

PDI File #: **175824 (10) Tues-AM**
 Location: **N: Smithfield Road S: Smithfield Road**
 Location: **E: Mineral Spring Avenue (Route 15) W: Mineral Spring Avenue (Route 15)**
 City, State: **North Providence, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	Smithfield Road					Mineral Spring Avenue (Route 15)					Smithfield Road					Mineral Spring Avenue (Route 15)					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	10	36	20	0	66	6	82	53	0	141	38	6	28	0	72	56	122	6	0	184	463
7:15 AM	12	47	29	0	88	13	107	68	0	188	42	21	40	0	103	78	151	9	0	238	617
7:30 AM	17	42	13	0	72	8	116	97	0	221	48	25	58	0	131	96	83	12	0	191	615
7:45 AM	15	43	9	0	67	6	113	102	0	221	46	13	36	0	95	66	101	10	0	177	560
Total	54	168	71	0	293	33	418	320	0	771	174	65	162	0	401	296	457	37	0	790	2255
8:00 AM	21	45	12	0	78	9	74	63	0	146	53	19	53	0	125	69	118	9	0	196	545
8:15 AM	16	21	12	0	49	10	131	67	0	208	39	16	36	0	91	65	141	7	0	213	561
8:30 AM	13	30	10	0	53	8	118	47	0	173	38	14	51	0	103	74	126	12	0	212	541
8:45 AM	10	27	11	0	48	12	131	70	0	213	43	15	46	0	104	71	120	9	0	200	565
Total	60	123	45	0	228	39	454	247	0	740	173	64	186	0	423	279	505	37	0	821	2212
Grand Total	114	291	116	0	521	72	872	567	0	1511	347	129	348	0	824	575	962	74	0	1611	4467
Approach %	21.9	55.9	22.3	0.0		4.8	57.7	37.5	0.0		42.1	15.7	42.2	0.0		35.7	59.7	4.6	0.0		
Total %	2.6	6.5	2.6	0.0	11.7	1.6	19.5	12.7	0.0	33.8	7.8	2.9	7.8	0.0	18.4	12.9	21.5	1.7	0.0	36.1	
Exiting Leg Total	275					1425					1433					1334					4467
Cars	104	286	110	0	500	59	823	545	0	1427	331	121	343	0	795	557	925	72	0	1554	4276
% Cars	91.2	98.3	94.8	0.0	96.0	81.9	94.4	96.1	0.0	94.4	95.4	93.8	98.6	0.0	96.5	96.9	96.2	97.3	0.0	96.5	95.7
Exiting Leg Total	252					1366					1388					1270					4276
Heavy Vehicles	10	5	6	0	21	13	49	22	0	84	16	8	5	0	29	18	37	2	0	57	191
% Heavy Vehicles	8.8	1.7	5.2	0.0	4.0	18.1	5.6	3.9	0.0	5.6	4.6	6.2	1.4	0.0	3.5	3.1	3.8	2.7	0.0	3.5	4.3
Exiting Leg Total	23					59					45					64					191

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

	Smithfield Road					Mineral Spring Avenue (Route 15)					Smithfield Road					Mineral Spring Avenue (Route 15)					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:15 AM	12	47	29	0	88	13	107	68	0	188	42	21	40	0	103	78	151	9	0	238	617
7:30 AM	17	42	13	0	72	8	116	97	0	221	48	25	58	0	131	96	83	12	0	191	615
7:45 AM	15	43	9	0	67	6	113	102	0	221	46	13	36	0	95	66	101	10	0	177	560
8:00 AM	21	45	12	0	78	9	74	63	0	146	53	19	53	0	125	69	118	9	0	196	545
Total Volume	65	177	63	0	305	36	410	330	0	776	189	78	187	0	454	309	453	40	0	802	2337
% Approach Total	21.3	58.0	20.7	0.0		4.6	52.8	42.5	0.0		41.6	17.2	41.2	0.0		38.5	56.5	5.0	0.0		
PHF	0.774	0.941	0.543	0.000	0.866	0.692	0.884	0.809	0.000	0.878	0.892	0.780	0.806	0.000	0.866	0.805	0.750	0.833	0.000	0.842	0.947
Cars	62	174	59	0	295	29	384	320	0	733	180	75	186	0	441	297	431	39	0	767	2236
Cars %	95.4	98.3	93.7	0.0	96.7	80.6	93.7	97.0	0.0	94.5	95.2	96.2	99.5	0.0	97.1	96.1	95.1	97.5	0.0	95.6	95.7
Heavy Vehicles	3	3	4	0	10	7	26	10	0	43	9	3	1	0	13	12	22	1	0	35	101
Heavy Vehicles %	4.6	1.7	6.3	0.0	3.3	19.4	6.3	3.0	0.0	5.5	4.8	3.8	0.5	0.0	2.9	3.9	4.9	2.5	0.0	4.4	4.3
Cars Enter Leg	62	174	59	0	295	29	384	320	0	733	180	75	186	0	441	297	431	39	0	767	2236
Heavy Enter Leg	3	3	4	0	10	7	26	10	0	43	9	3	1	0	13	12	22	1	0	35	101
Total Entering Leg	65	177	63	0	305	36	410	330	0	776	189	78	187	0	454	309	453	40	0	802	2337
Cars Exiting Leg	143					670					791					632					2236
Heavy Exiting Leg	11					35					25					30					101
Total Exiting Leg	154					705					816					662					2337

PDI File #: **175824 (10) Tues-AM**
 Location: **N: Smithfield Road S: Smithfield Road**
 Location: **E: Mineral Spring Avenue (Route 15) W: Mineral Spring Avenue (Route 15)**
 City, State: **North Providence, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class: **Cars**



	Smithfield Road					Mineral Spring Avenue (Route 15)					Smithfield Road					Mineral Spring Avenue (Route 15)					Total					
	North					East					South					West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
7:00 AM	10	35	20	0	65	5	76	51	0	132	37	6	27	0	70	54	122	6	0	182	449					
7:15 AM	12	46	29	0	87	11	96	66	0	173	41	20	40	0	101	76	144	9	0	229	590					
7:30 AM	16	41	12	0	69	4	112	95	0	211	45	24	57	0	126	94	81	12	0	187	593					
7:45 AM	13	42	8	0	63	6	109	99	0	214	43	12	36	0	91	64	96	9	0	169	537					
Total	51	164	69	0	284	26	393	311	0	730	166	62	160	0	388	288	443	36	0	767	2169					
8:00 AM	21	45	10	0	76	8	67	60	0	135	51	19	53	0	123	63	110	9	0	182	516					
8:15 AM	15	20	11	0	46	8	126	65	0	199	35	15	35	0	85	64	136	7	0	207	537					
8:30 AM	9	30	9	0	48	6	112	44	0	162	37	10	51	0	98	72	118	11	0	201	509					
8:45 AM	8	27	11	0	46	11	125	65	0	201	42	15	44	0	101	70	118	9	0	197	545					
Total	53	122	41	0	216	33	430	234	0	697	165	59	183	0	407	269	482	36	0	787	2107					
Grand Total	104	286	110	0	500	59	823	545	0	1427	331	121	343	0	795	557	925	72	0	1554	4276					
Approach %	20.8	57.2	22.0	0.0		4.1	57.7	38.2	0.0		41.6	15.2	43.1	0.0		35.8	59.5	4.6	0.0							
Total %	2.4	6.7	2.6	0.0	11.7	1.4	19.2	12.7	0.0	33.4	7.7	2.8	8.0	0.0	18.6	13.0	21.6	1.7	0.0	36.3						
Exiting Leg Total						252					1366					1388					1270					4276

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

	Smithfield Road					Mineral Spring Avenue (Route 15)					Smithfield Road					Mineral Spring Avenue (Route 15)					Total					
	North					East					South					West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
7:15 AM	12	46	29	0	87	11	96	66	0	173	41	20	40	0	101	76	144	9	0	229	590					
7:30 AM	16	41	12	0	69	4	112	95	0	211	45	24	57	0	126	94	81	12	0	187	593					
7:45 AM	13	42	8	0	63	6	109	99	0	214	43	12	36	0	91	64	96	9	0	169	537					
8:00 AM	21	45	10	0	76	8	67	60	0	135	51	19	53	0	123	63	110	9	0	182	516					
Total Volume	62	174	59	0	295	29	384	320	0	733	180	75	186	0	441	297	431	39	0	767	2236					
% Approach Total	21.0	59.0	20.0	0.0		4.0	52.4	43.7	0.0		40.8	17.0	42.2	0.0		38.7	56.2	5.1	0.0							
PHF	0.738	0.946	0.509	0.000	0.848	0.659	0.857	0.808	0.000	0.856	0.882	0.781	0.816	0.000	0.875	0.790	0.748	0.813	0.000	0.837	0.943					
Entering Leg	62	174	59	0	295	29	384	320	0	733	180	75	186	0	441	297	431	39	0	767	2236					
Exiting Leg						143					670					791					632					2236
Total						438					1403					1232					1399					4472

PDI File #: **175824 (10) Tues-AM**
 Location: **N: Smithfield Road S: Smithfield Road**
 Location: **E: Mineral Spring Avenue (Route 15) W: Mineral Spring Avenue (Route 15)**
 City, State: **North Providence, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Heavy Vehicles (Combined-Large Trucks and Buses)

	Smithfield Road					Mineral Spring Avenue (Route 15)					Smithfield Road					Mineral Spring Avenue (Route 15)					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	1	0	0	1	1	6	2	0	9	1	0	1	0	2	2	0	0	0	2	14
7:15 AM	0	1	0	0	1	2	11	2	0	15	1	1	0	0	2	2	7	0	0	9	27
7:30 AM	1	1	1	0	3	4	4	2	0	10	3	1	1	0	5	2	2	0	0	4	22
7:45 AM	2	1	1	0	4	0	4	3	0	7	3	1	0	0	4	2	5	1	0	8	23
Total	3	4	2	0	9	7	25	9	0	41	8	3	2	0	13	8	14	1	0	23	86
8:00 AM	0	0	2	0	2	1	7	3	0	11	2	0	0	0	2	6	8	0	0	14	29
8:15 AM	1	1	1	0	3	2	5	2	0	9	4	1	1	0	6	1	5	0	0	6	24
8:30 AM	4	0	1	0	5	2	6	3	0	11	1	4	0	0	5	2	8	1	0	11	32
8:45 AM	2	0	0	0	2	1	6	5	0	12	1	0	2	0	3	1	2	0	0	3	20
Total	7	1	4	0	12	6	24	13	0	43	8	5	3	0	16	10	23	1	0	34	105
Grand Total	10	5	6	0	21	13	49	22	0	84	16	8	5	0	29	18	37	2	0	57	191
Approach %	47.6	23.8	28.6	0.0		15.5	58.3	26.2	0.0		55.2	27.6	17.2	0.0		31.6	64.9	3.5	0.0		
Total %	5.2	2.6	3.1	0.0	11.0	6.8	25.7	11.5	0.0	44.0	8.4	4.2	2.6	0.0	15.2	9.4	19.4	1.0	0.0	29.8	
Exiting Leg Total	23					59					45					64					191
Large Trucks	5	1	2	0	8	8	24	9	0	41	9	3	4	0	16	8	25	1	0	34	99
% Large Trucks	50.0	20.0	33.3	0.0	38.1	61.5	49.0	40.9	0.0	48.8	56.3	37.5	80.0	0.0	55.2	44.4	67.6	50.0	0.0	59.6	51.8
Exiting Leg Total	12					36					18					33					99
Buses	5	4	4	0	13	5	25	13	0	43	7	5	1	0	13	10	12	1	0	23	92
% Buses	50.0	80.0	66.7	0.0	61.9	38.5	51.0	59.1	0.0	51.2	43.8	62.5	20.0	0.0	44.8	55.6	32.4	50.0	0.0	40.4	48.2
Exiting Leg Total	11					23					27					31					92

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

	Smithfield Road					Mineral Spring Avenue (Route 15)					Smithfield Road					Mineral Spring Avenue (Route 15)					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 AM	2	1	1	0	4	0	4	3	0	7	3	1	0	0	4	2	5	1	0	8	23
8:00 AM	0	0	2	0	2	1	7	3	0	11	2	0	0	0	2	6	8	0	0	14	29
8:15 AM	1	1	1	0	3	2	5	2	0	9	4	1	1	0	6	1	5	0	0	6	24
8:30 AM	4	0	1	0	5	2	6	3	0	11	1	4	0	0	5	2	8	1	0	11	32
Total Volume	7	2	5	0	14	5	22	11	0	38	10	6	1	0	17	11	26	2	0	39	108
% Approach Total	50.0	14.3	35.7	0.0		13.2	57.9	28.9	0.0		58.8	35.3	5.9	0.0		28.2	66.7	5.1	0.0		
PHF	0.438	0.500	0.625	0.000	0.700	0.625	0.786	0.917	0.000	0.864	0.625	0.375	0.250	0.000	0.708	0.458	0.813	0.500	0.000	0.696	0.844
Large Trucks	3	0	2	0	5	2	13	3	0	18	6	3	1	0	10	6	18	1	0	25	58
Large Trucks %	42.9	0.0	40.0	0.0	35.7	40.0	59.1	27.3	0.0	47.4	60.0	50.0	100.0	0.0	58.8	54.5	69.2	50.0	0.0	64.1	53.7
Buses	4	2	3	0	9	3	9	8	0	20	4	3	0	0	7	5	8	1	0	14	50
Buses %	57.1	100.0	60.0	0.0	64.3	60.0	40.9	72.7	0.0	52.6	40.0	50.0	0.0	0.0	41.2	45.5	30.8	50.0	0.0	35.9	46.3
Trucks Enter Leg	3	0	2	0	5	2	13	3	0	18	6	3	1	0	10	6	18	1	0	25	58
Bus Enter Leg	4	2	3	0	9	3	9	8	0	20	4	3	0	0	7	5	8	1	0	14	50
Total Entering Leg	7	2	5	0	14	5	22	11	0	38	10	6	1	0	17	11	26	2	0	39	108
Trucks Exiting Leg	6					26					9					17					58
Buses Exiting Leg	7					15					15					13					50
Total Exiting Leg	13					41					24					30					108

PDI File #: **175824 (10) Tues-AM**
 Location: **N: Smithfield Road S: Smithfield Road**
 Location: **E: Mineral Spring Avenue (Route 15) W: Mineral Spring Avenue (Route 15)**
 City, State: **North Providence, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class: **Large Trucks**



	Smithfield Road					Mineral Spring Avenue (Route 15)					Smithfield Road					Mineral Spring Avenue (Route 15)					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	1	2	1	0	4	1	0	0	0	1	1	0	0	0	1	6
7:15 AM	0	0	0	0	0	2	5	0	0	7	1	0	0	0	1	0	5	0	0	5	13
7:30 AM	0	1	0	0	1	2	2	1	0	5	1	0	1	0	2	0	2	0	0	2	10
7:45 AM	1	0	0	0	1	0	2	1	0	3	1	0	0	0	1	1	4	0	0	5	10
Total	1	1	0	0	2	5	11	3	0	19	4	0	1	0	5	2	11	0	0	13	39
8:00 AM	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	3	5	0	0	8	15
8:15 AM	1	0	1	0	2	1	2	0	0	3	3	1	1	0	5	1	3	0	0	4	14
8:30 AM	1	0	1	0	2	1	3	2	0	6	1	2	0	0	3	1	6	1	0	8	19
8:45 AM	2	0	0	0	2	1	2	4	0	7	0	0	2	0	2	1	0	0	0	1	12
Total	4	0	2	0	6	3	13	6	0	22	5	3	3	0	11	6	14	1	0	21	60
Grand Total	5	1	2	0	8	8	24	9	0	41	9	3	4	0	16	8	25	1	0	34	99
Approach %	62.5	12.5	25.0	0.0		19.5	58.5	22.0	0.0		56.3	18.8	25.0	0.0		23.5	73.5	2.9	0.0		
Total %	5.1	1.0	2.0	0.0	8.1	8.1	24.2	9.1	0.0	41.4	9.1	3.0	4.0	0.0	16.2	8.1	25.3	1.0	0.0	34.3	
Exiting Leg Total	12					36					18					33					99

