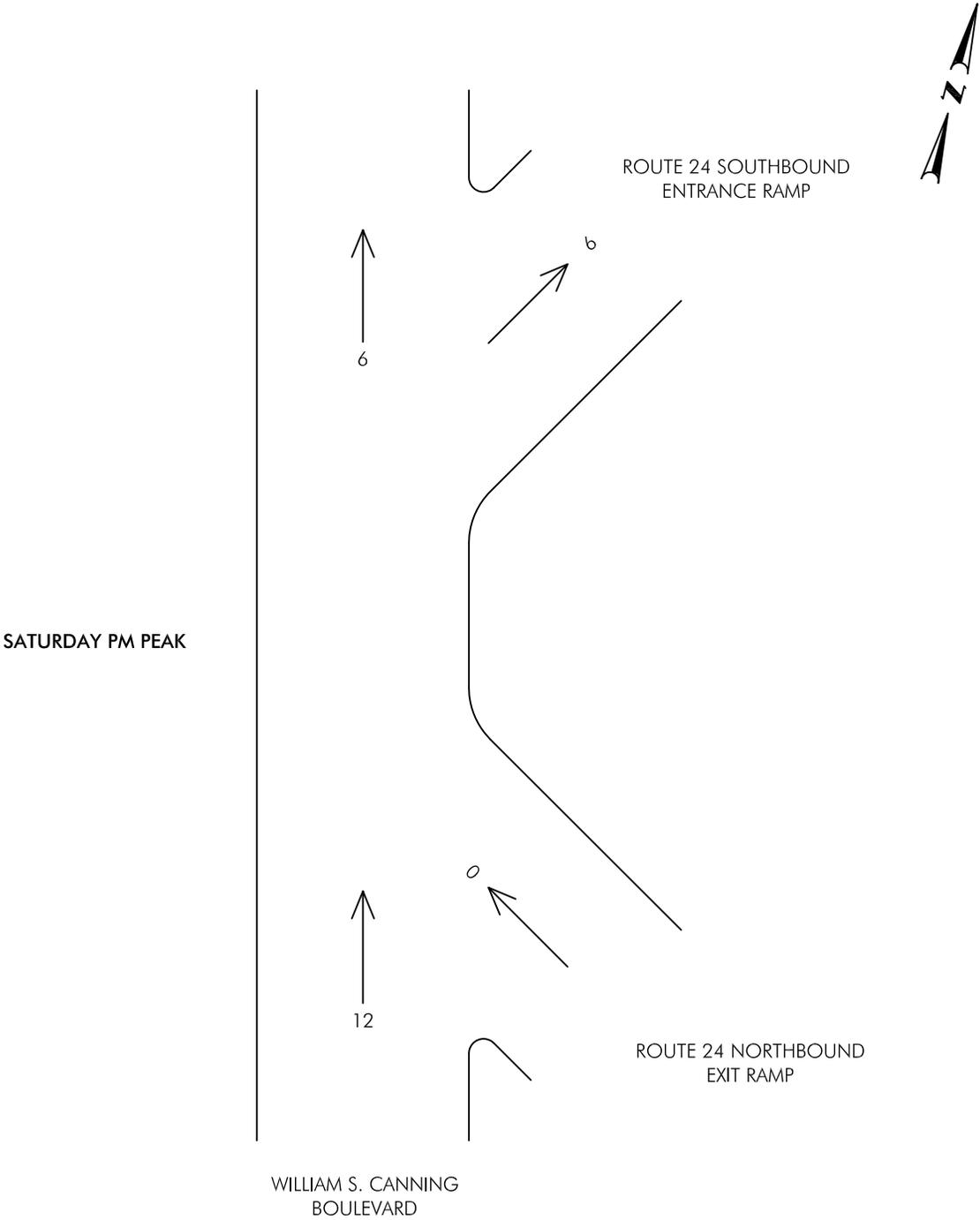


TRAFFIC VOLUMES  
PROPOSED GAMING FACILITY  
WILLIAM S. CANNING BOULEVARD, TIVERTON, RI  
NO BUILD CONDITIONS

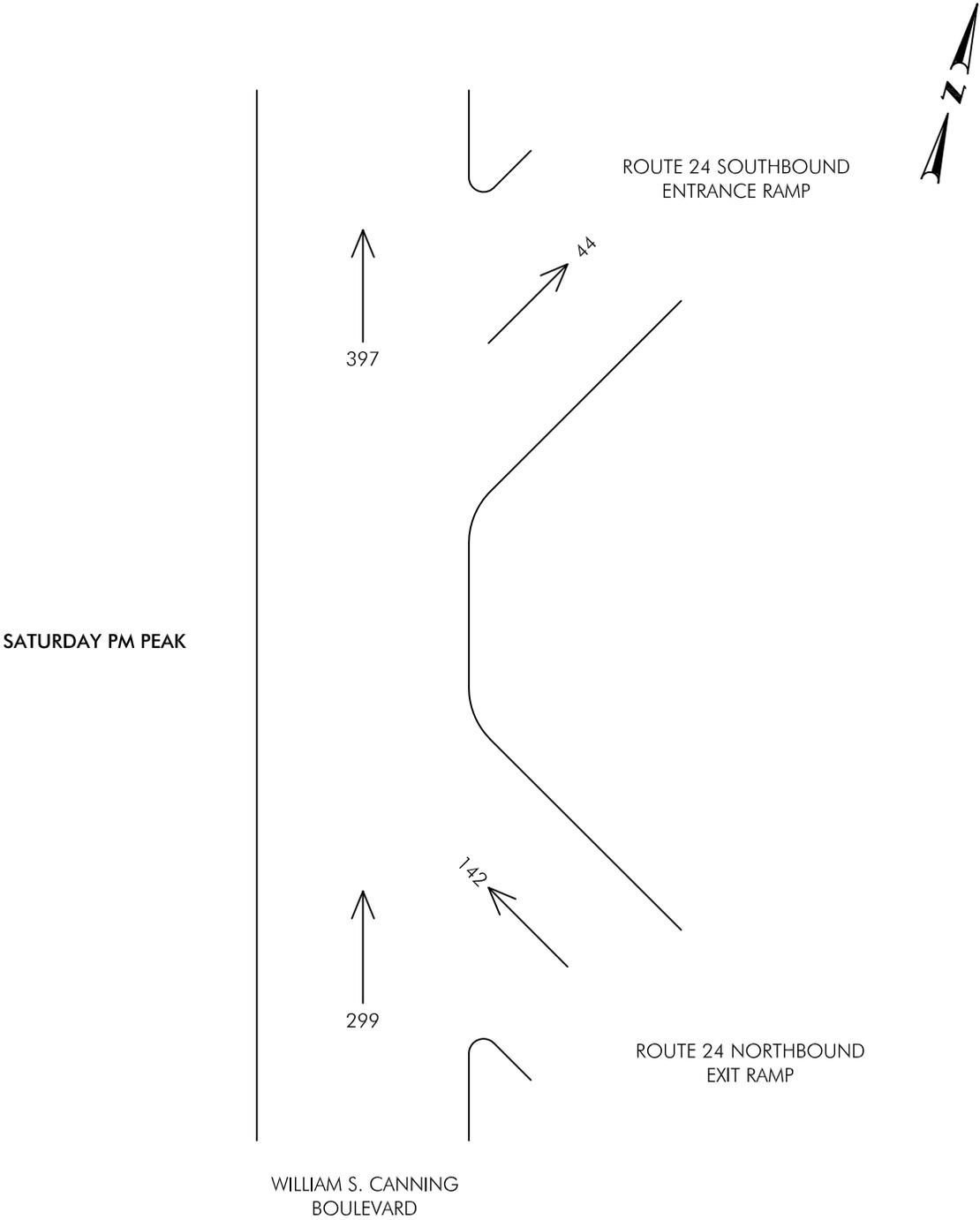


<b>FREEWAY WEAVING WORKSHEET</b>									
<b>General Information</b>					<b>Site Information</b>				
Analyst	dbc				Freeway/Dir of Travel	Canning Blvd Northbound			
Agency/Company	Bryant Associates, Inc.				Weaving Segment Location	Route 24 Ramps			
Date Performed	10/23/2015				Analysis Year	2018			
Analysis Time Period	Saturday PM Peak								
Project Description 215028 - Gaming Facility - Saturday PM Peak - No Build									
<b>Inputs</b>									
Weaving configuration	One-Sided				Segment type	C-D Roadway/			
Weaving number of lanes, N	2				Multilane				
Weaving segment length, L <sub>S</sub>	1000ft				Highways				
Freeway free-flow speed, FFS	45 mph				Freeway minimum speed, S <sub>MIN</sub>	25			
					Freeway maximum capacity, C <sub>IFL</sub>	2250			
					Terrain type	Level			
<b>Conversions to pc/h Under Base Conditions</b>									
	V (veh/h)	PHF	Truck (%)	RV (%)	E <sub>T</sub>	E <sub>R</sub>	f <sub>HV</sub>	f <sub>p</sub>	v (pc/h)
V <sub>FF</sub>	249	0.96	0	0	1.5	1.2	1.000	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								
<b>Configuration Characteristics</b>									
Minimum maneuver lanes, N <sub>WL</sub>	2 lc				Minimum weaving lane changes, LC <sub>MIN</sub>	210 lc/h			
Interchange density, ID	1.0 int/mi				Weaving lane changes, LC <sub>W</sub>	282 lc/h			
Minimum RF lane changes, LC <sub>RF</sub>	1 lc/pc				Non-weaving lane changes, LC <sub>NW</sub>	210 lc/h			
Minimum FR lane changes, LC <sub>FR</sub>	1 lc/pc				Total lane changes, LC <sub>ALL</sub>	492 lc/h			
Minimum RR lane changes, LC <sub>RR</sub>	lc/pc				Non-weaving vehicle index, I <sub>NW</sub>	26			
<b>Weaving Segment Speed, Density, Level of Service, and Capacity</b>									
Weaving segment flow rate, v	471 veh/h				Weaving intensity factor, W	0.129			
Weaving segment capacity, c <sub>w</sub>	3548 veh/h				Weaving segment speed, S	42.5 mph			
Weaving segment v/c ratio	0.132				Average weaving speed, S <sub>w</sub>	42.7 mph			
Weaving segment density, D	5.5 pc/mi/ln				Average non-weaving speed, S <sub>NW</sub>	42.4 mph			
Level of Service, LOS	A				Maximum weaving length, L <sub>MAX</sub>	7222 ft			
<b>Notes</b>									
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".									