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

	Smithfield Road					Mineral Spring Avenue (Route 15)					Smithfield Road					Mineral Spring Avenue (Route 15)					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:00 AM	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	3	5	0	0	8	15
8:15 AM	1	0	1	0	2	1	2	0	0	3	3	1	1	0	5	1	3	0	0	4	14
8:30 AM	1	0	1	0	2	1	3	2	0	6	1	2	0	0	3	1	6	1	0	8	19
8:45 AM	2	0	0	0	2	1	2	4	0	7	0	0	2	0	2	1	0	0	0	1	12
Total Volume	4	0	2	0	6	3	13	6	0	22	5	3	3	0	11	6	14	1	0	21	60
% Approach Total	66.7	0.0	33.3	0.0		13.6	59.1	27.3	0.0		45.5	27.3	27.3	0.0		28.6	66.7	4.8	0.0		
PHF	0.500	0.000	0.500	0.000	0.750	0.750	0.542	0.375	0.000	0.786	0.417	0.375	0.375	0.000	0.550	0.500	0.583	0.250	0.000	0.656	0.789
Entering Leg	4	0	2	0	6	3	13	6	0	22	5	3	3	0	11	6	14	1	0	21	60
Exiting Leg	7					21					12					20					60
Total	13					43					23					41					120

PDI File #: **175824 (10) Tues-AM**
 Location: **N: Smithfield Road S: Smithfield Road**
 Location: **E: Mineral Spring Avenue (Route 15) W: Mineral Spring Avenue (Route 15)**
 City, State: **North Providence, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Buses

	Smithfield Road					Mineral Spring Avenue (Route 15)					Smithfield Road					Mineral Spring Avenue (Route 15)					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	1	0	0	1	0	4	1	0	5	0	0	1	0	1	1	0	0	0	1	8
7:15 AM	0	1	0	0	1	0	6	2	0	8	0	1	0	0	1	2	2	0	0	4	14
7:30 AM	1	0	1	0	2	2	2	1	0	5	2	1	0	0	3	2	0	0	0	2	12
7:45 AM	1	1	1	0	3	0	2	2	0	4	2	1	0	0	3	1	1	1	0	3	13
Total	2	3	2	0	7	2	14	6	0	22	4	3	1	0	8	6	3	1	0	10	47
8:00 AM	0	0	2	0	2	1	1	3	0	5	1	0	0	0	1	3	3	0	0	6	14
8:15 AM	0	1	0	0	1	1	3	2	0	6	1	0	0	0	1	0	2	0	0	2	10
8:30 AM	3	0	0	0	3	1	3	1	0	5	0	2	0	0	2	1	2	0	0	3	13
8:45 AM	0	0	0	0	0	0	4	1	0	5	1	0	0	0	1	0	2	0	0	2	8
Total	3	1	2	0	6	3	11	7	0	21	3	2	0	0	5	4	9	0	0	13	45
Grand Total	5	4	4	0	13	5	25	13	0	43	7	5	1	0	13	10	12	1	0	23	92
Approach %	38.5	30.8	30.8	0.0		11.6	58.1	30.2	0.0		53.8	38.5	7.7	0.0		43.5	52.2	4.3	0.0		
Total %	5.4	4.3	4.3	0.0	14.1	5.4	27.2	14.1	0.0	46.7	7.6	5.4	1.1	0.0	14.1	10.9	13.0	1.1	0.0	25.0	
Exiting Leg Total	11					23					27					31					92

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

	Smithfield Road					Mineral Spring Avenue (Route 15)					Smithfield Road					Mineral Spring Avenue (Route 15)					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:15 AM	0	1	0	0	1	0	6	2	0	8	0	1	0	0	1	2	2	0	0	4	14
7:30 AM	1	0	1	0	2	2	2	1	0	5	2	1	0	0	3	2	0	0	0	2	12
7:45 AM	1	1	1	0	3	0	2	2	0	4	2	1	0	0	3	1	1	1	0	3	13
8:00 AM	0	0	2	0	2	1	1	3	0	5	1	0	0	0	1	3	3	0	0	6	14
Total Volume	2	2	4	0	8	3	11	8	0	22	5	3	0	0	8	8	6	1	0	15	53
% Approach Total	25.0	25.0	50.0	0.0		13.6	50.0	36.4	0.0		62.5	37.5	0.0	0.0		53.3	40.0	6.7	0.0		
PHF	0.500	0.500	0.500	0.000	0.667	0.375	0.458	0.667	0.000	0.688	0.625	0.750	0.000	0.000	0.667	0.667	0.500	0.250	0.000	0.625	0.946
Entering Leg	2	2	4	0	8	3	11	8	0	22	5	3	0	0	8	8	6	1	0	15	53
Exiting Leg	7					15					18					13					53
Total	15					37					26					28					106

PDI File #: **175824 (10) Tues-AM**
 Location: **N: Smithfield Road S: Smithfield Road**
 Location: **E: Mineral Spring Avenue (Route 15) W: Mineral Spring Avenue (Route 15)**
 City, State: **North Providence, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**



Bicycles (on Roadway and Crosswalks)

	Smithfield Road								Mineral Spring Avenue (Route 15)								Smithfield Road								Mineral Spring Avenue (Route 15)								Total				
	North								East								South								West												
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3						
8:00 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1						
Grand Total	0	2	0	0	0	0	2	0	1	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Approach %	0.0	100.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0								
Total %	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	1							0							2							1							4								

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

	Smithfield Road								Mineral Spring Avenue (Route 15)								Smithfield Road								Mineral Spring Avenue (Route 15)								Total				
	North								East								South								West												
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3						
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0								
PHF	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375		
Entering Leg	0	1	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Exiting Leg	1							0							1							1							3								
Total	2							1							2							1							6								

PDI File #: **175824 (10) Tues-AM**
 Location: **N: Smithfield Road S: Smithfield Road**
 Location: **E: Mineral Spring Avenue (Route 15) W: Mineral Spring Avenue (Route 15)**
 City, State: **North Providence, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class: **Pedestrians**



	Smithfield Road								Mineral Spring Avenue (Route 15)								Smithfield Road								Mineral Spring Avenue (Route 15)								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
7:15 AM	0	0	0	0	2	1	3	0	0	0	0	3	0	3	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	8			
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	0	0	0	0	2	0	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3		
Total	0	0	0	0	4	1	5	0	0	0	0	4	1	5	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	12			
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2			
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2			
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	2	0	0	0	0	0	1	1	4				
Grand Total	0	0	0	0	4	1	5	0	0	0	0	5	1	6	0	0	0	0	0	4	4	0	0	0	0	0	1	1	16				
Approach %	0.0	0.0	0.0	0.0	80.0	20.0		0.0	0.0	0.0	0.0	83.3	16.7		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	100.0						
Total %	0.0	0.0	0.0	0.0	25.0	6.3	31.3	0.0	0.0	0.0	0.0	31.3	6.3	37.5	0.0	0.0	0.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	6.3	6.3					
Exiting Leg Total	5							6							4							1							16				

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

	Smithfield Road								Mineral Spring Avenue (Route 15)								Smithfield Road								Mineral Spring Avenue (Route 15)								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:15 AM	0	0	0	0	2	1	3	0	0	0	0	3	0	3	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	8			
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	0	0	0	0	2	0	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2			
Total Volume	0	0	0	0	4	1	5	0	0	0	0	4	1	5	0	0	0	0	0	2	2	0	0	0	0	0	1	1	13				
% Approach Total	0.0	0.0	0.0	0.0	80.0	20.0		0.0	0.0	0.0	0.0	80.0	20.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	100.0						
PHF	0.000	0.000	0.000	0.000	0.500	0.250	0.417	0.000	0.000	0.000	0.000	0.333	0.250	0.417	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.406				
Entering Leg	0	0	0	0	4	1	5	0	0	0	0	4	1	5	0	0	0	0	0	2	2	0	0	0	0	0	1	1	13				
Exiting Leg	5							5							2							1							13				
Total	10							10							4							2							26				

PDI File #: **175824 (10) Tues-PM**
 Location: **N: Smithfield Road S: Smithfield Road**
 Location: **E: Mineral Spring Avenue (Route 15) W: Mineral Spring Avenue (Route 15)**
 City, State: **North Providence, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **4:30 PM**
 End Time: **6:30 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Smithfield Road					Mineral Spring Avenue (Route 15)					Smithfield Road					Mineral Spring Avenue (Route 15)					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	16	23	10	0	49	12	142	73	0	227	49	33	72	0	154	48	130	10	0	188	618
4:45 PM	14	31	9	0	54	19	128	67	0	214	67	46	80	0	193	49	105	12	0	166	627
Total	30	54	19	0	103	31	270	140	0	441	116	79	152	0	347	97	235	22	0	354	1245
5:00 PM	15	32	8	0	55	14	145	69	0	228	44	46	73	0	163	67	130	11	0	208	654
5:15 PM	20	25	9	0	54	16	136	74	0	226	37	38	79	0	154	62	109	10	0	181	615
5:30 PM	22	20	19	0	61	17	145	62	0	224	52	28	52	0	132	48	117	14	0	179	596
5:45 PM	21	17	17	0	55	11	139	70	0	220	47	30	58	1	136	48	139	15	0	202	613
Total	78	94	53	0	225	58	565	275	0	898	180	142	262	1	585	225	495	50	0	770	2478
6:00 PM	11	22	12	0	45	24	121	50	0	195	60	31	63	0	154	49	119	12	0	180	574
6:15 PM	9	22	23	0	54	18	144	65	0	227	50	28	55	0	133	61	141	12	0	214	628
Total	20	44	35	0	99	42	265	115	0	422	110	59	118	0	287	110	260	24	0	394	1202
Grand Total	128	192	107	0	427	131	1100	530	0	1761	406	280	532	1	1219	432	990	96	0	1518	4925
Approach %	30.0	45.0	25.1	0.0		7.4	62.5	30.1	0.0		33.3	23.0	43.6	0.1		28.5	65.2	6.3	0.0		
Total %	2.6	3.9	2.2	0.0	8.7	2.7	22.3	10.8	0.0	35.8	8.2	5.7	10.8	0.0	24.8	8.8	20.1	1.9	0.0	30.8	
Exiting Leg Total	507					1503					1155					1760					4925
Cars	128	192	107	0	427	129	1090	528	0	1747	402	279	522	1	1204	425	974	96	0	1495	4873
% Cars	100.0	100.0	100.0	0.0	100.0	98.5	99.1	99.6	0.0	99.2	99.0	99.6	98.1	100.0	98.8	98.4	98.4	100.0	0.0	98.5	98.9
Exiting Leg Total	504					1483					1146					1740					4873
Heavy Vehicles	0	0	0	0	0	2	10	2	0	14	4	1	10	0	15	7	16	0	0	23	52
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	1.5	0.9	0.4	0.0	0.8	1.0	0.4	1.9	0.0	1.2	1.6	1.6	0.0	0.0	1.5	1.1
Exiting Leg Total	3					20					9					20					52

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

	Smithfield Road					Mineral Spring Avenue (Route 15)					Smithfield Road					Mineral Spring Avenue (Route 15)					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	16	23	10	0	49	12	142	73	0	227	49	33	72	0	154	48	130	10	0	188	618
4:45 PM	14	31	9	0	54	19	128	67	0	214	67	46	80	0	193	49	105	12	0	166	627
5:00 PM	15	32	8	0	55	14	145	69	0	228	44	46	73	0	163	67	130	11	0	208	654
5:15 PM	20	25	9	0	54	16	136	74	0	226	37	38	79	0	154	62	109	10	0	181	615
Total Volume	65	111	36	0	212	61	551	283	0	895	197	163	304	0	664	226	474	43	0	743	2514
% Approach Total	30.7	52.4	17.0	0.0		6.8	61.6	31.6	0.0		29.7	24.5	45.8	0.0		30.4	63.8	5.8	0.0		
PHF	0.813	0.867	0.900	0.000	0.964	0.803	0.950	0.956	0.000	0.981	0.735	0.886	0.950	0.000	0.860	0.843	0.912	0.896	0.000	0.893	0.961
Cars	65	111	36	0	212	61	546	282	0	889	196	163	299	0	658	219	462	43	0	724	2483
Cars %	100.0	100.0	100.0	0.0	100.0	100.0	99.1	99.6	0.0	99.3	99.5	100.0	98.4	0.0	99.1	96.9	97.5	100.0	0.0	97.4	98.8
Heavy Vehicles	0	0	0	0	0	0	5	1	0	6	1	0	5	0	6	7	12	0	0	19	31
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.4	0.0	0.7	0.5	0.0	1.6	0.0	0.9	3.1	2.5	0.0	0.0	2.6	1.2
Cars Enter Leg	65	111	36	0	212	61	546	282	0	889	196	163	299	0	658	219	462	43	0	724	2483
Heavy Enter Leg	0	0	0	0	0	0	5	1	0	6	1	0	5	0	6	7	12	0	0	19	31
Total Entering Leg	65	111	36	0	212	61	551	283	0	895	197	163	304	0	664	226	474	43	0	743	2514
Cars Exiting Leg	267					694					612					910					2483
Heavy Exiting Leg	0					13					8					10					31
Total Exiting Leg	267					707					620					920					2514

PDI File #: **175824 (10) Tues-PM**
 Location: **N: Smithfield Road S: Smithfield Road**
 Location: **E: Mineral Spring Avenue (Route 15) W: Mineral Spring Avenue (Route 15)**
 City, State: **North Providence, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **4:30 PM**
 End Time: **6:30 PM**
 Class:



Cars

	Smithfield Road					Mineral Spring Avenue (Route 15)					Smithfield Road					Mineral Spring Avenue (Route 15)					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	16	23	10	0	49	12	141	72	0	225	49	33	70	0	152	45	125	10	0	180	606
4:45 PM	14	31	9	0	54	19	125	67	0	211	67	46	77	0	190	46	103	12	0	161	616
Total	30	54	19	0	103	31	266	139	0	436	116	79	147	0	342	91	228	22	0	341	1222
5:00 PM	15	32	8	0	55	14	144	69	0	227	43	46	73	0	162	66	126	11	0	203	647
5:15 PM	20	25	9	0	54	16	136	74	0	226	37	38	79	0	154	62	108	10	0	180	614
5:30 PM	22	20	19	0	61	16	144	62	0	222	52	27	51	0	130	48	116	14	0	178	591
5:45 PM	21	17	17	0	55	11	138	70	0	219	45	30	57	1	133	48	139	15	0	202	609
Total	78	94	53	0	225	57	562	275	0	894	177	141	260	1	579	224	489	50	0	763	2461
6:00 PM	11	22	12	0	45	23	121	50	0	194	60	31	61	0	152	49	117	12	0	178	569
6:15 PM	9	22	23	0	54	18	141	64	0	223	49	28	54	0	131	61	140	12	0	213	621
Total	20	44	35	0	99	41	262	114	0	417	109	59	115	0	283	110	257	24	0	391	1190
Grand Total	128	192	107	0	427	129	1090	528	0	1747	402	279	522	1	1204	425	974	96	0	1495	4873
Approach %	30.0	45.0	25.1	0.0		7.4	62.4	30.2	0.0		33.4	23.2	43.4	0.1		28.4	65.2	6.4	0.0		
Total %	2.6	3.9	2.2	0.0	8.8	2.6	22.4	10.8	0.0	35.9	8.2	5.7	10.7	0.0	24.7	8.7	20.0	2.0	0.0	30.7	
Exiting Leg Total	504					1483					1146					1740					4873

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

	Smithfield Road					Mineral Spring Avenue (Route 15)					Smithfield Road					Mineral Spring Avenue (Route 15)					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	16	23	10	0	49	12	141	72	0	225	49	33	70	0	152	45	125	10	0	180	606
4:45 PM	14	31	9	0	54	19	125	67	0	211	67	46	77	0	190	46	103	12	0	161	616
5:00 PM	15	32	8	0	55	14	144	69	0	227	43	46	73	0	162	66	126	11	0	203	647
5:15 PM	20	25	9	0	54	16	136	74	0	226	37	38	79	0	154	62	108	10	0	180	614
Total Volume	65	111	36	0	212	61	546	282	0	889	196	163	299	0	658	219	462	43	0	724	2483
% Approach Total	30.7	52.4	17.0	0.0		6.9	61.4	31.7	0.0		29.8	24.8	45.4	0.0		30.2	63.8	5.9	0.0		
PHF	0.813	0.867	0.900	0.000	0.964	0.803	0.948	0.953	0.000	0.979	0.731	0.886	0.946	0.000	0.866	0.830	0.917	0.896	0.000	0.892	0.959
Entering Leg	65	111	36	0	212	61	546	282	0	889	196	163	299	0	658	219	462	43	0	724	2483
Exiting Leg	267					694					612					910					2483
Total	479					1583					1270					1634					4966

PDI File #: **175824 (10) Tues-PM**
 Location: **N: Smithfield Road S: Smithfield Road**
 Location: **E: Mineral Spring Avenue (Route 15) W: Mineral Spring Avenue (Route 15)**
 City, State: **North Providence, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **4:30 PM**
 End Time: **6:30 PM**
 Class:



Heavy Vehicles (Combined-Large Trucks and Buses)

	Smithfield Road					Mineral Spring Avenue (Route 15)					Smithfield Road					Mineral Spring Avenue (Route 15)					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	0	0	0	0	0	0	1	1	0	2	0	0	2	0	2	3	5	0	0	8	12
4:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	3	0	3	3	2	0	0	5	11
Total	0	0	0	0	0	0	4	1	0	5	0	0	5	0	5	6	7	0	0	13	23
5:00 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	1	4	0	0	5	7
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:30 PM	0	0	0	0	0	1	1	0	0	2	0	1	1	0	2	0	1	0	0	1	5
5:45 PM	0	0	0	0	0	0	1	0	0	1	2	0	1	0	3	0	0	0	0	0	4
Total	0	0	0	0	0	1	3	0	0	4	3	1	2	0	6	1	6	0	0	7	17
6:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	2	0	2	0	2	0	0	2	5
6:15 PM	0	0	0	0	0	0	3	1	0	4	1	0	1	0	2	0	1	0	0	1	7
Total	0	0	0	0	0	1	3	1	0	5	1	0	3	0	4	0	3	0	0	3	12
Grand Total	0	0	0	0	0	2	10	2	0	14	4	1	10	0	15	7	16	0	0	23	52
Approach %	0.0	0.0	0.0	0.0		14.3	71.4	14.3	0.0		26.7	6.7	66.7	0.0		30.4	69.6	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	3.8	19.2	3.8	0.0	26.9	7.7	1.9	19.2	0.0	28.8	13.5	30.8	0.0	0.0	44.2	
Exiting Leg Total	3					20					9					20					52
Large Trucks	0	0	0	0	0	2	8	2	0	12	2	1	8	0	11	5	11	0	0	16	39
% Large Trucks	0.0	0.0	0.0	0.0	0.0	100.0	80.0	100.0	0.0	85.7	50.0	100.0	80.0	0.0	73.3	71.4	68.8	0.0	0.0	69.6	75.0
Exiting Leg Total	3					13					7					16					39
Buses	0	0	0	0	0	0	2	0	0	2	2	0	2	0	4	2	5	0	0	7	13
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	14.3	50.0	0.0	20.0	0.0	26.7	28.6	31.3	0.0	0.0	30.4	25.0
Exiting Leg Total	0					7					2					4					13

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

	Smithfield Road					Mineral Spring Avenue (Route 15)					Smithfield Road					Mineral Spring Avenue (Route 15)					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	0	0	0	0	0	0	1	1	0	2	0	0	2	0	2	3	5	0	0	8	12
4:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	3	0	3	3	2	0	0	5	11
5:00 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	1	4	0	0	5	7
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	0	0	0	0	5	1	0	6	1	0	5	0	6	7	12	0	0	19	31
% Approach Total	0.0	0.0	0.0	0.0		0.0	83.3	16.7	0.0		16.7	0.0	83.3	0.0		36.8	63.2	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.417	0.250	0.000	0.500	0.250	0.000	0.417	0.000	0.500	0.583	0.600	0.000	0.000	0.594	0.646
Large Trucks	0	0	0	0	0	0	4	1	0	5	1	0	4	0	5	5	9	0	0	14	24
Large Trucks %	0.0	0.0	0.0	0.0	0.0	0.0	80.0	100.0	0.0	83.3	100.0	0.0	80.0	0.0	83.3	71.4	75.0	0.0	0.0	73.7	77.4
Buses	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2	3	0	0	5	7
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	16.7	0.0	0.0	20.0	0.0	16.7	28.6	25.0	0.0	0.0	26.3	22.6
Trucks Enter Leg	0	0	0	0	0	0	4	1	0	5	1	0	4	0	5	5	9	0	0	14	24
Bus Enter Leg	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2	3	0	0	5	7
Total Entering Leg	0	0	0	0	0	0	5	1	0	6	1	0	5	0	6	7	12	0	0	19	31
Trucks Exiting Leg	0					10					6					8					24
Buses Exiting Leg	0					3					2					2					7
Total Exiting Leg	0					13					8					10					31

PDI File #: **175824 (10) Tues-PM**
 Location: **N: Smithfield Road S: Smithfield Road**
 Location: **E: Mineral Spring Avenue (Route 15) W: Mineral Spring Avenue (Route 15)**
 City, State: **North Providence, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **4:30 PM**
 End Time: **6:30 PM**
 Class: **Large Trucks**



	Smithfield Road					Mineral Spring Avenue (Route 15)					Smithfield Road					Mineral Spring Avenue (Route 15)					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	2	0	2	2	4	0	0	6	9
4:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	3	0	0	0	3	8
Total	0	0	0	0	0	0	3	1	0	4	0	0	4	0	4	5	4	0	0	9	17
5:00 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	4	0	0	4	6
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:30 PM	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	1	2	0	0	3	1	1	1	0	3	0	5	0	0	5	11
6:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	2	0	2	0	2	0	0	2	5
6:15 PM	0	0	0	0	0	0	3	1	0	4	1	0	1	0	2	0	0	0	0	0	6
Total	0	0	0	0	0	1	3	1	0	5	1	0	3	0	4	0	2	0	0	2	11
Grand Total	0	0	0	0	0	2	8	2	0	12	2	1	8	0	11	5	11	0	0	16	39
Approach %	0.0	0.0	0.0	0.0		16.7	66.7	16.7	0.0		18.2	9.1	72.7	0.0		31.3	68.8	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	5.1	20.5	5.1	0.0	30.8	5.1	2.6	20.5	0.0	28.2	12.8	28.2	0.0	0.0	41.0	
Exiting Leg Total	3					13					7					16					39

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

	Smithfield Road					Mineral Spring Avenue (Route 15)					Smithfield Road					Mineral Spring Avenue (Route 15)					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	2	0	2	2	4	0	0	6	9
4:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	3	0	0	0	3	8
5:00 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	4	0	0	4	6
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	0	0	0	0	4	1	0	5	1	0	4	0	5	5	9	0	0	14	24
% Approach Total	0.0	0.0	0.0	0.0		0.0	80.0	20.0	0.0		20.0	0.0	80.0	0.0		35.7	64.3	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.333	0.250	0.000	0.417	0.250	0.000	0.500	0.000	0.625	0.417	0.563	0.000	0.000	0.583	0.667
Entering Leg	0	0	0	0	0	0	4	1	0	5	1	0	4	0	5	5	9	0	0	14	24
Exiting Leg	0					10					6					8					24
Total	0					15					11					22					48

PDI File #: **175824 (10) Tues-PM**
 Location: **N: Smithfield Road S: Smithfield Road**
 Location: **E: Mineral Spring Avenue (Route 15) W: Mineral Spring Avenue (Route 15)**
 City, State: **North Providence, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **4:30 PM**
 End Time: **6:30 PM**
 Class:



Buses

	Smithfield Road					Mineral Spring Avenue (Route 15)					Smithfield Road					Mineral Spring Avenue (Route 15)					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	3
Total	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	1	3	0	0	4	6
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	2
5:45 PM	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	0	0	0	0	0	3
Total	0	0	0	0	0	0	1	0	0	1	2	0	1	0	3	1	1	0	0	2	6
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Grand Total	0	0	0	0	0	0	2	0	0	2	2	0	2	0	4	2	5	0	0	7	13
Approach %	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		50.0	0.0	50.0	0.0		28.6	71.4	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	15.4	0.0	0.0	15.4	15.4	0.0	15.4	0.0	30.8	15.4	38.5	0.0	0.0	53.8	
Exiting Leg Total	0					7					2					4					13

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

	Smithfield Road					Mineral Spring Avenue (Route 15)					Smithfield Road					Mineral Spring Avenue (Route 15)					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2	3	0	0	5	7
% Approach Total	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		40.0	60.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.250	0.500	0.375	0.000	0.000	0.625	0.583
Entering Leg	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2	3	0	0	5	7
Exiting Leg	0					3					2					2					7
Total	0					4					3					7					14

PDI File #: **175824 (10) Tues-PM**
 Location: **N: Smithfield Road S: Smithfield Road**
 Location: **E: Mineral Spring Avenue (Route 15) W: Mineral Spring Avenue (Route 15)**
 City, State: **North Providence, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **4:30 PM**
 End Time: **6:30 PM**
 Class:



Pedestrians

	Smithfield Road								Mineral Spring Avenue (Route 15)								Smithfield Road								Mineral Spring Avenue (Route 15)								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	2		0	0	0	0	1	0	1		0	0	0	0	0	0	0	0	3	
5:45 PM	0	0	0	0	0	1	1	0	0	0	0	0	2	2		0	0	0	0	1	0	1		0	0	0	0	0	0	0	0	4	
Total	0	0	0	0	0	1	1	0	0	0	0	2	2	4		0	0	0	0	2	0	2		0	0	0	0	0	0	0	0	7	
6:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	1	
6:15 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	1	1		2	
Total	0	0	0	0	1	1	2	0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	1	1		3	
Grand Total	0	0	0	0	1	2	3	0	0	0	0	3	2	5		0	0	0	0	2	0	2		0	0	0	0	0	1	1		11	
Approach %	0.0	0.0	0.0	0.0	33.3	66.7		0.0	0.0	0.0	0.0	60.0	40.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0						
Total %	0.0	0.0	0.0	0.0	9.1	18.2	27.3	0.0	0.0	0.0	0.0	27.3	18.2	45.5	0.0	0.0	0.0	0.0	18.2	0.0	18.2	0.0	0.0	0.0	0.0	0.0	9.1	9.1					
Exiting Leg Total	3							5							2							1							11				

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

	Smithfield Road								Mineral Spring Avenue (Route 15)								Smithfield Road								Mineral Spring Avenue (Route 15)								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	2		0	0	0	0	1	0	1		0	0	0	0	0	0	0	0	3	
5:45 PM	0	0	0	0	0	1	1	0	0	0	0	0	2	2		0	0	0	0	1	0	1		0	0	0	0	0	0	0	0	4	
6:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	1	
6:15 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	1	1		2	
Total Volume	0	0	0	0	1	2	3	0	0	0	0	2	2	4		0	0	0	0	2	0	2		0	0	0	0	0	1	1		10	
% Approach Total	0.0	0.0	0.0	0.0	33.3	66.7		0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0						
PHF	0.000	0.000	0.000	0.000	0.250	0.500	0.750	0.000	0.000	0.000	0.000	0.250	0.250	0.500	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.625				
Entering Leg	0	0	0	0	1	2	3	0	0	0	0	2	2	4		0	0	0	0	2	0	2		0	0	0	0	0	1	1		10	
Exiting Leg	3							4							2							1							10				
Total	6							8							4							2							20				

PDI File #: **175824 (11) Sat**
 Location: **N: Mumford Road S: Mumford Road**
 Location: **E: Riverside Drive W: South County Bikepath**
 City, State: **Narragansett, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Saturday, September 23, 2017**
 Start Time: **12:00 PM**
 End Time: **2:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Mumford Road					Riverside Drive					Mumford Road					South County Bikepath					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:00 PM	0	11	0	0	11	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	28
12:15 PM	0	19	0	0	19	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	30
12:30 PM	0	20	0	0	20	0	0	1	0	1	0	6	0	0	6	0	0	0	0	0	27
12:45 PM	0	20	1	0	21	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	31
Total	0	70	1	0	71	0	0	1	0	1	0	44	0	0	44	0	0	0	0	0	116
1:00 PM	0	25	0	0	25	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	40
1:15 PM	0	21	1	0	22	1	0	1	0	2	0	7	0	0	7	0	0	0	0	0	31
1:30 PM	0	21	0	0	21	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	26
1:45 PM	0	21	0	0	21	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	36
Total	0	88	1	0	89	1	0	1	0	2	0	42	0	0	42	0	0	0	0	0	133
Grand Total	0	158	2	0	160	1	0	2	0	3	0	86	0	0	86	0	0	0	0	0	249
Approach %	0.0	98.8	1.3	0.0		33.3	0.0	66.7	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	63.5	0.8	0.0	64.3	0.4	0.0	0.8	0.0	1.2	0.0	34.5	0.0	0.0	34.5	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	87					2					160					0					249
Cars	0	158	2	0	160	1	0	2	0	3	0	85	0	0	85	0	0	0	0	0	248
% Cars	0.0	100.0	100.0	0.0	100.0	100.0	0.0	100.0	0.0	100.0	0.0	98.8	0.0	0.0	98.8	0.0	0.0	0.0	0.0	0.0	99.6
Exiting Leg Total	86					2					160					0					248
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.4
Exiting Leg Total	1					0					0					0					1

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

	Mumford Road					Riverside Drive					Mumford Road					South County Bikepath					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
1:00 PM	0	25	0	0	25	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	40
1:15 PM	0	21	1	0	22	1	0	1	0	2	0	7	0	0	7	0	0	0	0	0	31
1:30 PM	0	21	0	0	21	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	26
1:45 PM	0	21	0	0	21	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	36
Total Volume	0	88	1	0	89	1	0	1	0	2	0	42	0	0	42	0	0	0	0	0	133
% Approach Total	0.0	98.9	1.1	0.0		50.0	0.0	50.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.880	0.250	0.000	0.890	0.250	0.000	0.250	0.000	0.250	0.000	0.700	0.000	0.000	0.700	0.000	0.000	0.000	0.000	0.000	0.831
Cars	0	88	1	0	89	1	0	1	0	2	0	42	0	0	42	0	0	0	0	0	133
Cars %	0.0	100.0	100.0	0.0	100.0	100.0	0.0	100.0	0.0	100.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cars Enter Leg	0	88	1	0	89	1	0	1	0	2	0	42	0	0	42	0	0	0	0	0	133
Heavy Enter Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	0	88	1	0	89	1	0	1	0	2	0	42	0	0	42	0	0	0	0	0	133
Cars Exiting Leg	43					1					89					0					133
Heavy Exiting Leg	0					0					0					0					0
Total Exiting Leg	43					1					89					0					133

PDI File #: **175824 (11) Sat**
 Location: **N: Mumford Road S: Mumford Road**
 Location: **E: Riverside Drive W: South County Bikepath**
 City, State: **Narragansett, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Saturday, September 23, 2017**
 Start Time: **12:00 PM**
 End Time: **2:00 PM**
 Class:



Cars

	Mumford Road					Riverside Drive					Mumford Road					South County Bikepath					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:00 PM	0	11	0	0	11	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	28
12:15 PM	0	19	0	0	19	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	29
12:30 PM	0	20	0	0	20	0	0	1	0	1	0	6	0	0	6	0	0	0	0	0	27
12:45 PM	0	20	1	0	21	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	31
Total	0	70	1	0	71	0	0	1	0	1	0	43	0	0	43	0	0	0	0	0	115
1:00 PM	0	25	0	0	25	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	40
1:15 PM	0	21	1	0	22	1	0	1	0	2	0	7	0	0	7	0	0	0	0	0	31
1:30 PM	0	21	0	0	21	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	26
1:45 PM	0	21	0	0	21	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	36
Total	0	88	1	0	89	1	0	1	0	2	0	42	0	0	42	0	0	0	0	0	133
Grand Total	0	158	2	0	160	1	0	2	0	3	0	85	0	0	85	0	0	0	0	0	248
Approach %	0.0	98.8	1.3	0.0		33.3	0.0	66.7	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	63.7	0.8	0.0	64.5	0.4	0.0	0.8	0.0	1.2	0.0	34.3	0.0	0.0	34.3	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	86					2					160					0					248