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

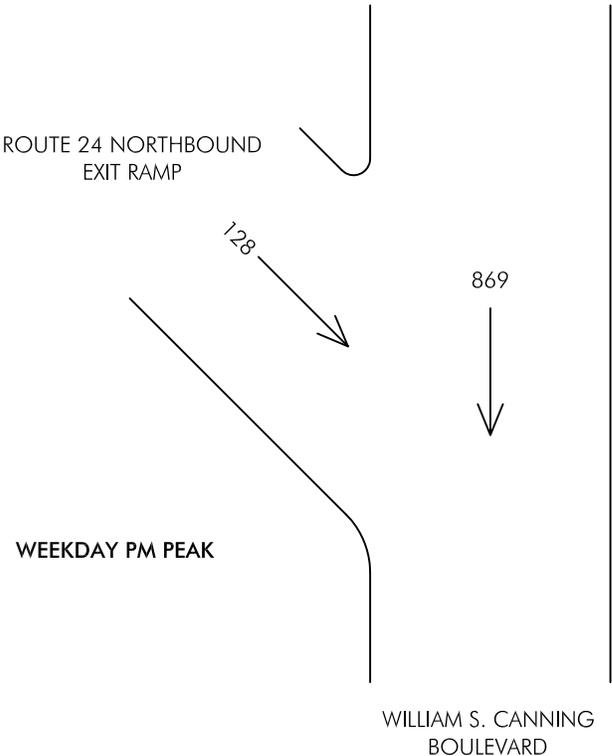
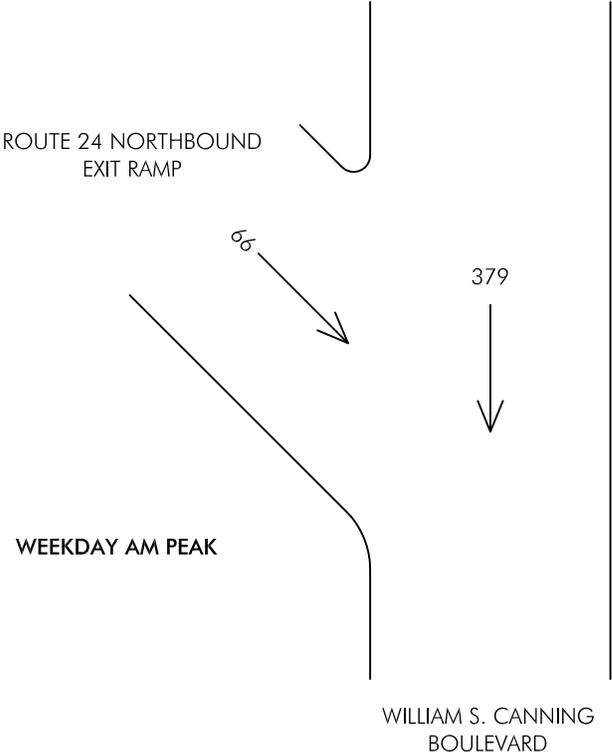


TRAFFIC VOLUMES  
PROPOSED GAMING FACILITY  
WILLIAM S. CANNING BOULEVARD, TIVERTON, RI  
BUILD CONDITIONS



<b>FREEWAY WEAVING WORKSHEET</b>									
<b>General Information</b>					<b>Site Information</b>				
Analyst	dbc				Freeway/Dir of Travel	Canning Blvd Northbound			
Agency/Company	Bryant Associates, Inc.				Weaving Segment Location	Route 24 Ramps			
Date Performed	10/23/2015				Analysis Year	2018			
Analysis Time Period	Saturday PM Peak								
Project Description 215028 - Gaming Facility - Saturday PM Peak - Build									
<b>Inputs</b>									
Weaving configuration	One-Sided				Segment type	C-D Roadway/			
Weaving number of lanes, N	2				Multilane				
Weaving segment length, L <sub>S</sub>	1000ft				Highways				
Freeway free-flow speed, FFS	45 mph				Freeway minimum speed, S <sub>MIN</sub>	25			
					Freeway maximum capacity, C <sub>IFL</sub>	2250			
					Terrain type	Level			
<b>Conversions to pc/h Under Base Conditions</b>									
	V (veh/h)	PHF	Truck (%)	RV (%)	E <sub>T</sub>	E <sub>R</sub>	f <sub>HV</sub>	f <sub>p</sub>	v (pc/h)
V <sub>FF</sub>	255	0.96	0	0	1.5	1.2	1.000	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	1.000	1.00	0
V <sub>NW</sub>	266							V =	484
V <sub>W</sub>	218								
VR	0.450								
<b>Configuration Characteristics</b>									
Minimum maneuver lanes, N <sub>WL</sub>	2 lc				Minimum weaving lane changes, LC <sub>MIN</sub>	218 lc/h			
Interchange density, ID	1.0 int/mi				Weaving lane changes, LC <sub>W</sub>	290 lc/h			
Minimum RF lane changes, LC <sub>RF</sub>	1 lc/pc				Non-weaving lane changes, LC <sub>NW</sub>	212 lc/h			
Minimum FR lane changes, LC <sub>FR</sub>	1 lc/pc				Total lane changes, LC <sub>ALL</sub>	502 lc/h			
Minimum RR lane changes, LC <sub>RR</sub>	lc/pc				Non-weaving vehicle index, I <sub>NW</sub>	27			
<b>Weaving Segment Speed, Density, Level of Service, and Capacity</b>									
Weaving segment flow rate, v	485 veh/h				Weaving intensity factor, W	0.131			
Weaving segment capacity, c <sub>W</sub>	3544 veh/h				Weaving segment speed, S	42.5 mph			
Weaving segment v/c ratio	0.137				Average weaving speed, S <sub>W</sub>	42.7 mph			
Weaving segment density, D	5.7 pc/mi/ln				Average non-weaving speed, S <sub>NW</sub>	42.3 mph			
Level of Service, LOS	A				Maximum weaving length, L <sub>MAX</sub>	7253 ft			
<b>Notes</b>									
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".									

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

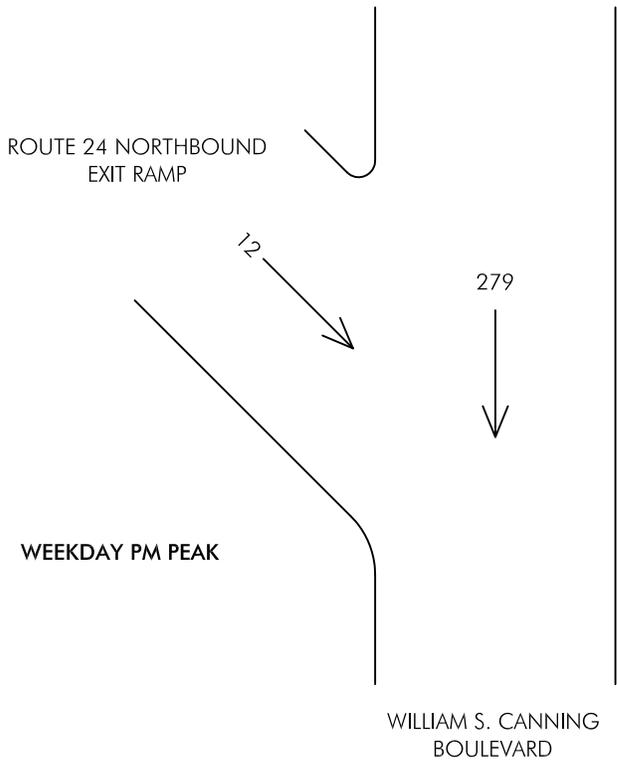
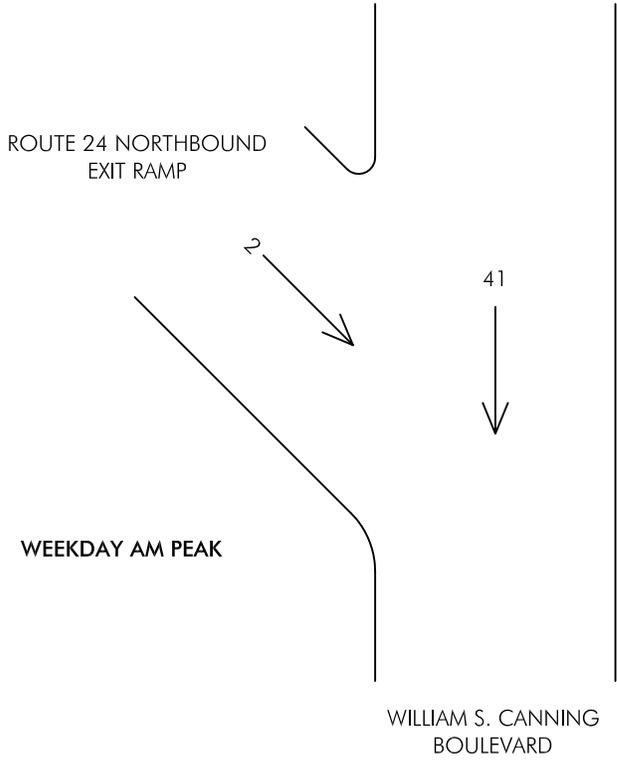