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

	Mumford Road					Riverside Drive					Mumford Road					South County Bikepath					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
1:00 PM	0	25	0	0	25	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	40
1:15 PM	0	21	1	0	22	1	0	1	0	2	0	7	0	0	7	0	0	0	0	0	31
1:30 PM	0	21	0	0	21	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	26
1:45 PM	0	21	0	0	21	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	36
Total Volume	0	88	1	0	89	1	0	1	0	2	0	42	0	0	42	0	0	0	0	0	133
% Approach Total	0.0	98.9	1.1	0.0		50.0	0.0	50.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.880	0.250	0.000	0.890	0.250	0.000	0.250	0.000	0.250	0.000	0.700	0.000	0.000	0.700	0.000	0.000	0.000	0.000	0.000	0.831
Entering Leg	0	88	1	0	89	1	0	1	0	2	0	42	0	0	42	0	0	0	0	0	133
Exiting Leg	43					1					89					0					133
Total	132					3					131					0					266

PDI File #: **175824 (11) Sat**
 Location: **N: Mumford Road S: Mumford Road**
 Location: **E: Riverside Drive W: South County Bikepath**
 City, State: **Narragansett, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Saturday, September 23, 2017**
 Start Time: **12:00 PM**
 End Time: **2:00 PM**
 Class:



Heavy Vehicles (Combined-Large Trucks and Buses)

	Mumford Road					Riverside Drive					Mumford Road					South County Bikepath					Total	
	North					East					South					West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	1					0					0					0					1	
Large Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
% Large Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0
Exiting Leg Total	1					0					0					0					1	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0	

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

	Mumford Road					Riverside Drive					Mumford Road					South County Bikepath					Total	
	North					East					South					West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Large Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
Large Trucks %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Trucks Enter Leg	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
Bus Enter Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
Trucks Exiting Leg	1					0					0					0					1	
Buses Exiting Leg	0					0					0					0					0	
Total Exiting Leg	1					0					0					0					1	

PDI File #: **175824 (11) Sat**
 Location: **N: Mumford Road S: Mumford Road**
 Location: **E: Riverside Drive W: South County Bikepath**
 City, State: **Narragansett, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Saturday, September 23, 2017**
 Start Time: **12:00 PM**
 End Time: **2:00 PM**
 Class:



Large Trucks

	Mumford Road					Riverside Drive					Mumford Road					South County Bikepath					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	1					0					0					0					1

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

	Mumford Road					Riverside Drive					Mumford Road					South County Bikepath					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Exiting Leg	1					0					0					0					1
Total	1					0					1					0					2

PDI File #: **175824 (11) Sat**
 Location: **N: Mumford Road S: Mumford Road**
 Location: **E: Riverside Drive W: South County Bikepath**
 City, State: **Narragansett, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Saturday, September 23, 2017**
 Start Time: **12:00 PM**
 End Time: **2:00 PM**
 Class:



Buses

	Mumford Road					Riverside Drive					Mumford Road					South County Bikepath					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					0					0					0					0

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

	Mumford Road					Riverside Drive					Mumford Road					South County Bikepath					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0					0					0					0					0
Total	0					0					0					0					0

PDI File #: **175824 (11) Sat**
 Location: **N: Mumford Road S: Mumford Road**
 Location: **E: Riverside Drive W: South County Bikepath**
 City, State: **Narragansett, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Saturday, September 23, 2017**
 Start Time: **12:00 PM**
 End Time: **2:00 PM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Mumford Road							Riverside Drive							Mumford Road							South County Bikepath							Total
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
12:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2
12:15 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	4
12:30 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	3	2	0	0	0	0	0	2	6
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
Total	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	7	0	0	0	7	3	0	0	0	0	0	3	13
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	7	0	0	0	0	0	7	8
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	1	0	0	1	5
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6	0	0	0	8	2	0	0	0	0	0	2	10
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4	0	0	0	0	0	4	5
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	12	0	0	0	14	13	0	0	1	0	0	14	28
Grand Total	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	2	19	0	0	0	21	16	0	0	1	0	0	17	41
Approach %	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	9.5	90.5	0.0	0.0	0.0		94.1	0.0	0.0	5.9	0.0	0.0		
Total %	0.0	7.3	0.0	0.0	0.0	0.0	7.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.9	46.3	0.0	0.0	0.0	51.2	39.0	0.0	0.0	2.4	0.0	0.0	41.5	
Exiting Leg Total	2							0							19							20							41

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

	Mumford Road							Riverside Drive							Mumford Road							South County Bikepath							Total
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	7	0	0	0	0	0	7	8
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	1	0	0	1	5
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6	0	0	0	8	2	0	0	0	0	0	2	10
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4	0	0	0	0	0	4	5
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	12	0	0	0	14	13	0	0	1	0	0	14	28
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	14.3	85.7	0.0	0.0	0.0		92.9	0.0	0.0	7.1	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.000	0.000	0.438	0.464	0.000	0.000	0.250	0.000	0.000	0.500	0.700
Entering Leg	0							0							14							14							28
Exiting Leg	2							0							13							13							28
Total	2							0							27							27							56

PDI File #: 175824 (11) Sat
 Location: N: Mumford Road S: Mumford Road
 Location: E: Riverside Drive W: South County Bikepath
 City, State: Narragansett, RI
 Client: VHB/ J. Wanat
 Site Code: TBA
 Count Date: Saturday, September 23, 2017
 Start Time: 12:00 PM
 End Time: 2:00 PM
 Class:



Pedestrians

	Mumford Road							Riverside Drive							Mumford Road							South County Bikepath							Total
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1		
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1		
12:45 PM	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2		
Total	0	0	0	0	1	0	1	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	1	0	1	4			
1:00 PM	0	0	0	0	2	1	3	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	5		
1:15 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
1:30 PM	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2		
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	3	2	5	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	8			
Grand Total	0	0	0	0	4	2	6	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	1	0	1	12			
Approach %	0.0	0.0	0.0	0.0	66.7	33.3		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0					
Total %	0.0	0.0	0.0	0.0	33.3	16.7	50.0	0.0	0.0	0.0	0.0	41.7	0.0	41.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.3	0.0	8.3				
Exiting Leg Total							6						5												1	12			

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

	Mumford Road							Riverside Drive							Mumford Road							South County Bikepath							Total
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
12:45 PM	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2		
1:00 PM	0	0	0	0	2	1	3	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	5		
1:15 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
1:30 PM	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2		
Total Volume	0	0	0	0	4	2	6	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	10		
% Approach Total	0.0	0.0	0.0	0.0	66.7	33.3		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
PHF	0.000	0.000	0.000	0.000	0.500	0.500	0.500	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500		
Entering Leg	0	0	0	0	4	2	6	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	10			
Exiting Leg							6						4												0	10			
Total							12					8		8											0	20			

PDI File #: **175824 (11) Tues-AM**
 Location: **N: Mumford Road S: Mumford Road**
 Location: **E: Riverside Drive W: South County Bikepath**
 City, State: **Narragansett, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	Mumford Road					Riverside Drive					Mumford Road					South County Bikepath					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	10	0	0	10	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	22
7:15 AM	0	6	0	0	6	0	0	0	0	0	1	12	0	0	13	0	0	0	0	0	19
7:30 AM	0	12	0	0	12	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	20
7:45 AM	0	10	0	0	10	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	19
Total	0	38	0	0	38	0	0	0	0	0	1	41	0	0	42	0	0	0	0	0	80
8:00 AM	0	19	0	0	19	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	32
8:15 AM	0	26	1	0	27	0	0	0	0	0	1	21	0	0	22	0	0	0	0	0	49
8:30 AM	0	17	1	0	18	1	0	0	0	1	0	17	0	0	17	0	0	0	0	0	36
8:45 AM	0	19	0	0	19	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	44
Total	0	81	2	0	83	1	0	0	0	1	1	76	0	0	77	0	0	0	0	0	161
Grand Total	0	119	2	0	121	1	0	0	0	1	2	117	0	0	119	0	0	0	0	0	241
Approach %	0.0	98.3	1.7	0.0		100.0	0.0	0.0	0.0		1.7	98.3	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	49.4	0.8	0.0	50.2	0.4	0.0	0.0	0.0	0.4	0.8	48.5	0.0	0.0	49.4	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	118					4					119					0					241
Cars	0	118	2	0	120	1	0	0	0	1	2	112	0	0	114	0	0	0	0	0	235
% Cars	0.0	99.2	100.0	0.0	99.2	100.0	0.0	0.0	0.0	100.0	100.0	95.7	0.0	0.0	95.8	0.0	0.0	0.0	0.0	0.0	97.5
Exiting Leg Total	113					4					118					0					235
Heavy Vehicles	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
% Heavy Vehicles	0.0	0.8	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	4.3	0.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0	2.5
Exiting Leg Total	5					0					1					0					6

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

	Mumford Road					Riverside Drive					Mumford Road					South County Bikepath					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:00 AM	0	19	0	0	19	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	32
8:15 AM	0	26	1	0	27	0	0	0	0	0	1	21	0	0	22	0	0	0	0	0	49
8:30 AM	0	17	1	0	18	1	0	0	0	1	0	17	0	0	17	0	0	0	0	0	36
8:45 AM	0	19	0	0	19	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	44
Total Volume	0	81	2	0	83	1	0	0	0	1	1	76	0	0	77	0	0	0	0	0	161
% Approach Total	0.0	97.6	2.4	0.0		100.0	0.0	0.0	0.0		1.3	98.7	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.779	0.500	0.000	0.769	0.250	0.000	0.000	0.000	0.250	0.250	0.760	0.000	0.000	0.770	0.000	0.000	0.000	0.000	0.000	0.821
Cars	0	80	2	0	82	1	0	0	0	1	1	74	0	0	75	0	0	0	0	0	158
Cars %	0.0	98.8	100.0	0.0	98.8	100.0	0.0	0.0	0.0	100.0	100.0	97.4	0.0	0.0	97.4	0.0	0.0	0.0	0.0	0.0	98.1
Heavy Vehicles	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Heavy Vehicles %	0.0	1.2	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	2.6	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	1.9
Cars Enter Leg	0	80	2	0	82	1	0	0	0	1	1	74	0	0	75	0	0	0	0	0	158
Heavy Enter Leg	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Total Entering Leg	0	81	2	0	83	1	0	0	0	1	1	76	0	0	77	0	0	0	0	0	161
Cars Exiting Leg	75					3					80					0					158
Heavy Exiting Leg	2					0					1					0					3
Total Exiting Leg	77					3					81					0					161

PDI File #: **175824 (11) Tues-AM**
 Location: **N: Mumford Road S: Mumford Road**
 Location: **E: Riverside Drive W: South County Bikepath**
 City, State: **Narragansett, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



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

Cars

	Mumford Road					Riverside Drive					Mumford Road					South County Bikepath					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	10	0	0	10	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	22
7:15 AM	0	6	0	0	6	0	0	0	0	0	1	9	0	0	10	0	0	0	0	0	16
7:30 AM	0	12	0	0	12	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	20
7:45 AM	0	10	0	0	10	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	19
Total	0	38	0	0	38	0	0	0	0	0	1	38	0	0	39	0	0	0	0	0	77
8:00 AM	0	19	0	0	19	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	32
8:15 AM	0	26	1	0	27	0	0	0	0	0	1	20	0	0	21	0	0	0	0	0	48
8:30 AM	0	17	1	0	18	1	0	0	0	1	0	17	0	0	17	0	0	0	0	0	36
8:45 AM	0	18	0	0	18	0	0	0	0	0	0	24	0	0	24	0	0	0	0	0	42
Total	0	80	2	0	82	1	0	0	0	1	1	74	0	0	75	0	0	0	0	0	158
Grand Total	0	118	2	0	120	1	0	0	0	1	2	112	0	0	114	0	0	0	0	0	235
Approach %	0.0	98.3	1.7	0.0		100.0	0.0	0.0	0.0		1.8	98.2	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	50.2	0.9	0.0	51.1	0.4	0.0	0.0	0.0	0.4	0.9	47.7	0.0	0.0	48.5	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	113					4					118					0					235

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

	Mumford Road					Riverside Drive					Mumford Road					South County Bikepath					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:00 AM	0	19	0	0	19	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	32
8:15 AM	0	26	1	0	27	0	0	0	0	0	1	20	0	0	21	0	0	0	0	0	48
8:30 AM	0	17	1	0	18	1	0	0	0	1	0	17	0	0	17	0	0	0	0	0	36
8:45 AM	0	18	0	0	18	0	0	0	0	0	0	24	0	0	24	0	0	0	0	0	42
Total Volume	0	80	2	0	82	1	0	0	0	1	1	74	0	0	75	0	0	0	0	0	158
% Approach Total	0.0	97.6	2.4	0.0		100.0	0.0	0.0	0.0		1.3	98.7	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.769	0.500	0.000	0.759	0.250	0.000	0.000	0.000	0.250	0.250	0.771	0.000	0.000	0.781	0.000	0.000	0.000	0.000	0.000	0.823
Entering Leg	0	80	2	0	82	1	0	0	0	1	1	74	0	0	75	0	0	0	0	0	158
Exiting Leg	75					3					80					0					158
Total	157					4					155					0					316

PDI File #: **175824 (11) Tues-AM**
 Location: **N: Mumford Road S: Mumford Road**
 Location: **E: Riverside Drive W: South County Bikepath**
 City, State: **Narragansett, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Heavy Vehicles (Combined-Large Trucks and Buses)

	Mumford Road					Riverside Drive					Mumford Road					South County Bikepath					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Grand Total	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	16.7	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	83.3	0.0	0.0	83.3	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	5					0					1					0					6
Large Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Large Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	16.7
Exiting Leg Total	1					0					0					0					1
Buses	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
% Buses	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	80.0	0.0	0.0	80.0	0.0	0.0	0.0	0.0	0.0	83.3
Exiting Leg Total	4					0					1					0					5

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

	Mumford Road					Riverside Drive					Mumford Road					South County Bikepath					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250
Large Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Large Trucks %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0
Trucks Enter Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus Enter Leg	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Total Entering Leg	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Trucks Exiting Leg	0					0					0					0					0
Buses Exiting Leg	3					0					0					0					3
Total Exiting Leg	3					0					0					0					3

PDI File #: **175824 (11) Tues-AM**
 Location: **N: Mumford Road S: Mumford Road**
 Location: **E: Riverside Drive W: South County Bikepath**
 City, State: **Narragansett, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Large Trucks

	Mumford Road					Riverside Drive					Mumford Road					South County Bikepath					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						1					0					0					1

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

	Mumford Road					Riverside Drive					Mumford Road					South County Bikepath					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Exiting Leg						1					0					0					1
Total						1					0					1					2

PDI File #: **175824 (11) Tues-AM**
 Location: **N: Mumford Road S: Mumford Road**
 Location: **E: Riverside Drive W: South County Bikepath**
 City, State: **Narragansett, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Buses

	Mumford Road					Riverside Drive					Mumford Road					South County Bikepath					Total	
	North					East					South					West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	
Grand Total	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5	
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0			
Total %	0.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	80.0	0.0	0.0	80.0	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total						4					0					1					0	5

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

	Mumford Road					Riverside Drive					Mumford Road					South County Bikepath					Total	
	North					East					South					West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	
Exiting Leg						3					0					0					3	
Total						3					0					3					0	6

PDI File #: 175824 (11) Tues-AM
 Location: N: Mumford Road S: Mumford Road
 Location: E: Riverside Drive W: South County Bikepath
 City, State: Narragansett, RI
 Client: VHB/ J. Wanat
 Site Code: TBA
 Count Date: Tuesday, September 26, 2017
 Start Time: 7:00 AM
 End Time: 9:00 AM
 Class:



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

Bicycles (on Roadway and Crosswalks)

	Mumford Road								Riverside Drive								Mumford Road								South County Bikepath								Total				
	North								East								South								West												
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	1	0	0	0	0	0	0	1	0	0	0	0	0	0	6	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	1	0	0	0	0	0	0	1	0	0	0	0	0	0	8	
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0										
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	87.5	0.0	0.0	0.0	87.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12.5								
Exiting Leg Total	0								0								1								7								8				

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

	Mumford Road								Riverside Drive								Mumford Road								South County Bikepath								Total				
	North								East								South								West												
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total						
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	1	0	0	0	0	0	0	1	0	0	0	0	0	0	6	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0										
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.417	0.000	0.000	0.000	0.417	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.500								
Entering Leg	0								0								5								1								6				
Exiting Leg	0								0								1								5								6				
Total	0								0								6								6								12				

PDI File #: **175824 (11) Tues-AM**
 Location: **N: Mumford Road S: Mumford Road**
 Location: **E: Riverside Drive W: South County Bikepath**
 City, State: **Narragansett, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Pedestrians

	Mumford Road								Riverside Drive								Mumford Road								South County Bikepath								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
8:45 AM	0	0	0	0	1	1	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4			
Total	0	0	0	0	1	1	2	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5			
Grand Total	0	0	0	0	1	1	2	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5			
Approach %	0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0					
Total %	0.0	0.0	0.0	0.0	20.0	20.0	40.0	0.0	0.0	0.0	0.0	40.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	20.0	0.0	20.0				
Exiting Leg Total	2							2							0							1							5				

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

	Mumford Road								Riverside Drive								Mumford Road								South County Bikepath								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
8:45 AM	0	0	0	0	1	1	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4			
Total Volume	0	0	0	0	1	1	2	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5			
% Approach Total	0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0					
PHF	0.000	0.000	0.000	0.000	0.250	0.250	0.250	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000		0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.313			
Entering Leg	0							0							0							0							5				
Exiting Leg	2							2							0							1							5				
Total	4							4							0							2							10				

PDI File #: **175824 (11) Tues-PM**
 Location: **N: Mumford Road S: Mumford Road**
 Location: **E: Riverside Drive W: South County Bikepath**
 City, State: **Narragansett, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **4:30 PM**
 End Time: **6:30 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Mumford Road					Riverside Drive					Mumford Road					South County Bikepath					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	0	20	0	0	20	1	0	0	0	1	0	23	0	0	23	0	0	0	0	0	44
4:45 PM	0	30	0	0	30	1	0	0	0	1	0	21	0	0	21	0	0	0	0	0	52
Total	0	50	0	0	50	2	0	0	0	2	0	44	0	0	44	0	0	0	0	0	96
5:00 PM	0	27	0	0	27	1	0	1	0	2	1	18	0	0	19	0	0	0	0	0	48
5:15 PM	0	27	1	0	28	0	0	0	0	0	1	17	0	0	18	0	0	0	0	0	46
5:30 PM	0	36	1	0	37	2	0	1	0	3	0	18	0	0	18	0	0	0	0	0	58
5:45 PM	0	41	0	0	41	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	57
Total	0	131	2	0	133	3	0	2	0	5	2	69	0	0	71	0	0	0	0	0	209
6:00 PM	0	28	1	0	29	0	0	0	0	0	1	25	0	0	26	0	0	0	0	0	55
6:15 PM	0	16	1	0	17	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	34
Total	0	44	2	0	46	0	0	0	0	0	1	42	0	0	43	0	0	0	0	0	89
Grand Total	0	225	4	0	229	5	0	2	0	7	3	155	0	0	158	0	0	0	0	0	394
Approach %	0.0	98.3	1.7	0.0		71.4	0.0	28.6	0.0		1.9	98.1	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	57.1	1.0	0.0	58.1	1.3	0.0	0.5	0.0	1.8	0.8	39.3	0.0	0.0	40.1	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	160					7					227					0					394
Cars	0	224	4	0	228	5	0	2	0	7	3	154	0	0	157	0	0	0	0	0	392
% Cars	0.0	99.6	100.0	0.0	99.6	100.0	0.0	100.0	0.0	100.0	100.0	99.4	0.0	0.0	99.4	0.0	0.0	0.0	0.0	0.0	99.5
Exiting Leg Total	159					7					226					0					392
Heavy Vehicles	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
% Heavy Vehicles	0.0	0.4	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.5
Exiting Leg Total	1					0					1					0					2

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

	Mumford Road					Riverside Drive					Mumford Road					South County Bikepath					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
5:15 PM	0	27	1	0	28	0	0	0	0	0	1	17	0	0	18	0	0	0	0	0	46
5:30 PM	0	36	1	0	37	2	0	1	0	3	0	18	0	0	18	0	0	0	0	0	58
5:45 PM	0	41	0	0	41	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	57
6:00 PM	0	28	1	0	29	0	0	0	0	0	1	25	0	0	26	0	0	0	0	0	55
Total Volume	0	132	3	0	135	2	0	1	0	3	2	76	0	0	78	0	0	0	0	0	216
% Approach Total	0.0	97.8	2.2	0.0		66.7	0.0	33.3	0.0		2.6	97.4	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.805	0.750	0.000	0.823	0.250	0.000	0.250	0.000	0.250	0.500	0.760	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.931
Cars	0	131	3	0	134	2	0	1	0	3	2	76	0	0	78	0	0	0	0	0	215
Cars %	0.0	99.2	100.0	0.0	99.3	100.0	0.0	100.0	0.0	100.0	100.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	99.5
Heavy Vehicles	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Heavy Vehicles %	0.0	0.8	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5
Cars Enter Leg	0	131	3	0	134	2	0	1	0	3	2	76	0	0	78	0	0	0	0	0	215
Heavy Enter Leg	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Entering Leg	0	132	3	0	135	2	0	1	0	3	2	76	0	0	78	0	0	0	0	0	216
Cars Exiting Leg	78					5					132					0					215
Heavy Exiting Leg	0					0					1					0					1
Total Exiting Leg	78					5					133					0					216

PDI File #: **175824 (11) Tues-PM**
 Location: **N: Mumford Road S: Mumford Road**
 Location: **E: Riverside Drive W: South County Bikepath**
 City, State: **Narragansett, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **4:30 PM**
 End Time: **6:30 PM**
 Class:



Cars

	Mumford Road					Riverside Drive					Mumford Road					South County Bikepath					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	0	20	0	0	20	1	0	0	0	1	0	23	0	0	23	0	0	0	0	0	44
4:45 PM	0	30	0	0	30	1	0	0	0	1	0	21	0	0	21	0	0	0	0	0	52
Total	0	50	0	0	50	2	0	0	0	2	0	44	0	0	44	0	0	0	0	0	96
5:00 PM	0	27	0	0	27	1	0	1	0	2	1	17	0	0	18	0	0	0	0	0	47
5:15 PM	0	26	1	0	27	0	0	0	0	0	1	17	0	0	18	0	0	0	0	0	45
5:30 PM	0	36	1	0	37	2	0	1	0	3	0	18	0	0	18	0	0	0	0	0	58
5:45 PM	0	41	0	0	41	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	57
Total	0	130	2	0	132	3	0	2	0	5	2	68	0	0	70	0	0	0	0	0	207
6:00 PM	0	28	1	0	29	0	0	0	0	0	1	25	0	0	26	0	0	0	0	0	55
6:15 PM	0	16	1	0	17	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	34
Total	0	44	2	0	46	0	0	0	0	0	1	42	0	0	43	0	0	0	0	0	89
Grand Total	0	224	4	0	228	5	0	2	0	7	3	154	0	0	157	0	0	0	0	0	392
Approach %	0.0	98.2	1.8	0.0		71.4	0.0	28.6	0.0		1.9	98.1	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	57.1	1.0	0.0	58.2	1.3	0.0	0.5	0.0	1.8	0.8	39.3	0.0	0.0	40.1	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					159					7					226						392

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

	Mumford Road					Riverside Drive					Mumford Road					South County Bikepath					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
5:15 PM	0	26	1	0	27	0	0	0	0	0	1	17	0	0	18	0	0	0	0	0	45
5:30 PM	0	36	1	0	37	2	0	1	0	3	0	18	0	0	18	0	0	0	0	0	58
5:45 PM	0	41	0	0	41	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	57
6:00 PM	0	28	1	0	29	0	0	0	0	0	1	25	0	0	26	0	0	0	0	0	55
Total Volume	0	131	3	0	134	2	0	1	0	3	2	76	0	0	78	0	0	0	0	0	215
% Approach Total	0.0	97.8	2.2	0.0		66.7	0.0	33.3	0.0		2.6	97.4	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.799	0.750	0.000	0.817	0.250	0.000	0.250	0.000	0.250	0.500	0.760	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.927
Entering Leg	0	131	3	0	134	2	0	1	0	3	2	76	0	0	78	0	0	0	0	0	215
Exiting Leg					78					5					132						215
Total					212					8					210						430

PDI File #: **175824 (11) Tues-PM**
 Location: **N: Mumford Road S: Mumford Road**
 Location: **E: Riverside Drive W: South County Bikepath**
 City, State: **Narragansett, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **4:30 PM**
 End Time: **6:30 PM**
 Class: **Heavy Vehicles (Combined-Large Trucks and Buses)**



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

Heavy Vehicles (Combined-Large Trucks and Buses)

	Mumford Road					Riverside Drive					Mumford Road					South County Bikepath					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	1					0					1					0					2
Large Trucks	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
% Large Trucks	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0
Exiting Leg Total	1					0					1					0					2
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0

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

	Mumford Road					Riverside Drive					Mumford Road					South County Bikepath					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.500
Large Trucks	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Large Trucks %	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Trucks Enter Leg	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Bus Enter Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Trucks Exiting Leg	1					0					1					0					2
Buses Exiting Leg	0					0					0					0					0
Total Exiting Leg	1					0					1					0					2

PDI File #: **175824 (11) Tues-PM**
 Location: **N: Mumford Road S: Mumford Road**
 Location: **E: Riverside Drive W: South County Bikepath**
 City, State: **Narragansett, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **4:30 PM**
 End Time: **6:30 PM**
 Class:



Large Trucks

	Mumford Road					Riverside Drive					Mumford Road					South County Bikepath					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	1					0					1					0					2

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

	Mumford Road					Riverside Drive					Mumford Road					South County Bikepath					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Exiting Leg	1					0					1					0					2
Total	2					0					2					0					4

PDI File #: **175824 (11) Tues-PM**
 Location: **N: Mumford Road S: Mumford Road**
 Location: **E: Riverside Drive W: South County Bikepath**
 City, State: **Narragansett, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **4:30 PM**
 End Time: **6:30 PM**
 Class:



Buses

	Mumford Road					Riverside Drive					Mumford Road					South County Bikepath					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					0					0					0					0

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

	Mumford Road					Riverside Drive					Mumford Road					South County Bikepath					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0					0					0					0					0
Total	0					0					0					0					0

PDI File #: 175824 (11) Tues-PM
 Location: N: Mumford Road S: Mumford Road
 Location: E: Riverside Drive W: South County Bikepath
 City, State: Narragansett, RI
 Client: VHB/ J. Wanat
 Site Code: TBA
 Count Date: Tuesday, September 26, 2017
 Start Time: 4:30 PM
 End Time: 6:30 PM
 Class:



Bicycles (on Roadway and Crosswalks)

	Mumford Road								Riverside Drive								Mumford Road								South County Bikepath								Total				
	North								East								South								West												
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total						
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:00 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	4	0	0	0	0	0	0	4	0	0	0	0	0	4	7
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	9	0	0	0	0	0	0	9	0	0	0	0	0	9	11
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	18	0	0	0	0	0	0	18	0	0	0	0	0	18	20
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	2	0	0	0	0	0	2	4
Total	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	33	0	0	0	0	0	0	33	0	0	0	0	0	33	42
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Grand Total	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	16	0	0	0	0	17	33	0	0	1	0	0	0	34	0	0	0	0	0	34	52
Approach %	100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	5.9	94.1	0.0	0.0	0.0		97.1	0.0	0.0	2.9	0.0	0.0										
Total %	1.9	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9	30.8	0.0	0.0	0.0	32.7	63.5	0.0	0.0	1.9	0.0	0.0	65.4									
Exiting Leg Total	1							0							33							18							52								

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

	Mumford Road								Riverside Drive								Mumford Road								South County Bikepath								Total				
	North								East								South								West												
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total						
5:00 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	4	0	0	0	0	0	0	4	0	0	0	0	0	4	7
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	9	0	0	0	0	0	0	9	0	0	0	0	0	9	11
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	18	0	0	0	0	0	0	18	0	0	0	0	0	18	20
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	2	0	0	0	0	0	2	4
Total Volume	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	33	0	0	0	0	0	0	33	0	0	0	0	0	33	42
% Approach Total	100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0										
PHF	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.000	0.000	0.000	0.000	1.000	0.458	0.000	0.000	0.000	0.000	0.000	0.458	0.525								
Entering Leg	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	33	0	0	0	0	0	0	33	0	0	0	0	0	33	42
Exiting Leg	0							0							33							9							42								
Total	1							0							41							42							84								

PDI File #: 175824 (11) Tues-PM
 Location: N: Mumford Road S: Mumford Road
 Location: E: Riverside Drive W: South County Bikepath
 City, State: Narragansett, RI
 Client: VHB/ J. Wanat
 Site Code: TBA
 Count Date: Tuesday, September 26, 2017
 Start Time: 4:30 PM
 End Time: 6:30 PM
 Class:



Pedestrians

	Mumford Road								Riverside Drive								Mumford Road								South County Bikepath								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:45 PM	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
Total	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1			
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:45 PM	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2			
Total	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3			
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1				
6:15 PM	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2			
Total	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	3				
Grand Total	0	0	0	0	2	1	3	0	0	0	0	2	1	3	0	0	0	0	0	1	1	0	0	0	0	1	0	1	8				
Approach %	0.0	0.0	0.0	0.0	66.7	33.3		0.0	0.0	0.0	0.0	66.7	33.3		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	100.0	0.0						
Total %	0.0	0.0	0.0	0.0	25.0	12.5	37.5	0.0	0.0	0.0	0.0	25.0	12.5	37.5	0.0	0.0	0.0	0.0	0.0	12.5	12.5	0.0	0.0	0.0	0.0	12.5	0.0	12.5					
Exiting Leg Total	3								3								1								1	8							

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

4:30 PM	Mumford Road								Riverside Drive								Mumford Road								South County Bikepath								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:45 PM	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1			
Total Volume	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3			
% Approach Total	0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0						
PHF	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.375				
Entering Leg	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3				
Exiting Leg	1								1								0								1	3							
Total	2								2								0								2	6							