RAMPS AND RAMP JUNCTIONS WORKSHEET										
General Information					Site Information					
Analyst	dbc		Freeway/Dir of Travel	Canning Blvd Southbound						
Agency or Company	Bryant Associates, Inc.		Junction	Route 24 NB Exit Ramp						
Date Performed	10/26/2015		Jurisdiction	Fall River						
Analysis Time Period	AM Peak		Analysis Year	2018						
Project Description 215028 - Gaming Facility - AM Peak - No Build										
Inputs										
Upstream Adj Ramp		Freeway Number of Lanes, N			2			Downstream Adj Ramp		
<input type="checkbox"/> Yes <input type="checkbox"/> On		Ramp Number of Lanes, N			1			<input type="checkbox"/> Yes <input type="checkbox"/> On		
<input checked="" type="checkbox"/> No <input type="checkbox"/> Off		Acceleration Lane Length, L <sub>A</sub>			100			<input checked="" type="checkbox"/> No <input type="checkbox"/> Off		
L <sub>up</sub> = ft		Deceleration Lane Length L <sub>D</sub>						L <sub>down</sub> = ft		
V <sub>u</sub> = veh/h		Freeway Volume, V <sub>F</sub>			379			V <sub>D</sub> = veh/h		
		Ramp Volume, V <sub>R</sub>			66					
		Freeway Free-Flow Speed, S <sub>FF</sub>			45.0					
		Ramp Free-Flow Speed, S <sub>FR</sub>			25.0					
Conversion to pc/h Under Base Conditions										
(pc/h)	V (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	379	0.68	Level	0	0	1.000	1.00	557		
Ramp	66	0.80	Level	0	0	1.000	1.00	82		
UpStream										
DownStream										
Merge Areas					Diverge Areas					
Estimation of v <sub>12</sub>					Estimation of v <sub>12</sub>					
$V_{12} = V_F (P_{FM})$ (Equation 13-6 or 13-7) P <sub>FM</sub> = 1.000 using Equation (Exhibit 13-6) V <sub>12</sub> = 557 pc/h V <sub>3</sub> or V <sub>av34</sub> = 0 pc/h (Equation 13-14 or 13-17) Is V <sub>3</sub> or V <sub>av34</sub> > 2,700 pc/h? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Is V <sub>3</sub> or V <sub>av34</sub> > 1.5 * V <sub>12</sub> /2 <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, V <sub>12a</sub> = pc/h (Equation 13-16, 13-18, or 13-19)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ (Equation 13-12 or 13-13) P <sub>FD</sub> = using Equation (Exhibit 13-7) V <sub>12</sub> = pc/h V <sub>3</sub> or V <sub>av34</sub> = pc/h (Equation 13-14 or 13-17) Is V <sub>3</sub> or V <sub>av34</sub> > 2,700 pc/h? <input type="checkbox"/> Yes <input type="checkbox"/> No Is V <sub>3</sub> or V <sub>av34</sub> > 1.5 * V <sub>12</sub> /2 <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, V <sub>12a</sub> = pc/h (Equation 13-16, 13-18, or 13-19)					
Capacity Checks					Capacity Checks					
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?	
V <sub>FO</sub>	639	Exhibit 13-8		No	V <sub>F</sub>		Exhibit 13-8			
					V <sub>FO</sub> = V <sub>F</sub> - V <sub>R</sub>		Exhibit 13-8			
					V <sub>R</sub>		Exhibit 13-10			
Flow Entering Merge Influence Area					Flow Entering Diverge Influence Area					
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?	
V <sub>R12</sub>	639	Exhibit 13-8	4600:All	No	V <sub>12</sub>		Exhibit 13-8			
Level of Service Determination (if not F)					Level of Service Determination (if not F)					
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ D <sub>R</sub> = 9.8 (pc/mi/ln) LOS = A (Exhibit 13-2)					$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$ D <sub>R</sub> = (pc/mi/ln) LOS = (Exhibit 13-2)					
Speed Determination					Speed Determination					
M <sub>S</sub> = 0.323 (Exhibit 13-11) S <sub>R</sub> = 44.0 mph (Exhibit 13-11) S <sub>0</sub> = N/A mph (Exhibit 13-11) S = 44.0 mph (Exhibit 13-13)					D <sub>S</sub> = (Exhibit 13-12) S <sub>R</sub> = mph (Exhibit 13-12) S <sub>0</sub> = mph (Exhibit 13-12) S = mph (Exhibit 13-13)					

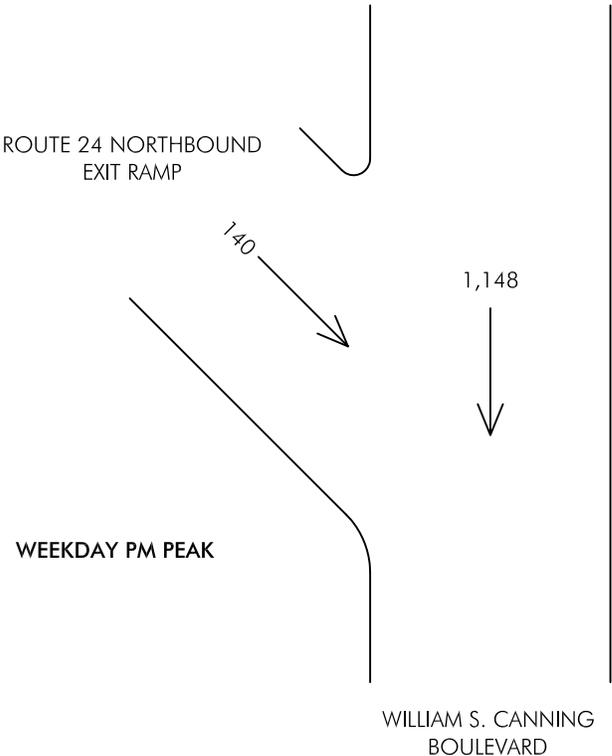
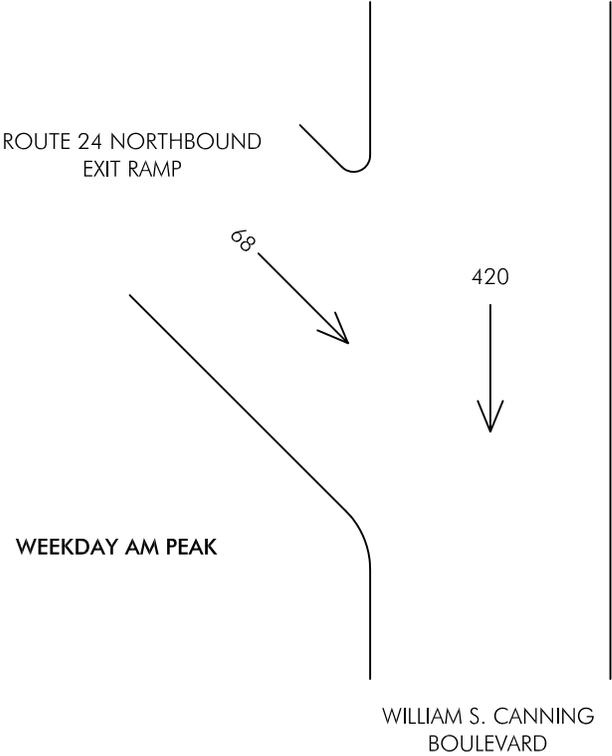
RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst	dbc		Freeway/Dir of Travel	Canning Blvd Southbound					
Agency or Company	Bryant Associates, Inc.		Junction	Route 24 NB Exit Ramp					
Date Performed	10/26/2015		Jurisdiction	Fall River					
Analysis Time Period	PM Peak		Analysis Year	2018					
Project Description 215028 - Gaming Facility - PM Peak - No Build									
Inputs									
Upstream Adj Ramp		Freeway Number of Lanes, N			2			Downstream Adj Ramp	
<input type="checkbox"/> Yes <input type="checkbox"/> On		Ramp Number of Lanes, N			1			<input type="checkbox"/> Yes <input type="checkbox"/> On	
<input checked="" type="checkbox"/> No <input type="checkbox"/> Off		Acceleration Lane Length, L <sub>A</sub>			100			<input checked="" type="checkbox"/> No <input type="checkbox"/> Off	
L <sub>up</sub> = ft		Deceleration Lane Length L <sub>D</sub>						L <sub>down</sub> = ft	
V <sub>u</sub> = veh/h		Freeway Volume, V <sub>F</sub>			869			V <sub>D</sub> = veh/h	
		Ramp Volume, V <sub>R</sub>			128				
		Freeway Free-Flow Speed, S <sub>FF</sub>			45.0				
		Ramp Free-Flow Speed, S <sub>FR</sub>			25.0				
Conversion to pc/h Under Base Conditions									
(pc/h)	V (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	869	0.97	Level	0	0	1.000	1.00	896	
Ramp	128	0.86	Level	0	0	1.000	1.00	149	
UpStream									
DownStream									
Merge Areas					Diverge Areas				
Estimation of v <sub>12</sub>					Estimation of v <sub>12</sub>				
$V_{12} = V_F (P_{FM})$ (Equation 13-6 or 13-7)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ (Equation 13-12 or 13-13)				
P <sub>FM</sub> = 1.000 using Equation (Exhibit 13-6)					P <sub>FD</sub> = using Equation (Exhibit 13-7)				
V <sub>12</sub> = 896 pc/h					V <sub>12</sub> = pc/h				
V <sub>3</sub> or V <sub>av34</sub> = 0 pc/h (Equation 13-14 or 13-17)					V <sub>3</sub> or V <sub>av34</sub> = pc/h (Equation 13-14 or 13-17)				
Is V <sub>3</sub> or V <sub>av34</sub> > 2,700 pc/h? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					Is V <sub>3</sub> or V <sub>av34</sub> > 2,700 pc/h? <input type="checkbox"/> Yes <input type="checkbox"/> No				
Is V <sub>3</sub> or V <sub>av34</sub> > 1.5 * V <sub>12</sub> /2 <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					Is V <sub>3</sub> or V <sub>av34</sub> > 1.5 * V <sub>12</sub> /2 <input type="checkbox"/> Yes <input type="checkbox"/> No				
If Yes, V <sub>12a</sub> = pc/h (Equation 13-16, 13-18, or 13-19)					If Yes, V <sub>12a</sub> = pc/h (Equation 13-16, 13-18, or 13-19)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V <sub>FO</sub>	1045	Exhibit 13-8		No	V <sub>F</sub>		Exhibit 13-8		
					V <sub>FO</sub> = V <sub>F</sub> - V <sub>R</sub>		Exhibit 13-8		
					V <sub>R</sub>		Exhibit 13-10		
Flow Entering Merge Influence Area					Flow Entering Diverge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V <sub>R12</sub>	1045	Exhibit 13-8	4600:All	No	V <sub>12</sub>		Exhibit 13-8		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$					$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$				
D <sub>R</sub> = 12.9 (pc/mi/ln)					D <sub>R</sub> = (pc/mi/ln)				
LOS = B (Exhibit 13-2)					LOS = (Exhibit 13-2)				
Speed Determination					Speed Determination				
M <sub>S</sub> = 0.327 (Exhibit 13-11)					D <sub>s</sub> = (Exhibit 13-12)				
S <sub>R</sub> = 44.0 mph (Exhibit 13-11)					S <sub>R</sub> = mph (Exhibit 13-12)				
S <sub>0</sub> = N/A mph (Exhibit 13-11)					S <sub>0</sub> = mph (Exhibit 13-12)				
S = 44.0 mph (Exhibit 13-13)					S = mph (Exhibit 13-13)				



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



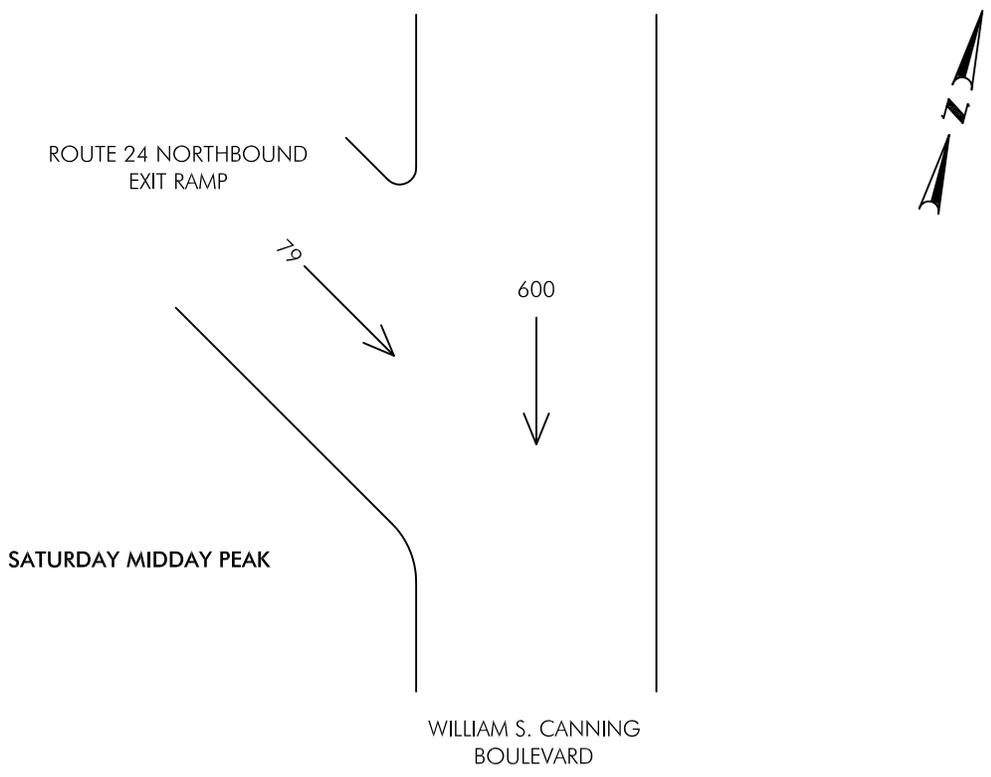
**TRAFFIC VOLUMES  
PROPOSED GAMING FACILITY  
WILLIAM S. CANNING BOULEVARD, TIVERTON, RI  
BUILD CONDITIONS**



<b>RAMPS AND RAMP JUNCTIONS WORKSHEET</b>										
<b>General Information</b>					<b>Site Information</b>					
Analyst	dbc		Freeway/Dir of Travel	Canning Blvd Southbound						
Agency or Company	Bryant Associates, Inc.		Junction	Route 24 NB Exit Ramp						
Date Performed	10/26/2015		Jurisdiction	Fall River						
Analysis Time Period	AM Peak		Analysis Year	2018						
Project Description 215028 - Gaming Facility - AM Peak - Build										
<b>Inputs</b>										
Upstream Adj Ramp		Freeway Number of Lanes, N			2			Downstream Adj Ramp		
<input type="checkbox"/> Yes <input type="checkbox"/> On		Ramp Number of Lanes, N			1			<input type="checkbox"/> Yes <input type="checkbox"/> On		
<input checked="" type="checkbox"/> No <input type="checkbox"/> Off		Acceleration Lane Length, L <sub>A</sub>			100			<input checked="" type="checkbox"/> No <input type="checkbox"/> Off		
L <sub>up</sub> = ft		Deceleration Lane Length L <sub>D</sub>						L <sub>down</sub> = ft		
V <sub>u</sub> = veh/h		Freeway Volume, V <sub>F</sub>			420			V <sub>D</sub> = veh/h		
		Ramp Volume, V <sub>R</sub>			68					
		Freeway Free-Flow Speed, S <sub>FF</sub>			45.0					
		Ramp Free-Flow Speed, S <sub>FR</sub>			25.0					
<b>Conversion to pc/h Under Base Conditions</b>										
(pc/h)	V (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	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										
Merge Areas					Diverge Areas					
<b>Estimation of v<sub>12</sub></b>					<b>Estimation of v<sub>12</sub></b>					
$V_{12} = V_F (P_{FM})$ (Equation 13-6 or 13-7)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ (Equation 13-12 or 13-13)					
P <sub>FM</sub> = 1.000 using Equation (Exhibit 13-6)					P <sub>FD</sub> = using Equation (Exhibit 13-7)					
V <sub>12</sub> = 618 pc/h					V <sub>12</sub> = pc/h					
V <sub>3</sub> or V <sub>av34</sub> = 0 pc/h (Equation 13-14 or 13-17)					V <sub>3</sub> or V <sub>av34</sub> = pc/h (Equation 13-14 or 13-17)					
Is V <sub>3</sub> or V <sub>av34</sub> > 2,700 pc/h? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					Is V <sub>3</sub> or V <sub>av34</sub> > 2,700 pc/h? <input type="checkbox"/> Yes <input type="checkbox"/> No					
Is V <sub>3</sub> or V <sub>av34</sub> > 1.5 * V <sub>12</sub> /2 <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					Is V <sub>3</sub> or V <sub>av34</sub> > 1.5 * V <sub>12</sub> /2 <input type="checkbox"/> Yes <input type="checkbox"/> No					
If Yes, V <sub>12a</sub> = pc/h (Equation 13-16, 13-18, or 13-19)					If Yes, V <sub>12a</sub> = pc/h (Equation 13-16, 13-18, or 13-19)					
<b>Capacity Checks</b>					<b>Capacity Checks</b>					
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?	
V <sub>FO</sub>	703	Exhibit 13-8		No	V <sub>F</sub>		Exhibit 13-8			
					V <sub>FO</sub> = V <sub>F</sub> - V <sub>R</sub>		Exhibit 13-8			
					V <sub>R</sub>		Exhibit 13-10			
<b>Flow Entering Merge Influence Area</b>					<b>Flow Entering Diverge Influence Area</b>					
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?	
V <sub>R12</sub>	703	Exhibit 13-8	4600:All	No	V <sub>12</sub>		Exhibit 13-8			
<b>Level of Service Determination (if not F)</b>					<b>Level of Service Determination (if not F)</b>					
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$					$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$					
D <sub>R</sub> = 10.3 (pc/mi/ln)					D <sub>R</sub> = (pc/mi/ln)					
LOS = B (Exhibit 13-2)					LOS = (Exhibit 13-2)					
<b>Speed Determination</b>					<b>Speed Determination</b>					
M <sub>S</sub> = 0.324 (Exhibit 13-11)					D <sub>s</sub> = (Exhibit 13-12)					
S <sub>R</sub> = 44.0 mph (Exhibit 13-11)					S <sub>R</sub> = mph (Exhibit 13-12)					
S <sub>0</sub> = N/A mph (Exhibit 13-11)					S <sub>0</sub> = mph (Exhibit 13-12)					
S = 44.0 mph (Exhibit 13-13)					S = mph (Exhibit 13-13)					