PDI File #: **175824 (16) Sat**
 Location: **N: Dean Street S: Dean Street**
 Location: **E: Broadway W: Broadway**
 City, State: **Providence, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Saturday, September 23, 2017**
 Start Time: **12:00 PM**
 End Time: **2:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Dean Street					Broadway					Dean Street					Broadway					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:00 PM	7	52	4	0	63	16	120	15	0	151	10	35	8	0	53	10	101	8	0	119	386
12:15 PM	6	36	7	0	49	20	118	5	0	143	8	40	7	0	55	9	98	6	0	113	360
12:30 PM	10	43	3	0	56	13	123	9	0	145	12	36	18	0	66	13	115	5	0	133	400
12:45 PM	16	49	9	0	74	23	108	7	0	138	8	47	16	0	71	5	93	18	0	116	399
Total	39	180	23	0	242	72	469	36	0	577	38	158	49	0	245	37	407	37	0	481	1545
1:00 PM	10	45	9	0	64	13	122	7	0	142	9	44	12	0	65	13	111	5	0	129	400
1:15 PM	15	51	3	0	69	20	110	6	0	136	8	38	7	0	53	9	108	13	0	130	388
1:30 PM	11	37	5	0	53	12	118	3	0	133	9	47	4	0	60	11	119	13	0	143	389
1:45 PM	11	53	4	0	68	18	113	9	0	140	4	42	14	0	60	10	99	8	0	117	385
Total	47	186	21	0	254	63	463	25	0	551	30	171	37	0	238	43	437	39	0	519	1562
Grand Total	86	366	44	0	496	135	932	61	0	1128	68	329	86	0	483	80	844	76	0	1000	3107
Approach %	17.3	73.8	8.9	0.0		12.0	82.6	5.4	0.0		14.1	68.1	17.8	0.0		8.0	84.4	7.6	0.0		
Total %	2.8	11.8	1.4	0.0	16.0	4.3	30.0	2.0	0.0	36.3	2.2	10.6	2.8	0.0	15.5	2.6	27.2	2.4	0.0	32.2	
Exiting Leg Total	540					956					507					1104					3107
Cars	86	360	44	0	490	134	921	61	0	1116	68	327	83	0	478	80	830	74	0	984	3068
% Cars	100.0	98.4	100.0	0.0	98.8	99.3	98.8	100.0	0.0	98.9	100.0	99.4	96.5	0.0	99.0	100.0	98.3	97.4	0.0	98.4	98.7
Exiting Leg Total	535					942					501					1090					3068
Heavy Vehicles	0	6	0	0	6	1	11	0	0	12	0	2	3	0	5	0	14	2	0	16	39
% Heavy Vehicles	0.0	1.6	0.0	0.0	1.2	0.7	1.2	0.0	0.0	1.1	0.0	0.6	3.5	0.0	1.0	0.0	1.7	2.6	0.0	1.6	1.3
Exiting Leg Total	5					14					6					14					39

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

	Dean Street					Broadway					Dean Street					Broadway					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:30 PM	10	43	3	0	56	13	123	9	0	145	12	36	18	0	66	13	115	5	0	133	400
12:45 PM	16	49	9	0	74	23	108	7	0	138	8	47	16	0	71	5	93	18	0	116	399
1:00 PM	10	45	9	0	64	13	122	7	0	142	9	44	12	0	65	13	111	5	0	129	400
1:15 PM	15	51	3	0	69	20	110	6	0	136	8	38	7	0	53	9	108	13	0	130	388
Total Volume	51	188	24	0	263	69	463	29	0	561	37	165	53	0	255	40	427	41	0	508	1587
% Approach Total	19.4	71.5	9.1	0.0		12.3	82.5	5.2	0.0		14.5	64.7	20.8	0.0		7.9	84.1	8.1	0.0		
PHF	0.797	0.922	0.667	0.000	0.889	0.750	0.941	0.806	0.000	0.967	0.771	0.878	0.736	0.000	0.898	0.769	0.928	0.569	0.000	0.955	0.992
Cars	51	185	24	0	260	68	457	29	0	554	37	163	52	0	252	40	420	39	0	499	1565
Cars %	100.0	98.4	100.0	0.0	98.9	98.6	98.7	100.0	0.0	98.8	100.0	98.8	98.1	0.0	98.8	100.0	98.4	95.1	0.0	98.2	98.6
Heavy Vehicles	0	3	0	0	3	1	6	0	0	7	0	2	1	0	3	0	7	2	0	9	22
Heavy Vehicles %	0.0	1.6	0.0	0.0	1.1	1.4	1.3	0.0	0.0	1.2	0.0	1.2	1.9	0.0	1.2	0.0	1.6	4.9	0.0	1.8	1.4
Cars Enter Leg	51	185	24	0	260	68	457	29	0	554	37	163	52	0	252	40	420	39	0	499	1565
Heavy Enter Leg	0	3	0	0	3	1	6	0	0	7	0	2	1	0	3	0	7	2	0	9	22
Total Entering Leg	51	188	24	0	263	69	463	29	0	561	37	165	53	0	255	40	427	41	0	508	1587
Cars Exiting Leg	270					481					254					560					1565
Heavy Exiting Leg	5					7					3					7					22
Total Exiting Leg	275					488					257					567					1587

PDI File #: **175824 (16) Sat**
 Location: **N: Dean Street S: Dean Street**
 Location: **E: Broadway W: Broadway**
 City, State: **Providence, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Saturday, September 23, 2017**
 Start Time: **12:00 PM**
 End Time: **2:00 PM**
 Class:



Cars

	Dean Street					Broadway					Dean Street					Broadway					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:00 PM	7	52	4	0	63	16	119	15	0	150	10	35	8	0	53	10	100	8	0	118	384
12:15 PM	6	36	7	0	49	20	116	5	0	141	8	40	7	0	55	9	96	6	0	111	356
12:30 PM	10	43	3	0	56	13	123	9	0	145	12	36	18	0	66	13	112	5	0	130	397
12:45 PM	16	48	9	0	73	23	106	7	0	136	8	47	15	0	70	5	93	17	0	115	394
Total	39	179	23	0	241	72	464	36	0	572	38	158	48	0	244	37	401	36	0	474	1531
1:00 PM	10	43	9	0	62	12	120	7	0	139	9	44	12	0	65	13	109	4	0	126	392
1:15 PM	15	51	3	0	69	20	108	6	0	134	8	36	7	0	51	9	106	13	0	128	382
1:30 PM	11	34	5	0	50	12	116	3	0	131	9	47	4	0	60	11	118	13	0	142	383
1:45 PM	11	53	4	0	68	18	113	9	0	140	4	42	12	0	58	10	96	8	0	114	380
Total	47	181	21	0	249	62	457	25	0	544	30	169	35	0	234	43	429	38	0	510	1537
Grand Total	86	360	44	0	490	134	921	61	0	1116	68	327	83	0	478	80	830	74	0	984	3068
Approach %	17.6	73.5	9.0	0.0		12.0	82.5	5.5	0.0		14.2	68.4	17.4	0.0		8.1	84.3	7.5	0.0		
Total %	2.8	11.7	1.4	0.0	16.0	4.4	30.0	2.0	0.0	36.4	2.2	10.7	2.7	0.0	15.6	2.6	27.1	2.4	0.0	32.1	
Exiting Leg Total	535					942					501					1090					3068

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

	Dean Street					Broadway					Dean Street					Broadway					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:30 PM	10	43	3	0	56	13	123	9	0	145	12	36	18	0	66	13	112	5	0	130	397
12:45 PM	16	48	9	0	73	23	106	7	0	136	8	47	15	0	70	5	93	17	0	115	394
1:00 PM	10	43	9	0	62	12	120	7	0	139	9	44	12	0	65	13	109	4	0	126	392
1:15 PM	15	51	3	0	69	20	108	6	0	134	8	36	7	0	51	9	106	13	0	128	382
Total Volume	51	185	24	0	260	68	457	29	0	554	37	163	52	0	252	40	420	39	0	499	1565
% Approach Total	19.6	71.2	9.2	0.0		12.3	82.5	5.2	0.0		14.7	64.7	20.6	0.0		8.0	84.2	7.8	0.0		
PHF	0.797	0.907	0.667	0.000	0.890	0.739	0.929	0.806	0.000	0.955	0.771	0.867	0.722	0.000	0.900	0.769	0.938	0.574	0.000	0.960	0.986
Entering Leg	51	185	24	0	260	68	457	29	0	554	37	163	52	0	252	40	420	39	0	499	1565
Exiting Leg	270					481					254					560					1565
Total	530					1035					506					1059					3130

PDI File #: **175824 (16) Sat**
 Location: **N: Dean Street S: Dean Street**
 Location: **E: Broadway W: Broadway**
 City, State: **Providence, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Saturday, September 23, 2017**
 Start Time: **12:00 PM**
 End Time: **2:00 PM**
 Class:



Heavy Vehicles (Combined-Large Trucks and Buses)

	Dean Street					Broadway					Dean Street					Broadway					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
12:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
12:45 PM	0	1	0	0	1	0	2	0	0	2	0	0	1	0	1	0	0	1	0	1	5
Total	0	1	0	0	1	0	5	0	0	5	0	0	1	0	1	0	6	1	0	7	14
1:00 PM	0	2	0	0	2	1	2	0	0	3	0	0	0	0	0	0	2	1	0	3	8
1:15 PM	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	0	2	0	0	2	6
1:30 PM	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	6
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	3	0	0	3	5
Total	0	5	0	0	5	1	6	0	0	7	0	2	2	0	4	0	8	1	0	9	25
Grand Total	0	6	0	0	6	1	11	0	0	12	0	2	3	0	5	0	14	2	0	16	39
Approach %	0.0	100.0	0.0	0.0		8.3	91.7	0.0	0.0		0.0	40.0	60.0	0.0		0.0	87.5	12.5	0.0		
Total %	0.0	15.4	0.0	0.0	15.4	2.6	28.2	0.0	0.0	30.8	0.0	5.1	7.7	0.0	12.8	0.0	35.9	5.1	0.0	41.0	
Exiting Leg Total	5					14					6					14					39
Large Trucks	0	6	0	0	6	1	5	0	0	6	0	1	1	0	2	0	5	1	0	6	20
% Large Trucks	0.0	100.0	0.0	0.0	100.0	100.0	45.5	0.0	0.0	50.0	0.0	50.0	33.3	0.0	40.0	0.0	35.7	50.0	0.0	37.5	51.3
Exiting Leg Total	3					5					6					6					20
Buses	0	0	0	0	0	0	6	0	0	6	0	1	2	0	3	0	9	1	0	10	19
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	54.5	0.0	0.0	50.0	0.0	50.0	66.7	0.0	60.0	0.0	64.3	50.0	0.0	62.5	48.7
Exiting Leg Total	2					9					0					8					19

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

	Dean Street					Broadway					Dean Street					Broadway					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:45 PM	0	1	0	0	1	0	2	0	0	2	0	0	1	0	1	0	0	1	0	1	5
1:00 PM	0	2	0	0	2	1	2	0	0	3	0	0	0	0	0	0	2	1	0	3	8
1:15 PM	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	0	2	0	0	2	6
1:30 PM	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	6
Total Volume	0	6	0	0	6	1	8	0	0	9	0	2	1	0	3	0	5	2	0	7	25
% Approach Total	0.0	100.0	0.0	0.0		11.1	88.9	0.0	0.0		0.0	66.7	33.3	0.0		0.0	71.4	28.6	0.0		
PHF	0.000	0.500	0.000	0.000	0.500	0.250	1.000	0.000	0.000	0.750	0.000	0.250	0.250	0.000	0.375	0.000	0.625	0.500	0.000	0.583	0.781
Large Trucks	0	6	0	0	6	1	4	0	0	5	0	1	1	0	2	0	2	1	0	3	16
Large Trucks %	0.0	100.0	0.0	0.0	100.0	100.0	50.0	0.0	0.0	55.6	0.0	50.0	100.0	0.0	66.7	0.0	40.0	50.0	0.0	42.9	64.0
Buses	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	0	3	1	0	4	9
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	44.4	0.0	50.0	0.0	0.0	33.3	0.0	60.0	50.0	0.0	57.1	36.0
Trucks Enter Leg	0	6	0	0	6	1	4	0	0	5	0	1	1	0	2	0	2	1	0	3	16
Bus Enter Leg	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	0	3	1	0	4	9
Total Entering Leg	0	6	0	0	6	1	8	0	0	9	0	2	1	0	3	0	5	2	0	7	25
Trucks Exiting Leg	3					2					6					5					16
Buses Exiting Leg	2					3					0					4					9
Total Exiting Leg	5					5					6					9					25

PDI File #: **175824 (16) Sat**
 Location: **N: Dean Street S: Dean Street**
 Location: **E: Broadway W: Broadway**
 City, State: **Providence, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Saturday, September 23, 2017**
 Start Time: **12:00 PM**
 End Time: **2:00 PM**
 Class:



Large Trucks

	Dean Street					Broadway					Dean Street					Broadway					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:45 PM	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	0	0	1	0	1	4
Total	0	1	0	0	1	0	2	0	0	2	0	0	1	0	1	0	2	1	0	3	7
1:00 PM	0	2	0	0	2	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	5
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
1:30 PM	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	5
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	5	0	0	5	1	3	0	0	4	0	1	0	0	1	0	3	0	0	3	13
Grand Total	0	6	0	0	6	1	5	0	0	6	0	1	1	0	2	0	5	1	0	6	20
Approach %	0.0	100.0	0.0	0.0		16.7	83.3	0.0	0.0		0.0	50.0	50.0	0.0		0.0	83.3	16.7	0.0		
Total %	0.0	30.0	0.0	0.0	30.0	5.0	25.0	0.0	0.0	30.0	0.0	5.0	5.0	0.0	10.0	0.0	25.0	5.0	0.0	30.0	
Exiting Leg Total	3					5					6					6					20

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

	Dean Street					Broadway					Dean Street					Broadway					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:45 PM	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	0	0	1	0	1	4
1:00 PM	0	2	0	0	2	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	5
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
1:30 PM	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	5
Total Volume	0	6	0	0	6	1	4	0	0	5	0	1	1	0	2	0	2	1	0	3	16
% Approach Total	0.0	100.0	0.0	0.0		20.0	80.0	0.0	0.0		0.0	50.0	50.0	0.0		0.0	66.7	33.3	0.0		
PHF	0.000	0.500	0.000	0.000	0.500	0.250	0.500	0.000	0.000	0.417	0.000	0.250	0.250	0.000	0.500	0.000	0.500	0.250	0.000	0.750	0.800
Entering Leg	0	6	0	0	6	1	4	0	0	5	0	1	1	0	2	0	2	1	0	3	16
Exiting Leg	3					2					6					5					16
Total	9					7					8					8					32

PDI File #: **175824 (16) Sat**
 Location: **N: Dean Street S: Dean Street**
 Location: **E: Broadway W: Broadway**
 City, State: **Providence, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Saturday, September 23, 2017**
 Start Time: **12:00 PM**
 End Time: **2:00 PM**
 Class:



Buses

	Dean Street					Broadway					Dean Street					Broadway					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
12:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	3
1:15 PM	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	4
1:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	2	0	0	2	4
Total	0	0	0	0	0	0	3	0	0	3	0	1	2	0	3	0	5	1	0	6	12
Grand Total	0	0	0	0	0	0	6	0	0	6	0	1	2	0	3	0	9	1	0	10	19
Approach %	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	33.3	66.7	0.0		0.0	90.0	10.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	31.6	0.0	0.0	31.6	0.0	5.3	10.5	0.0	15.8	0.0	47.4	5.3	0.0	52.6	
Exiting Leg Total	2					9					0					8					19

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

	Dean Street					Broadway					Dean Street					Broadway					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	3
1:15 PM	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	4
1:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	2	0	0	2	4
Total Volume	0	0	0	0	0	0	3	0	0	3	0	1	2	0	3	0	5	1	0	6	12
% Approach Total	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	33.3	66.7	0.0		0.0	83.3	16.7	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.375	0.000	0.250	0.250	0.000	0.375	0.000	0.625	0.250	0.000	0.500	0.750
Entering Leg	0	0	0	0	0	0	3	0	0	3	0	1	2	0	3	0	5	1	0	6	12
Exiting Leg	2					5					0					5					12
Total	2					8					3					11					24

PDI File #: 175824 (16) Sat
 Location: N: Dean Street S: Dean Street
 Location: E: Broadway W: Broadway
 City, State: Providence, RI
 Client: VHB/ J. Wanat
 Site Code: TBA
 Count Date: Saturday, September 23, 2017
 Start Time: 12:00 PM
 End Time: 2:00 PM
 Class:



Bicycles (on Roadway and Crosswalks)