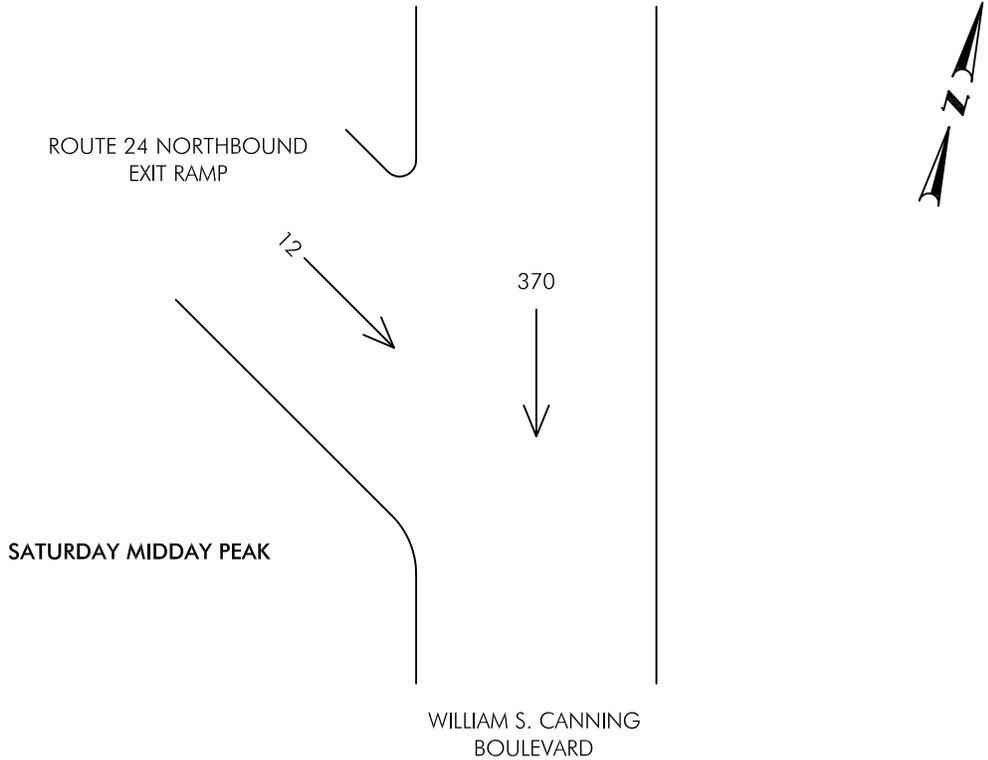
RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst	dbc	Freeway/Dir of Travel	Canning Blvd Southbound		Agency or Company	Bryant Associates, Inc.	Junction	Route 24 NB Exit Ramp	
Date Performed	10/26/2015	Jurisdiction	Fall River		Analysis Time Period	PM Peak	Analysis Year	2018	
Project Description 215028 - Gaming Facility - PM Peak - Build									
Inputs									
Upstream Adj Ramp		Freeway Number of Lanes, N	2		Downstream Adj Ramp				
<input type="checkbox"/> Yes	<input type="checkbox"/> On	Ramp Number of Lanes, N	1		<input type="checkbox"/> Yes	<input type="checkbox"/> On			
<input checked="" type="checkbox"/> No	<input type="checkbox"/> Off	Acceleration Lane Length, L <sub>A</sub>	100		<input checked="" type="checkbox"/> No	<input type="checkbox"/> Off			
L <sub>up</sub> =	ft	Deceleration Lane Length L <sub>D</sub>			L <sub>down</sub> =	ft			
V <sub>u</sub> =	veh/h	Freeway Volume, V <sub>F</sub>	1148		V <sub>D</sub> =	veh/h			
		Ramp Volume, V <sub>R</sub>	140						
		Freeway Free-Flow Speed, S <sub>FF</sub>	45.0						
		Ramp Free-Flow Speed, S <sub>FR</sub>	25.0						
Conversion to pc/h Under Base Conditions									
(pc/h)	V (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	1184	
Ramp	140	0.86	Level	0	0	1.000	1.00	163	
UpStream									
DownStream									
Merge Areas					Diverge Areas				
Estimation of v <sub>12</sub>					Estimation of v <sub>12</sub>				
$V_{12} = V_F (P_{FM})$ (Equation 13-6 or 13-7)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ (Equation 13-12 or 13-13)				
P <sub>FM</sub> = 1.000 using Equation (Exhibit 13-6)					P <sub>FD</sub> = using Equation (Exhibit 13-7)				
V <sub>12</sub> = 1184 pc/h					V <sub>12</sub> = pc/h				
V <sub>3</sub> or V <sub>av34</sub> = 0 pc/h (Equation 13-14 or 13-17)					V <sub>3</sub> or V <sub>av34</sub> = pc/h (Equation 13-14 or 13-17)				
Is V <sub>3</sub> or V <sub>av34</sub> > 2,700 pc/h? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					Is V <sub>3</sub> or V <sub>av34</sub> > 2,700 pc/h? <input type="checkbox"/> Yes <input type="checkbox"/> No				
Is V <sub>3</sub> or V <sub>av34</sub> > 1.5 * V <sub>12</sub> /2 <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					Is V <sub>3</sub> or V <sub>av34</sub> > 1.5 * V <sub>12</sub> /2 <input type="checkbox"/> Yes <input type="checkbox"/> No				
If Yes, V <sub>12a</sub> = pc/h (Equation 13-16, 13-18, or 13-19)					If Yes, V <sub>12a</sub> = pc/h (Equation 13-16, 13-18, or 13-19)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V <sub>FO</sub>	1347	Exhibit 13-8		No	V <sub>F</sub>		Exhibit 13-8		
					V <sub>FO</sub> = V <sub>F</sub> - V <sub>R</sub>		Exhibit 13-8		
					V <sub>R</sub>		Exhibit 13-10		
Flow Entering Merge Influence Area					Flow Entering Diverge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V <sub>R12</sub>	1347	Exhibit 13-8	4600:All	No	V <sub>12</sub>		Exhibit 13-8		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$					$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$				
D <sub>R</sub> = 15.3 (pc/mi/ln)					D <sub>R</sub> = (pc/mi/ln)				
LOS = B (Exhibit 13-2)					LOS = (Exhibit 13-2)				
Speed Determination					Speed Determination				
M <sub>S</sub> = 0.331 (Exhibit 13-11)					D <sub>S</sub> = (Exhibit 13-12)				
S <sub>R</sub> = 44.0 mph (Exhibit 13-11)					S <sub>R</sub> = mph (Exhibit 13-12)				
S <sub>0</sub> = N/A mph (Exhibit 13-11)					S <sub>0</sub> = mph (Exhibit 13-12)				
S = 44.0 mph (Exhibit 13-13)					S = mph (Exhibit 13-13)				