	Dean Street								Broadway								Dean Street								Broadway								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
12:00 PM	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	3	0	0	0	0	5	8			
12:15 PM	0	1	0	0	0	2	3	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	1	0	0	0	0	1	6			
12:30 PM	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	1	0	0	0	0	1	0	5	0	0	0	0	5	8			
12:45 PM	0	1	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2	5			
Total	0	2	0	0	0	6	8	0	0	0	0	0	1	1	0	0	4	0	0	0	1	5	2	11	0	0	0	0	13	27			
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	1	0	3	0	0	0	0	3	5			
1:15 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	3			
1:30 PM	0	0	0	0	1	0	1	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	3	5	0	0	0	0	8	11			
1:45 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	7			
Total	0	0	0	0	1	0	1	0	6	0	0	0	1	7	0	1	0	0	0	0	0	1	3	14	0	0	0	0	17	26			
Grand Total	0	2	0	0	1	6	9	0	6	0	0	0	2	8	0	1	4	0	0	0	1	6	5	25	0	0	0	0	30	53			
Approach %	0.0	22.2	0.0	0.0	11.1	66.7		0.0	75.0	0.0	0.0	0.0	25.0		0.0	16.7	66.7	0.0	0.0	16.7		16.7	83.3	0.0	0.0	0.0	0.0						
Total %	0.0	3.8	0.0	0.0	1.9	11.3	17.0	0.0	11.3	0.0	0.0	0.0	3.8	15.1	0.0	1.9	7.5	0.0	0.0	1.9	11.3	9.4	47.2	0.0	0.0	0.0	0.0	56.6					
Exiting Leg Total	8							27							8							10							53				

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

	Dean Street								Broadway								Dean Street								Broadway								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
12:00 PM	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	3	0	0	0	0	5	8			
12:15 PM	0	1	0	0	0	2	3	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	1	0	0	0	0	1	6			
12:30 PM	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	1	0	0	0	0	1	0	5	0	0	0	0	5	8			
12:45 PM	0	1	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2	5			
Total Volume	0	2	0	0	0	6	8	0	0	0	0	0	1	1	0	0	4	0	0	0	1	5	2	11	0	0	0	0	13	27			
% Approach Total	0.0	25.0	0.0	0.0	0.0	75.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	80.0	0.0	0.0	20.0		15.4	84.6	0.0	0.0	0.0	0.0						
PHF	0.000	0.500	0.000	0.000	0.000	0.750	0.667	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.500	0.000	0.000	0.250	0.625	0.250	0.550	0.000	0.000	0.000	0.000	0.650	0.844				
Entering Leg	0	2	0	0	0	6	8	0	0	0	0	0	1	1	0	0	4	0	0	0	1	5	2	11	0	0	0	0	13	27			
Exiting Leg	6							12							5							4							27				
Total	14							13							10							17							54				

PDI File #: **175824 (16) Sat**
 Location: **N: Dean Street S: Dean Street**
 Location: **E: Broadway W: Broadway**
 City, State: **Providence, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Saturday, September 23, 2017**
 Start Time: **12:00 PM**
 End Time: **2:00 PM**
 Class:



Pedestrians

	Dean Street								Broadway								Dean Street								Broadway								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
12:00 PM	0	0	0	0	6	11	17	0	0	0	0	0	2	2	0	0	0	0	11	9	20	0	0	0	0	3	6	9	48				
12:15 PM	0	0	0	0	10	4	14	0	0	0	0	2	3	5	0	0	0	0	13	12	25	0	0	0	0	9	1	10	54				
12:30 PM	0	0	0	0	14	2	16	0	0	0	0	0	1	1	0	0	0	0	3	8	11	0	0	0	0	0	1	1	29				
12:45 PM	0	0	0	0	5	1	6	0	0	0	0	2	6	8	0	0	0	0	12	11	23	0	0	0	0	2	7	9	46				
Total	0	0	0	0	35	18	53	0	0	0	0	4	12	16	0	0	0	0	39	40	79	0	0	0	0	14	15	29	177				
1:00 PM	0	0	0	0	6	4	10	0	0	0	0	3	1	4	0	0	0	0	7	22	29	0	0	0	0	0	4	4	47				
1:15 PM	0	0	0	0	6	3	9	0	0	0	0	1	0	1	0	0	0	0	19	17	36	0	0	0	0	3	13	16	62				
1:30 PM	0	0	0	0	18	10	28	0	0	0	0	7	3	10	0	0	0	0	12	15	27	0	0	0	0	2	2	4	69				
1:45 PM	0	0	0	0	5	9	14	0	0	0	0	1	0	1	0	0	0	0	7	8	15	0	0	0	0	1	5	6	36				
Total	0	0	0	0	35	26	61	0	0	0	0	12	4	16	0	0	0	0	45	62	107	0	0	0	0	6	24	30	214				
Grand Total	0	0	0	0	70	44	114	0	0	0	0	16	16	32	0	0	0	0	84	102	186	0	0	0	0	20	39	59	391				
Approach %	0.0	0.0	0.0	0.0	61.4	38.6		0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	45.2	54.8		0.0	0.0	0.0	0.0	33.9	66.1						
Total %	0.0	0.0	0.0	0.0	17.9	11.3	29.2	0.0	0.0	0.0	0.0	4.1	4.1	8.2	0.0	0.0	0.0	0.0	21.5	26.1	47.6	0.0	0.0	0.0	0.0	5.1	10.0	15.1					
Exiting Leg Total	114							32							186							59							391				

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

	Dean Street								Broadway								Dean Street								Broadway								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
12:45 PM	0	0	0	0	5	1	6	0	0	0	0	2	6	8	0	0	0	0	12	11	23	0	0	0	0	2	7	9	46				
1:00 PM	0	0	0	0	6	4	10	0	0	0	0	3	1	4	0	0	0	0	7	22	29	0	0	0	0	0	4	4	47				
1:15 PM	0	0	0	0	6	3	9	0	0	0	0	1	0	1	0	0	0	0	19	17	36	0	0	0	0	3	13	16	62				
1:30 PM	0	0	0	0	18	10	28	0	0	0	0	7	3	10	0	0	0	0	12	15	27	0	0	0	0	2	2	4	69				
Total Volume	0	0	0	0	35	18	53	0	0	0	0	13	10	23	0	0	0	0	50	65	115	0	0	0	0	7	26	33	224				
% Approach Total	0.0	0.0	0.0	0.0	66.0	34.0		0.0	0.0	0.0	0.0	56.5	43.5		0.0	0.0	0.0	0.0	43.5	56.5		0.0	0.0	0.0	0.0	21.2	78.8						
PHF	0.000	0.000	0.000	0.000	0.486	0.450	0.473	0.000	0.000	0.000	0.000	0.464	0.417	0.575	0.000	0.000	0.000	0.000	0.658	0.739	0.799	0.000	0.000	0.000	0.000	0.583	0.500	0.516	0.812				
Entering Leg	0	0	0	0	35	18	53	0	0	0	0	13	10	23	0	0	0	0	50	65	115	0	0	0	0	7	26	33	224				
Exiting Leg	53							23							115							33							224				
Total	106							46							230							66							448				

PDI File #: **175824 (16) Tues-AM**
 Location: **N: Dean Street S: Dean Street**
 Location: **E: Broadway W: Broadway**
 City, State: **Providence, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



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

Cars and Heavy Vehicles (Combined)

	Dean Street					Broadway					Dean Street					Broadway					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	1	32	0	0	33	10	56	6	0	72	4	25	3	0	32	6	83	6	0	95	232
7:15 AM	2	63	3	0	68	15	60	0	0	75	6	32	9	0	47	9	118	8	0	135	325
7:30 AM	7	90	3	0	100	14	60	5	0	79	9	43	6	0	58	10	146	6	0	162	399
7:45 AM	3	105	6	0	114	15	60	6	0	81	11	81	6	0	98	12	149	6	0	167	460
Total	13	290	12	0	315	54	236	17	0	307	30	181	24	0	235	37	496	26	0	559	1416
8:00 AM	1	78	6	0	85	12	70	4	0	86	24	51	15	0	90	15	135	10	0	160	421
8:15 AM	6	113	2	0	121	12	86	1	0	99	11	41	13	0	65	20	123	12	0	155	440
8:30 AM	4	62	11	0	77	8	77	2	0	87	22	44	15	0	81	9	105	9	0	123	368
8:45 AM	7	60	10	0	77	15	90	5	0	110	12	41	23	0	76	19	112	5	0	136	399
Total	18	313	29	0	360	47	323	12	0	382	69	177	66	0	312	63	475	36	0	574	1628
Grand Total	31	603	41	0	675	101	559	29	0	689	99	358	90	0	547	100	971	62	0	1133	3044
Approach %	4.6	89.3	6.1	0.0		14.7	81.1	4.2	0.0		18.1	65.4	16.5	0.0		8.8	85.7	5.5	0.0		
Total %	1.0	19.8	1.3	0.0	22.2	3.3	18.4	1.0	0.0	22.6	3.3	11.8	3.0	0.0	18.0	3.3	31.9	2.0	0.0	37.2	
Exiting Leg Total	521					1111					732					680					3044
Cars	29	596	37	0	662	98	529	28	0	655	94	346	86	0	526	96	923	57	0	1076	2919
% Cars	93.5	98.8	90.2	0.0	98.1	97.0	94.6	96.6	0.0	95.1	94.9	96.6	95.6	0.0	96.2	96.0	95.1	91.9	0.0	95.0	95.9
Exiting Leg Total	501					1054					720					644					2919
Heavy Vehicles	2	7	4	0	13	3	30	1	0	34	5	12	4	0	21	4	48	5	0	57	125
% Heavy Vehicles	6.5	1.2	9.8	0.0	1.9	3.0	5.4	3.4	0.0	4.9	5.1	3.4	4.4	0.0	3.8	4.0	4.9	8.1	0.0	5.0	4.1
Exiting Leg Total	20					57					12					36					125

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

	Dean Street					Broadway					Dean Street					Broadway					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:30 AM	7	90	3	0	100	14	60	5	0	79	9	43	6	0	58	10	146	6	0	162	399
7:45 AM	3	105	6	0	114	15	60	6	0	81	11	81	6	0	98	12	149	6	0	167	460
8:00 AM	1	78	6	0	85	12	70	4	0	86	24	51	15	0	90	15	135	10	0	160	421
8:15 AM	6	113	2	0	121	12	86	1	0	99	11	41	13	0	65	20	123	12	0	155	440
Total Volume	17	386	17	0	420	53	276	16	0	345	55	216	40	0	311	57	553	34	0	644	1720
% Approach Total	4.0	91.9	4.0	0.0		15.4	80.0	4.6	0.0		17.7	69.5	12.9	0.0		8.9	85.9	5.3	0.0		
PHF	0.607	0.854	0.708	0.000	0.868	0.883	0.802	0.667	0.000	0.871	0.573	0.667	0.667	0.000	0.793	0.713	0.928	0.708	0.000	0.964	0.935
Cars	17	383	13	0	413	51	260	16	0	327	50	211	38	0	299	56	529	32	0	617	1656
Cars %	100.0	99.2	76.5	0.0	98.3	96.2	94.2	100.0	0.0	94.8	90.9	97.7	95.0	0.0	96.1	98.2	95.7	94.1	0.0	95.8	96.3
Heavy Vehicles	0	3	4	0	7	2	16	0	0	18	5	5	2	0	12	1	24	2	0	27	64
Heavy Vehicles %	0.0	0.8	23.5	0.0	1.7	3.8	5.8	0.0	0.0	5.2	9.1	2.3	5.0	0.0	3.9	1.8	4.3	5.9	0.0	4.2	3.7
Cars Enter Leg	17	383	13	0	413	51	260	16	0	327	50	211	38	0	299	56	529	32	0	617	1656
Heavy Enter Leg	0	3	4	0	7	2	16	0	0	18	5	5	2	0	12	1	24	2	0	27	64
Total Entering Leg	17	386	17	0	420	53	276	16	0	345	55	216	40	0	311	57	553	34	0	644	1720
Cars Exiting Leg	294					592					455					315					1656
Heavy Exiting Leg	9					33					4					18					64
Total Exiting Leg	303					625					459					333					1720

PDI File #: **175824 (16) Tues-AM**
 Location: **N: Dean Street S: Dean Street**
 Location: **E: Broadway W: Broadway**
 City, State: **Providence, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars

	Dean Street					Broadway					Dean Street					Broadway					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	1	30	0	0	31	10	51	5	0	66	4	23	3	0	30	5	79	5	0	89	216
7:15 AM	2	63	3	0	68	14	58	0	0	72	6	29	8	0	43	8	111	6	0	125	308
7:30 AM	7	90	3	0	100	14	57	5	0	76	9	43	6	0	58	10	139	6	0	155	389
7:45 AM	3	104	6	0	113	14	56	6	0	76	8	79	5	0	92	12	141	6	0	159	440
Total	13	287	12	0	312	52	222	16	0	290	27	174	22	0	223	35	470	23	0	528	1353
8:00 AM	1	77	4	0	82	11	68	4	0	83	23	51	15	0	89	15	130	8	0	153	407
8:15 AM	6	112	0	0	118	12	79	1	0	92	10	38	12	0	60	19	119	12	0	150	420
8:30 AM	3	61	11	0	75	8	74	2	0	84	22	44	15	0	81	9	99	9	0	117	357
8:45 AM	6	59	10	0	75	15	86	5	0	106	12	39	22	0	73	18	105	5	0	128	382
Total	16	309	25	0	350	46	307	12	0	365	67	172	64	0	303	61	453	34	0	548	1566
Grand Total	29	596	37	0	662	98	529	28	0	655	94	346	86	0	526	96	923	57	0	1076	2919
Approach %	4.4	90.0	5.6	0.0		15.0	80.8	4.3	0.0		17.9	65.8	16.3	0.0		8.9	85.8	5.3	0.0		
Total %	1.0	20.4	1.3	0.0	22.7	3.4	18.1	1.0	0.0	22.4	3.2	11.9	2.9	0.0	18.0	3.3	31.6	2.0	0.0	36.9	
Exiting Leg Total	501					1054					720					644					2919

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

	Dean Street					Broadway					Dean Street					Broadway					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:30 AM	7	90	3	0	100	14	57	5	0	76	9	43	6	0	58	10	139	6	0	155	389
7:45 AM	3	104	6	0	113	14	56	6	0	76	8	79	5	0	92	12	141	6	0	159	440
8:00 AM	1	77	4	0	82	11	68	4	0	83	23	51	15	0	89	15	130	8	0	153	407
8:15 AM	6	112	0	0	118	12	79	1	0	92	10	38	12	0	60	19	119	12	0	150	420
Total Volume	17	383	13	0	413	51	260	16	0	327	50	211	38	0	299	56	529	32	0	617	1656
% Approach Total	4.1	92.7	3.1	0.0		15.6	79.5	4.9	0.0		16.7	70.6	12.7	0.0		9.1	85.7	5.2	0.0		
PHF	0.607	0.855	0.542	0.000	0.875	0.911	0.823	0.667	0.000	0.889	0.543	0.668	0.633	0.000	0.813	0.737	0.938	0.667	0.000	0.970	0.941
Entering Leg	17	383	13	0	413	51	260	16	0	327	50	211	38	0	299	56	529	32	0	617	1656
Exiting Leg	294					592					455					315					1656
Total	707					919					754					932					3312

PDI File #: **175824 (16) Tues-AM**
 Location: **N: Dean Street S: Dean Street**
 Location: **E: Broadway W: Broadway**
 City, State: **Providence, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



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

Heavy Vehicles (Combined-Large Trucks and Buses)

	Dean Street					Broadway					Dean Street					Broadway					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	2	0	0	2	0	5	1	0	6	0	2	0	0	2	1	4	1	0	6	16
7:15 AM	0	0	0	0	0	1	2	0	0	3	0	3	1	0	4	1	7	2	0	10	17
7:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	10
7:45 AM	0	1	0	0	1	1	4	0	0	5	3	2	1	0	6	0	8	0	0	8	20
Total	0	3	0	0	3	2	14	1	0	17	3	7	2	0	12	2	26	3	0	31	63
8:00 AM	0	1	2	0	3	1	2	0	0	3	1	0	0	0	1	0	5	2	0	7	14
8:15 AM	0	1	2	0	3	0	7	0	0	7	1	3	1	0	5	1	4	0	0	5	20
8:30 AM	1	1	0	0	2	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	11
8:45 AM	1	1	0	0	2	0	4	0	0	4	0	2	1	0	3	1	7	0	0	8	17
Total	2	4	4	0	10	1	16	0	0	17	2	5	2	0	9	2	22	2	0	26	62
Grand Total	2	7	4	0	13	3	30	1	0	34	5	12	4	0	21	4	48	5	0	57	125
Approach %	15.4	53.8	30.8	0.0		8.8	88.2	2.9	0.0		23.8	57.1	19.0	0.0		7.0	84.2	8.8	0.0		
Total %	1.6	5.6	3.2	0.0	10.4	2.4	24.0	0.8	0.0	27.2	4.0	9.6	3.2	0.0	16.8	3.2	38.4	4.0	0.0	45.6	
Exiting Leg Total	20					57					12					36					125
Large Trucks	0	6	1	0	7	2	13	1	0	16	0	6	3	0	9	3	20	2	0	25	57
% Large Trucks	0.0	85.7	25.0	0.0	53.8	66.7	43.3	100.0	0.0	47.1	0.0	50.0	75.0	0.0	42.9	75.0	41.7	40.0	0.0	43.9	45.6
Exiting Leg Total	10					21					10					16					57
Buses	2	1	3	0	6	1	17	0	0	18	5	6	1	0	12	1	28	3	0	32	68
% Buses	100.0	14.3	75.0	0.0	46.2	33.3	56.7	0.0	0.0	52.9	100.0	50.0	25.0	0.0	57.1	25.0	58.3	60.0	0.0	56.1	54.4
Exiting Leg Total	10					36					2					20					68