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

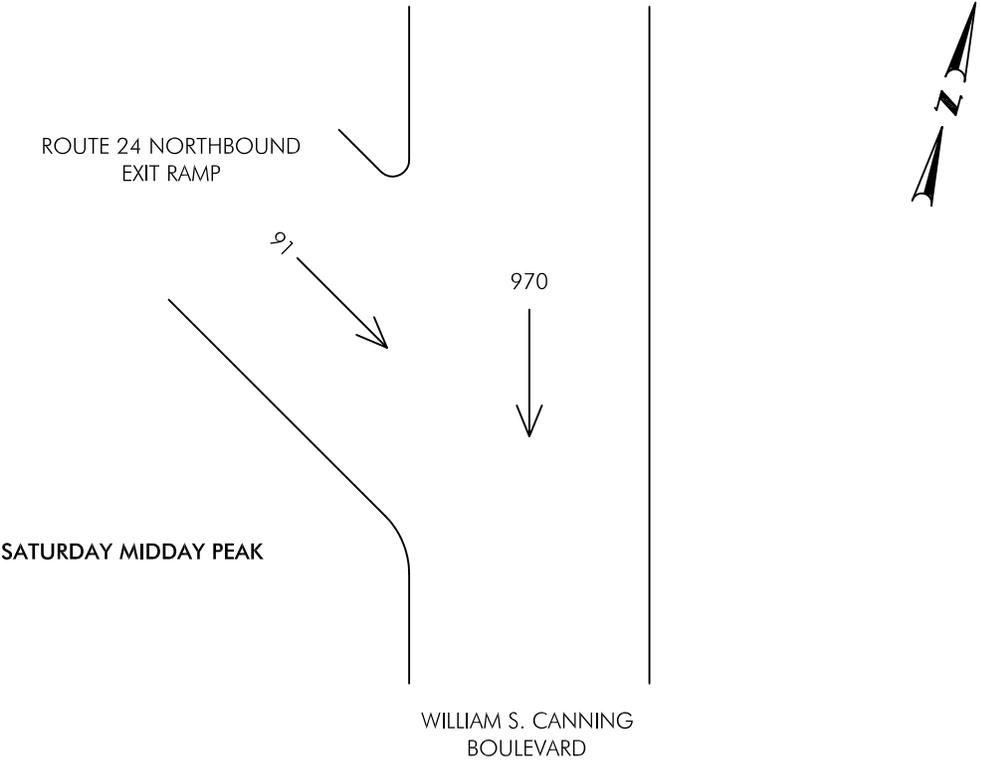


RAMPS AND RAMP JUNCTIONS WORKSHEET										
General Information					Site Information					
Analyst	dbc		Freeway/Dir of Travel	Canning Blvd Southbound						
Agency or Company	Bryant Associates, Inc.		Junction	Route 24 NB Exit Ramp						
Date Performed	10/26/2015		Jurisdiction	Fall River						
Analysis Time Period	Saturday PM Peak		Analysis Year	2018						
Project Description 215028 - Gaming Facility - Saturday PM Peak - No Build										
Inputs										
Upstream Adj Ramp		Freeway Number of Lanes, N			2			Downstream Adj Ramp		
<input type="checkbox"/> Yes <input type="checkbox"/> On		Ramp Number of Lanes, N			1			<input type="checkbox"/> Yes <input type="checkbox"/> On		
<input checked="" type="checkbox"/> No <input type="checkbox"/> Off		Acceleration Lane Length, L <sub>A</sub>			100			<input checked="" type="checkbox"/> No <input type="checkbox"/> Off		
L <sub>up</sub> = ft		Deceleration Lane Length L <sub>D</sub>						L <sub>down</sub> = ft		
V <sub>u</sub> = veh/h		Freeway Volume, V <sub>F</sub>			600			V <sub>D</sub> = veh/h		
		Ramp Volume, V <sub>R</sub>			79					
		Freeway Free-Flow Speed, S <sub>FF</sub>			45.0					
		Ramp Free-Flow Speed, S <sub>FR</sub>			25.0					
Conversion to pc/h Under Base Conditions										
(pc/h)	V (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	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					Diverge Areas					
Estimation of v <sub>12</sub>					Estimation of v <sub>12</sub>					
$V_{12} = V_F (P_{FM})$ (Equation 13-6 or 13-7) P <sub>FM</sub> = 1.000 using Equation (Exhibit 13-6) V <sub>12</sub> = 625 pc/h V <sub>3</sub> or V <sub>av34</sub> = 0 pc/h (Equation 13-14 or 13-17) Is V <sub>3</sub> or V <sub>av34</sub> > 2,700 pc/h? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Is V <sub>3</sub> or V <sub>av34</sub> > 1.5 * V <sub>12</sub> /2 <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, V <sub>12a</sub> = pc/h (Equation 13-16, 13-18, or 13-19)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ (Equation 13-12 or 13-13) P <sub>FD</sub> = using Equation (Exhibit 13-7) V <sub>12</sub> = pc/h V <sub>3</sub> or V <sub>av34</sub> = pc/h (Equation 13-14 or 13-17) Is V <sub>3</sub> or V <sub>av34</sub> > 2,700 pc/h? <input type="checkbox"/> Yes <input type="checkbox"/> No Is V <sub>3</sub> or V <sub>av34</sub> > 1.5 * V <sub>12</sub> /2 <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, V <sub>12a</sub> = pc/h (Equation 13-16, 13-18, or 13-19)					
Capacity Checks					Capacity Checks					
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?	
V <sub>FO</sub>	719	Exhibit 13-8		No	V <sub>F</sub>		Exhibit 13-8			
					V <sub>FO</sub> = V <sub>F</sub> - V <sub>R</sub>		Exhibit 13-8			
					V <sub>R</sub>		Exhibit 13-10			
Flow Entering Merge Influence Area					Flow Entering Diverge Influence Area					
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?	
V <sub>R12</sub>	719	Exhibit 13-8	4600:All	No	V <sub>12</sub>		Exhibit 13-8			
Level of Service Determination (if not F)					Level of Service Determination (if not F)					
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ D <sub>R</sub> = 10.4 (pc/mi/ln) LOS = B (Exhibit 13-2)					$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$ D <sub>R</sub> = (pc/mi/ln) LOS = (Exhibit 13-2)					
Speed Determination					Speed Determination					
M <sub>S</sub> = 0.324 (Exhibit 13-11) S <sub>R</sub> = 44.0 mph (Exhibit 13-11) S <sub>0</sub> = N/A mph (Exhibit 13-11) S = 44.0 mph (Exhibit 13-13)					D <sub>s</sub> = (Exhibit 13-12) S <sub>R</sub> = mph (Exhibit 13-12) S <sub>0</sub> = mph (Exhibit 13-12) S = mph (Exhibit 13-13)					

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**

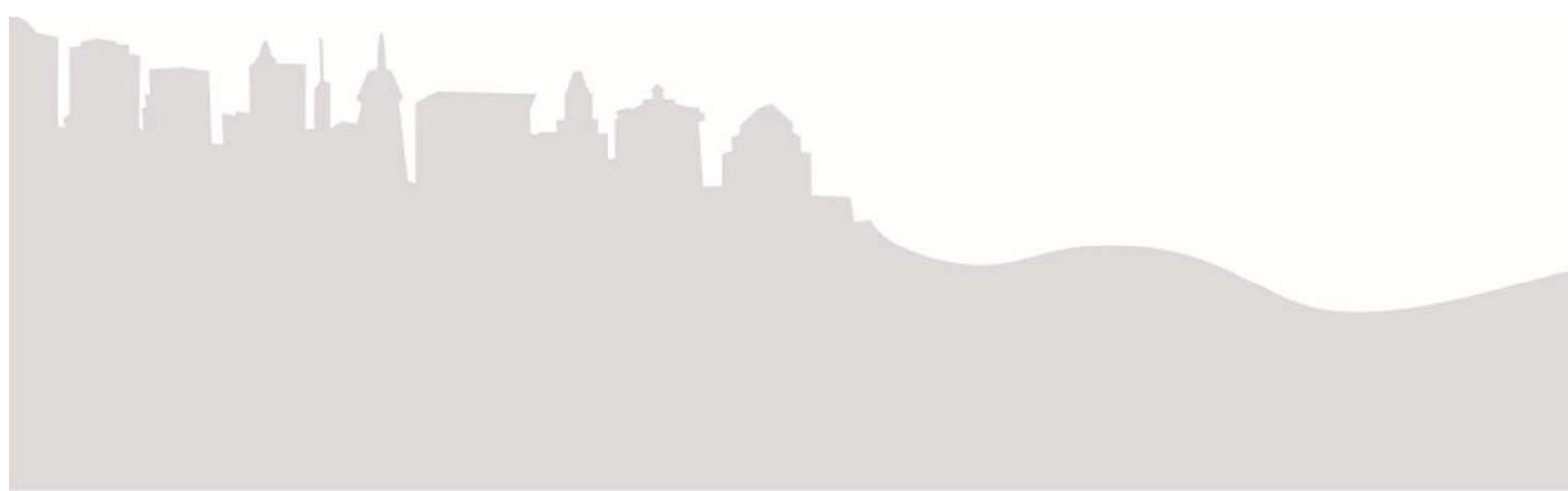




RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst	dbc		Freeway/Dir of Travel	Canning Blvd Southbound					
Agency or Company	Bryant Associates, Inc.		Junction	Route 24 NB Exit Ramp					
Date Performed	10/26/2015		Jurisdiction	Fall River					
Analysis Time Period	Saturday PM Peak		Analysis Year	2018					
Project Description 215028 - Gaming Facility - Saturday PM Peak - Build									
Inputs									
Upstream Adj Ramp		Freeway Number of Lanes, N			2			Downstream Adj Ramp	
<input type="checkbox"/> Yes <input type="checkbox"/> On		Ramp Number of Lanes, N			1			<input type="checkbox"/> Yes <input type="checkbox"/> On	
<input checked="" type="checkbox"/> No <input type="checkbox"/> Off		Acceleration Lane Length, L <sub>A</sub>			100			<input checked="" type="checkbox"/> No <input type="checkbox"/> Off	
L <sub>up</sub> = ft		Deceleration Lane Length L <sub>D</sub>						L <sub>down</sub> = ft	
V <sub>u</sub> = veh/h		Freeway Volume, V <sub>F</sub>			970			V <sub>D</sub> = veh/h	
		Ramp Volume, V <sub>R</sub>			91				
		Freeway Free-Flow Speed, S <sub>FF</sub>			45.0				
		Ramp Free-Flow Speed, S <sub>FR</sub>			25.0				
Conversion to pc/h Under Base Conditions									
(pc/h)	V (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	970	0.96	Level	0	0	1.000	1.00	1010	
Ramp	91	0.84	Level	0	0	1.000	1.00	108	
UpStream									
DownStream									
Merge Areas					Diverge Areas				
Estimation of v <sub>12</sub>					Estimation of v <sub>12</sub>				
$V_{12} = V_F (P_{FM})$ (Equation 13-6 or 13-7)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ (Equation 13-12 or 13-13)				
P <sub>FM</sub> = 1.000 using Equation (Exhibit 13-6)					P <sub>FD</sub> = using Equation (Exhibit 13-7)				
V <sub>12</sub> = 1010 pc/h					V <sub>12</sub> = pc/h				
V <sub>3</sub> or V <sub>av34</sub> = 0 pc/h (Equation 13-14 or 13-17)					V <sub>3</sub> or V <sub>av34</sub> = pc/h (Equation 13-14 or 13-17)				
Is V <sub>3</sub> or V <sub>av34</sub> > 2,700 pc/h? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					Is V <sub>3</sub> or V <sub>av34</sub> > 2,700 pc/h? <input type="checkbox"/> Yes <input type="checkbox"/> No				
Is V <sub>3</sub> or V <sub>av34</sub> > 1.5 * V <sub>12</sub> /2 <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					Is V <sub>3</sub> or V <sub>av34</sub> > 1.5 * V <sub>12</sub> /2 <input type="checkbox"/> Yes <input type="checkbox"/> No				
If Yes, V <sub>12a</sub> = pc/h (Equation 13-16, 13-18, or 13-19)					If Yes, V <sub>12a</sub> = pc/h (Equation 13-16, 13-18, or 13-19)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V <sub>FO</sub>	1118	Exhibit 13-8		No	V <sub>F</sub>		Exhibit 13-8		
					V <sub>FO</sub> = V <sub>F</sub> - V <sub>R</sub>		Exhibit 13-8		
					V <sub>R</sub>		Exhibit 13-10		
Flow Entering Merge Influence Area					Flow Entering Diverge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V <sub>R12</sub>	1118	Exhibit 13-8	4600:All	No	V <sub>12</sub>		Exhibit 13-8		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$					$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$				
D <sub>R</sub> = 13.5 (pc/mi/ln)					D <sub>R</sub> = (pc/mi/ln)				
LOS = B (Exhibit 13-2)					LOS = (Exhibit 13-2)				
Speed Determination					Speed Determination				
M <sub>S</sub> = 0.328 (Exhibit 13-11)					D <sub>S</sub> = (Exhibit 13-12)				
S <sub>R</sub> = 44.0 mph (Exhibit 13-11)					S <sub>R</sub> = mph (Exhibit 13-12)				
S <sub>0</sub> = N/A mph (Exhibit 13-11)					S <sub>0</sub> = mph (Exhibit 13-12)				
S = 44.0 mph (Exhibit 13-13)					S = mph (Exhibit 13-13)				

# APPENDIX E

## Crash Data Summary



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

BAI Project No.: 215028

Person No.	
O	Operator
P	Passenger
M	Motorcycle

Crash Type	
A	Angle
BS	Broadside
DEER	Deer
HO	Head-On
OBJ	Object
RE	Rear-End
SS	Sideswipe

Abbreviations	
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**

YEAR	Property Damage Only	Injury	Fatal	Total
2012	7	3	0	10
2013	7	1	0	8
2014	8	2	0	10
2015	1	1	0	2
<b>Total</b>	<b>23</b>	<b>7</b>	<b>0</b>	<b>30</b>

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

BAI Project No.: 215028

**CRASH DATA FOR THE YEAR 2012**

Crash No.	Report No.	Vehicle No.	Date	Direction of Travel	Intersection/Crash Location	Person No.	No. of Injuries	Fatalities	Crash Type	Pavement Condition	Weather	Lighting	Military Time	Day
1	12-36-AC	1	2/10/2012	NORTH	INT OF CANNING BLVD AND STATE LINE TOBACCO	0	0	0	SS	DRY	CLEAR	DAYLIGHT	13:54	FRIDAY
2	12-63-AC	2	3/16/2012	SOUTH	INT OF STAFFORD RD AND HANCOCK ST	0	0	0	HO	DRY	CLEAR	DAYLIGHT	16:06	FRIDAY
3	12-122-AC	1	5/15/2012	NORTH	INT OF CANNING BLVD AND STATE LINE TOBACCO	0	0	0	BS	DRY	CLEAR	DAYLIGHT	9:12	TUESDAY
4	12-135-AC	2	5/26/2012	WEST	INT OF CANNING BLVD AND STATE LINE TOBACCO	0	0	0	RE	DRY	CLEAR	DAYLIGHT	12:16	SATURDAY
5	12-138-AC	2	5/28/2012	SOUTH	STATE LINE TOBACCO	M	0	0	SS	DRY	CLEAR	DAYLIGHT	16:26	MONDAY
		1		NORTH	STAFFORD RD BETWEEN SPORTSMAN RD AND EAGLEVILLE RD	PARKED	0	0						
		2		NORTH		PARKED	0	0						
		3		NORTH		PARKED	0	0						
		4		NORTH		0	0	0						
6	12-283-AC	1	11/1/2012	SOUTH	INT OF CANNING BLVD AND STAFFORD RD	0	1	0	RE	DRY	CLEAR	DAYLIGHT	12:53	THURSDAY
7	12-310-AC	2	12/12/2012	SOUTH	INT OF STAFFORD RD AND STATE LINE TOBACCO	0	0	0	BS	DRY	CLEAR	DAYLIGHT	14:01	WEDNESDAY
8	12-529-AC (FR)	1	3/6/2012	NORTH	LINE TOBACCO	0	0	0	RE	DRY	CLOUDY	DARK (NOT LIT)	23:12	TUESDAY
		2		EAST	NAPOLEON STREET	0	1	0						
9	12-1423-AC (FR)	2	7/5/2012	SOUTH	INT OF CANNING BLVD AND ROUTE 24 S EXIT RAMP	0	0	0	RE	DRY	CLEAR	DAYLIGHT	18:01	THURSDAY
		1		SOUTH		O/P	0	0						
10	12-1486-AC (FR)	1	7/12/2012	NORTH	CANNING BLVD AT TEDESCHI FOOD SHOPS	0	0	0	SS	DRY	CLEAR	DAYLIGHT	17:45	THURSDAY
		2		SOUTH		0	0	0						
						<b>TOTAL</b>	<b>3</b>	<b>0</b>						

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

BAI Project No.: 215028

**CRASH DATA FOR THE YEAR 2013**

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

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

BAI Project No.: 215028

**CRASH DATA FOR THE YEAR 2014**

Crash No.	Report No.	Vehicle No.	Date	Direction of Travel	Intersection/Crash Location	Person No.	No. of Injuries	Fatalities	Crash Type	Pavement Condition	Weather	Lighting	Military Time	Day
1	14-62-OF	1	1/13/2014	EAST	INT OF STAFFORD RD AND EAGLEVILLE RD	0	0	0	RE	UNK	UNK	UNK	19:02	MONDAY
2	14-490-OF	2	3/24/2014	EAST	CANNING BLVD AT TEDESCHI FOOD SHOPS	0	0	0	UNK	UNK	UNK	UNK	20:39	MONDAY
3	14-1063-OF	2	6/14/2014	UNK	STAFFORD ROAD	0	0	0	RE	UNK	UNK	UNK	16:12	SATURDAY
4	14-209-AC	2	8/27/2014	SOUTH	INT OF STAFFORD RD AND SHELDON ST	0	1	0	HO	DRY	CLEAR	DAYLIGHT	16:43	WEDNESDAY
5	14-225-AC	2	9/14/2014	NORTH	STAFFORD RD BETWEEN HURST LN AND KITCHENER ST	0	0	0	OBJ	DRY	CLEAR	DARK-LIGHTED	2:13	SUNDAY
6	14-229-AC	1	9/18/2014	SOUTH	INT OF CANNING BLVD, STAFFORD RD, AND HURST LN	0	1	0	BS	DRY	CLEAR	DAWN	5:59	THURSDAY
7	14-260-AC	2	10/20/2014	NORTH	INT OF CANNING BLVD, STAFFORD RD, AND HURST LN	0	0	0	A	DRY	CLEAR	DAYLIGHT	9:08	MONDAY
8	14-261-AC	2	10/21/2014	EAST	INT OF CANNING BLVD, STAFFORD RD, AND HURST LN	O/P	0	0	RE	DRY	CLEAR	DAYLIGHT	14:29	TUESDAY
9	14-296-AC	2	12/2/2014	NORTH	STAFFORD RD BETWEEN FARNUM ST AND SHELDON ST	0	0	0	OBJ	WET	RAIN	DARK-LIGHTED	23:24	TUESDAY
10	14-2018-AC (FR)	1	9/11/2014	SOUTH	CANNING BLVD AT ROUTE 24 INTERCHANGE	0	0	0	SS	DRY	CLEAR	DAYLIGHT	17:09	THURSDAY
		2		NORTH										
						<b>TOTAL</b>	<b>3</b>	<b>0</b>						

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

BAI Project No.: 215028

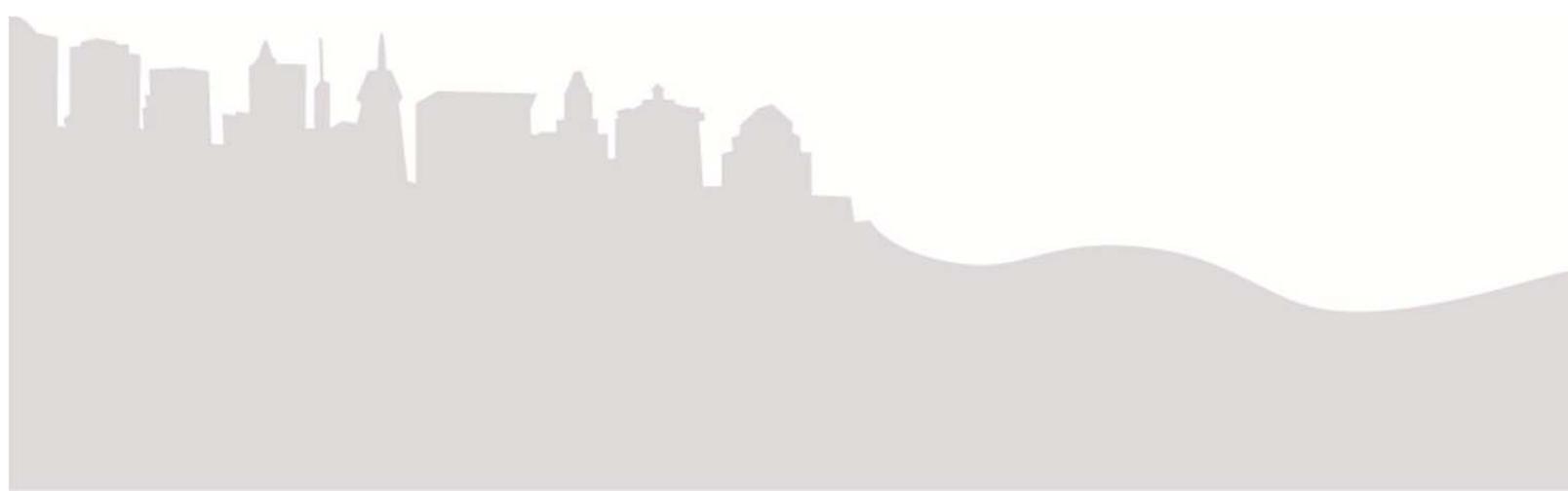
**CRASH DATA FOR THE YEAR 2015**

Crash No.	Report No.	Vehicle No.	Date	Direction of Travel	Intersection/Crash Location	Person No.	No. of Injuries	Fatalities	Crash Type	Pavement Condition	Weather	Lighting	Military Time	Day
1	15-62-AC	1	2/26/2015	SOUTH	STAFFORD RD BTWN SHELDON ST AND SPORTSMAN RD	O	0	0	A	DRY	CLEAR	DARK-LIGHTED	18:20	THURSDAY
		2		O/P		0								
2	15-135-AC	1	5/22/2015	SOUTH	INT OF CANNING BLVD, STAFFORD RD, AND HURST LN	O	1	0	A	DRY	CLEAR	DAYLIGHT	13:19	FRIDAY
		2		O/P		2								
		3		O		0								
<b>TOTAL</b>							<b>3</b>	<b>0</b>						



# APPENDIX F

## Speed Data



**Transportation Data Corporation**

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

04578Gspeed  
Site Code: 215028

**Northbound**

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	Total
	20	25	30	35	40	45	50	55	60	65	70	75		
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
<b>Total</b>	<b>13</b>	<b>8</b>	<b>48</b>	<b>275</b>	<b>1246</b>	<b>3300</b>	<b>2283</b>	<b>448</b>	<b>54</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7681</b>
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 Percentile : 34 MPH
- 50th Percentile : 39 MPH
- 85th Percentile : 44 MPH
- 95th Percentile : 47 MPH
- Mean Speed(Average) : 39 MPH
- 10 MPH Pace Speed : 36-45 MPH
- Number in Pace : 5583
- Percent in Pace : 72.7%
- Number of Vehicles > 40 MPH : 2791
- Percent of Vehicles > 40 MPH : 36.3%

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City, State: Tiverton, RI  
Client: Bryant/T. Brayton

04578Gspeed  
Site Code: 215028

**Northbound**

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	Total
	15	20	25	30	35	40	45	50	55	60	65	70	75	
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	83	133	49	6	1	0	0	0	292
06:00	0	0	3	9	47	185	216	42	1	1	0	0	0	504
07:00	2	1	1	13	77	266	226	50	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	174	135	28	2	1	0	0	0	425
16:00	0	0	2	10	69	234	168	36	0	0	1	0	0	520
17:00	0	0	2	7	47	201	169	34	2	0	0	0	0	462
18:00	0	0	0	4	35	146	173	36	2	0	0	0	0	396
19:00	0	0	1	4	22	111	115	26	2	0	0	0	0	281
20:00	0	0	0	2	23	113	70	10	2	0	0	0	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
<b>Total</b>	<b>10</b>	<b>8</b>	<b>44</b>	<b>236</b>	<b>1109</b>	<b>3252</b>	<b>2435</b>	<b>517</b>	<b>43</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7662</b>
<b>Percent</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.6%</b>	<b>3.1%</b>	<b>14.5%</b>	<b>42.4%</b>	<b>31.8%</b>	<b>6.7%</b>	<b>0.6%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	

Daily  
 15th Percentile : 34 MPH  
 50th Percentile : 39 MPH  
 85th Percentile : 44 MPH  
 95th Percentile : 47 MPH  
 Mean Speed(Average) : 39 MPH  
 10 MPH Pace Speed : 36-45 MPH  
 Number in Pace : 5687  
 Percent in Pace : 74.2%  
 Number of Vehicles > 40 MPH : 3003  
 Percent of Vehicles > 40 MPH : 39.2%

<b>Grand Total</b>	<b>23</b>	<b>16</b>	<b>92</b>	<b>511</b>	<b>2355</b>	<b>6552</b>	<b>4718</b>	<b>965</b>	<b>97</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15343</b>
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Overall  
 15th Percentile : 34 MPH  
 50th Percentile : 39 MPH  
 85th Percentile : 44 MPH  
 95th Percentile : 47 MPH  
 Mean Speed(Average) : 39 MPH  
 10 MPH Pace Speed : 36-45 MPH  
 Number in Pace : 11270  
 Percent in Pace : 73.5%  
 Number of Vehicles > 40 MPH : 5794  
 Percent of Vehicles > 40 MPH : 37.8%

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Client: Bryant/T. Brayton

04578Gspeed  
Site Code: 215028

**Southbound**

Start 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
<b>Total</b>	<b>41</b>	<b>27</b>	<b>103</b>	<b>579</b>	<b>1986</b>	<b>3237</b>	<b>1144</b>	<b>144</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7274</b>
<b>Percent</b>	<b>0.6%</b>	<b>0.4%</b>	<b>1.4%</b>	<b>8.0%</b>	<b>27.3%</b>	<b>44.5%</b>	<b>15.7%</b>	<b>2.0%</b>	<b>0.2%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	

Daily

- 15th Percentile : 31 MPH
- 50th Percentile : 37 MPH
- 85th Percentile : 41 MPH
- 95th Percentile : 45 MPH

Mean Speed(Average) : 36 MPH

10 MPH Pace Speed : 31-40 MPH

Number in Pace : 5223

Percent in Pace : 71.8%

Number of Vehicles > 40 MPH : 1301

Percent of Vehicles > 40 MPH : 17.9%

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City, State: Tiverton, RI  
Client: Bryant/T. Brayton

04578Gspeed  
Site Code: 215028

**Southbound**

Start Time	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	66	70	71	75	Total
7/8/15	0	0	0	0	1	7	29	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	
01:00	0	0	0	0	1	1	5	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	
02:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
03:00	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
04:00	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
05:00	0	0	0	1	3	15	23	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	
06:00	0	0	3	6	24	64	37	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	141	
07:00	2	0	2	3	36	132	52	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	235	
08:00	2	0	4	14	66	113	45	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	253	
09:00	5	3	4	36	79	147	50	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	331	
10:00	9	2	3	45	124	160	35	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	386	
11:00	3	1	5	40	98	184	60	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	406	
12 PM	1	0	2	47	158	191	69	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	479	
13:00	1	3	17	39	122	188	79	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	461	
14:00	7	0	15	55	175	218	71	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	550	
15:00	4	5	4	35	182	278	122	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	638	
16:00	0	0	3	66	232	306	78	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	694	
17:00	0	0	4	59	257	277	103	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	713	
18:00	0	0	0	15	114	232	137	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	519	
19:00	1	0	2	25	79	165	95	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	383	
20:00	1	0	1	23	71	155	54	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	313	
21:00	0	0	3	7	69	122	43	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	247	
22:00	1	0	0	7	27	62	24	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	125	
23:00	0	0	0	1	15	33	35	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	88	
<b>Total</b>	<b>37</b>	<b>14</b>	<b>72</b>	<b>526</b>	<b>1939</b>	<b>3083</b>	<b>1231</b>	<b>165</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7080</b>	
<b>Percent</b>	<b>0.5%</b>	<b>0.2%</b>	<b>1.0%</b>	<b>7.4%</b>	<b>27.4%</b>	<b>43.5%</b>	<b>17.4%</b>	<b>2.3%</b>	<b>0.2%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>		

Daily  
 15th Percentile : 32 MPH  
 50th Percentile : 37 MPH  
 85th Percentile : 42 MPH  
 95th Percentile : 45 MPH

Mean Speed(Average) : 37 MPH  
 10 MPH Pace Speed : 31-40 MPH  
 Number in Pace : 5022  
 Percent in Pace : 70.9%  
 Number of Vehicles > 40 MPH : 1409  
 Percent of Vehicles > 40 MPH : 19.9%

<b>Grand Total</b>	<b>78</b>	<b>41</b>	<b>175</b>	<b>1105</b>	<b>3925</b>	<b>6320</b>	<b>2375</b>	<b>309</b>	<b>24</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>14354</b>
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Overall  
 15th Percentile : 31 MPH  
 50th Percentile : 37 MPH  
 85th Percentile : 42 MPH  
 95th Percentile : 45 MPH  
 Mean Speed(Average) : 37 MPH  
 10 MPH Pace Speed : 31-40 MPH  
 Number in Pace : 10245  
 Percent in Pace : 71.4%  
 Number of Vehicles > 40 MPH : 2710  
 Percent of Vehicles > 40 MPH : 18.9%

# APPENDIX G

## Supplemental Plans