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

	Dean Street					Broadway					Dean Street					Broadway					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 AM	0	1	0	0	1	1	4	0	0	5	3	2	1	0	6	0	8	0	0	8	20
8:00 AM	0	1	2	0	3	1	2	0	0	3	1	0	0	0	1	0	5	2	0	7	14
8:15 AM	0	1	2	0	3	0	7	0	0	7	1	3	1	0	5	1	4	0	0	5	20
8:30 AM	1	1	0	0	2	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	11
Total Volume	1	4	4	0	9	2	16	0	0	18	5	5	2	0	12	1	23	2	0	26	65
% Approach Total	11.1	44.4	44.4	0.0		11.1	88.9	0.0	0.0		41.7	41.7	16.7	0.0		3.8	88.5	7.7	0.0		
PHF	0.250	1.000	0.500	0.000	0.750	0.500	0.571	0.000	0.000	0.643	0.417	0.417	0.500	0.000	0.500	0.250	0.719	0.250	0.000	0.813	0.813
Large Trucks	0	4	1	0	5	2	8	0	0	10	0	4	1	0	5	1	8	1	0	10	30
Large Trucks %	0.0	100.0	25.0	0.0	55.6	100.0	50.0	0.0	0.0	55.6	0.0	80.0	50.0	0.0	41.7	100.0	34.8	50.0	0.0	38.5	46.2
Buses	1	0	3	0	4	0	8	0	0	8	5	1	1	0	7	0	15	1	0	16	35
Buses %	100.0	0.0	75.0	0.0	44.4	0.0	50.0	0.0	0.0	44.4	100.0	20.0	50.0	0.0	58.3	0.0	65.2	50.0	0.0	61.5	53.8
Trucks Enter Leg	0	4	1	0	5	2	8	0	0	10	0	4	1	0	5	1	8	1	0	10	30
Bus Enter Leg	1	0	3	0	4	0	8	0	0	8	5	1	1	0	7	0	15	1	0	16	35
Total Entering Leg	1	4	4	0	9	2	16	0	0	18	5	5	2	0	12	1	23	2	0	26	65
Trucks Exiting Leg	7					9					5					9					30
Buses Exiting Leg	2					23					0					10					35
Total Exiting Leg	9					32					5					19					65

PDI File #: **175824 (16) Tues-AM**
 Location: **N: Dean Street S: Dean Street**
 Location: **E: Broadway W: Broadway**
 City, State: **Providence, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Large Trucks

	Dean Street					Broadway					Dean Street					Broadway					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	1	0	0	1	0	3	1	0	4	0	0	0	0	0	1	1	1	0	3	8
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	3	0	0	3	4
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
7:45 AM	0	1	0	0	1	1	1	0	0	2	0	2	1	0	3	0	1	0	0	1	7
Total	0	2	0	0	2	1	4	1	0	6	0	2	2	0	4	1	7	1	0	9	21
8:00 AM	0	1	0	0	1	1	2	0	0	3	0	0	0	0	0	0	2	1	0	3	7
8:15 AM	0	1	1	0	2	0	3	0	0	3	0	2	0	0	2	1	2	0	0	3	10
8:30 AM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	6
8:45 AM	0	1	0	0	1	0	2	0	0	2	0	2	1	0	3	1	6	0	0	7	13
Total	0	4	1	0	5	1	9	0	0	10	0	4	1	0	5	2	13	1	0	16	36
Grand Total	0	6	1	0	7	2	13	1	0	16	0	6	3	0	9	3	20	2	0	25	57
Approach %	0.0	85.7	14.3	0.0		12.5	81.3	6.3	0.0		0.0	66.7	33.3	0.0		12.0	80.0	8.0	0.0		
Total %	0.0	10.5	1.8	0.0	12.3	3.5	22.8	1.8	0.0	28.1	0.0	10.5	5.3	0.0	15.8	5.3	35.1	3.5	0.0	43.9	
Exiting Leg Total	10					21					10					16					57

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

	Dean Street					Broadway					Dean Street					Broadway					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:00 AM	0	1	0	0	1	1	2	0	0	3	0	0	0	0	0	0	2	1	0	3	7
8:15 AM	0	1	1	0	2	0	3	0	0	3	0	2	0	0	2	1	2	0	0	3	10
8:30 AM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	6
8:45 AM	0	1	0	0	1	0	2	0	0	2	0	2	1	0	3	1	6	0	0	7	13
Total Volume	0	4	1	0	5	1	9	0	0	10	0	4	1	0	5	2	13	1	0	16	36
% Approach Total	0.0	80.0	20.0	0.0		10.0	90.0	0.0	0.0		0.0	80.0	20.0	0.0		12.5	81.3	6.3	0.0		
PHF	0.000	1.000	0.250	0.000	0.625	0.250	0.750	0.000	0.000	0.833	0.000	0.500	0.250	0.000	0.417	0.500	0.542	0.250	0.000	0.571	0.692
Entering Leg	0	4	1	0	5	1	9	0	0	10	0	4	1	0	5	2	13	1	0	16	36
Exiting Leg	6					14					6					10					36
Total	11					24					11					26					72

PDI File #: **175824 (16) Tues-AM**
 Location: **N: Dean Street S: Dean Street**
 Location: **E: Broadway W: Broadway**
 City, State: **Providence, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Buses

	Dean Street					Broadway					Dean Street					Broadway					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	1	0	0	1	0	2	0	0	2	0	2	0	0	2	0	3	0	0	3	8
7:15 AM	0	0	0	0	0	1	2	0	0	3	0	3	0	0	3	1	4	2	0	7	13
7:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	8
7:45 AM	0	0	0	0	0	0	3	0	0	3	3	0	0	0	3	0	7	0	0	7	13
Total	0	1	0	0	1	1	10	0	0	11	3	5	0	0	8	1	19	2	0	22	42
8:00 AM	0	0	2	0	2	0	0	0	0	0	1	0	0	0	1	0	3	1	0	4	7
8:15 AM	0	0	1	0	1	0	4	0	0	4	1	1	1	0	3	0	2	0	0	2	10
8:30 AM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	5
8:45 AM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	4
Total	2	0	3	0	5	0	7	0	0	7	2	1	1	0	4	0	9	1	0	10	26
Grand Total	2	1	3	0	6	1	17	0	0	18	5	6	1	0	12	1	28	3	0	32	68
Approach %	33.3	16.7	50.0	0.0		5.6	94.4	0.0	0.0		41.7	50.0	8.3	0.0		3.1	87.5	9.4	0.0		
Total %	2.9	1.5	4.4	0.0	8.8	1.5	25.0	0.0	0.0	26.5	7.4	8.8	1.5	0.0	17.6	1.5	41.2	4.4	0.0	47.1	
Exiting Leg Total	10					36					2					20					68

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

	Dean Street					Broadway					Dean Street					Broadway					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	1	0	0	1	0	2	0	0	2	0	2	0	0	2	0	3	0	0	3	8
7:15 AM	0	0	0	0	0	1	2	0	0	3	0	3	0	0	3	1	4	2	0	7	13
7:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	8
7:45 AM	0	0	0	0	0	0	3	0	0	3	3	0	0	0	3	0	7	0	0	7	13
Total Volume	0	1	0	0	1	1	10	0	0	11	3	5	0	0	8	1	19	2	0	22	42
% Approach Total	0.0	100.0	0.0	0.0		9.1	90.9	0.0	0.0		37.5	62.5	0.0	0.0		4.5	86.4	9.1	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.250	0.833	0.000	0.000	0.917	0.250	0.417	0.000	0.000	0.667	0.250	0.679	0.250	0.000	0.786	0.808
Entering Leg	0	1	0	0	1	1	10	0	0	11	3	5	0	0	8	1	19	2	0	22	42
Exiting Leg	8					22					2					10					42
Total	9					33					10					32					84

PDI File #: 175824 (16) Tues-AM
 Location: N: Dean Street S: Dean Street
 Location: E: Broadway W: Broadway
 City, State: Providence, RI
 Client: VHB/ J. Wanat
 Site Code: TBA
 Count Date: Tuesday, September 26, 2017
 Start Time: 7:00 AM
 End Time: 9:00 AM
 Class:



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

Bicycles (on Roadway and Crosswalks)

	Dean Street								Broadway								Dean Street								Broadway								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	2		0	0	0	0	0	0	0	0	0	2	0	0	0	0	2		4	
7:15 AM	1	0	0	0	0	0	1	0	0	0	0	0	1	1		0	0	0	0	0	0	0	0	0	1	0	0	0	0	1		3	
7:30 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	4	0	0	0	0	4		5	
7:45 AM	0	1	0	0	0	0	1	0	0	1	0	0	0	1		0	0	0	0	0	0	0	0	0	3	0	0	0	0	3		5	
Total	1	1	0	0	1	0	3	0	2	1	0	0	1	4	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10		17		
8:00 AM	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2		4		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1		2		
8:30 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	5		6		
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10		10		
Total	0	0	0	0	1	1	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	1	16	0	0	1	0	18		22		
Grand Total	1	1	0	0	2	1	5	0	2	1	0	0	3	6	0	0	0	0	0	0	0	0	1	26	0	0	1	0	28		39		
Approach %	20.0	20.0	0.0	0.0	40.0	20.0		0.0	33.3	16.7	0.0	0.0	50.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		3.6	92.9	0.0	0.0	3.6	0.0					
Total %	2.6	2.6	0.0	0.0	5.1	2.6	12.8	0.0	5.1	2.6	0.0	0.0	7.7	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0		2.6	66.7	0.0	0.0	2.6	0.0	71.8				
Exiting Leg Total	3							29							3							4							39				

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

	Dean Street								Broadway								Dean Street								Broadway								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
8:00 AM	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2		4		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1		2		
8:30 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	5		6		
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10		10		
Total Volume	0	0	0	0	1	1	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	1	16	0	0	1	0	18		22		
% Approach Total	0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		5.6	88.9	0.0	0.0	5.6	0.0					
PHF	0.000	0.000	0.000	0.000	0.250	0.250	0.500	0.000	0.000	0.000	0.000	0.500	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000		0.250	0.400	0.000	0.000	0.250	0.000	0.450	0.550				
Entering Leg	0	0	0	0	1	1	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	1	16	0	0	1	0	18		22		
Exiting Leg	2							18							1							1							22				
Total	4							20							1							19							44				

PDI File #: **175824 (16) Tues-AM**
 Location: **N: Dean Street S: Dean Street**
 Location: **E: Broadway W: Broadway**
 City, State: **Providence, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Pedestrians

	Dean Street								Broadway								Dean Street								Broadway								Total			
	North								East								South								West											
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total					
7:00 AM	0	0	0	0	1	0	1	0	0	0	0	2	1	3	0	0	0	0	1	1	2	0	0	0	0	1	0	1	0	0	0	0	1	1	2	7
7:15 AM	0	0	0	0	7	2	9	0	0	0	0	1	0	1	0	0	0	0	0	2	2	0	0	0	0	1	1	2	0	0	0	0	1	1	2	14
7:30 AM	0	0	0	0	3	1	4	0	0	0	0	5	0	5	0	0	0	0	0	3	3	0	0	0	0	0	3	3	0	0	0	0	0	3	3	15
7:45 AM	0	0	0	0	2	2	4	0	0	0	0	7	1	8	0	0	0	0	1	2	3	0	0	0	0	2	4	6	0	0	0	0	2	4	6	21
Total	0	0	0	0	13	5	18	0	0	0	0	15	2	17	0	0	0	0	2	8	10	0	0	0	0	4	8	12	0	0	0	0	4	8	12	57
8:00 AM	0	0	0	0	8	3	11	0	0	0	0	0	4	4	0	0	0	0	3	9	12	1	0	0	0	2	8	11	0	0	0	0	2	8	11	38
8:15 AM	0	0	0	0	10	2	12	0	0	0	0	11	1	12	0	0	0	0	2	4	6	0	0	0	0	0	2	2	0	0	0	0	0	2	2	32
8:30 AM	0	0	0	0	3	0	3	0	0	0	0	2	1	3	0	0	0	0	0	2	2	0	0	0	0	0	2	2	0	0	0	0	0	2	2	10
8:45 AM	0	0	0	0	5	4	9	0	0	0	0	1	3	4	0	0	0	0	1	8	9	0	0	0	0	0	2	2	0	0	0	0	0	2	2	24
Total	0	0	0	0	26	9	35	0	0	0	0	14	9	23	0	0	0	0	6	23	29	1	0	0	0	2	14	17	0	0	0	0	2	14	17	104
Grand Total	0	0	0	0	39	14	53	0	0	0	0	29	11	40	0	0	0	0	8	31	39	1	0	0	0	6	22	29	0	0	0	0	6	22	29	161
Approach %	0.0	0.0	0.0	0.0	73.6	26.4		0.0	0.0	0.0	0.0	72.5	27.5		0.0	0.0	0.0	0.0	20.5	79.5		3.4	0.0	0.0	0.0	20.7	75.9		0.0	0.0	0.0	0.0	20.7	75.9		
Total %	0.0	0.0	0.0	0.0	24.2	8.7	32.9	0.0	0.0	0.0	0.0	18.0	6.8	24.8	0.0	0.0	0.0	0.0	5.0	19.3	24.2	0.6	0.0	0.0	0.0	3.7	13.7	18.0	0.0	0.0	0.0	0.0	3.7	13.7	18.0	
Exiting Leg Total	53							40							40							28							161							

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

	Dean Street								Broadway								Dean Street								Broadway								Total			
	North								East								South								West											
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total					
7:30 AM	0	0	0	0	3	1	4	0	0	0	0	5	0	5	0	0	0	0	0	3	3	0	0	0	0	0	3	3	0	0	0	0	0	3	3	15
7:45 AM	0	0	0	0	2	2	4	0	0	0	0	7	1	8	0	0	0	0	1	2	3	0	0	0	0	2	4	6	0	0	0	0	2	4	6	21
8:00 AM	0	0	0	0	8	3	11	0	0	0	0	0	4	4	0	0	0	0	3	9	12	1	0	0	0	2	8	11	0	0	0	0	2	8	11	38
8:15 AM	0	0	0	0	10	2	12	0	0	0	0	11	1	12	0	0	0	0	2	4	6	0	0	0	0	0	2	2	0	0	0	0	0	2	2	32
Total Volume	0	0	0	0	23	8	31	0	0	0	0	23	6	29	0	0	0	0	6	18	24	1	0	0	0	4	17	22	0	0	0	0	4	17	22	106
% Approach Total	0.0	0.0	0.0	0.0	74.2	25.8		0.0	0.0	0.0	0.0	79.3	20.7		0.0	0.0	0.0	0.0	25.0	75.0		4.5	0.0	0.0	0.0	18.2	77.3		0.0	0.0	0.0	0.0	18.2	77.3		
PHF	0.000	0.000	0.000	0.000	0.575	0.667	0.646	0.000	0.000	0.000	0.000	0.523	0.375	0.604	0.000	0.000	0.000	0.000	0.500	0.500	0.500	0.250	0.000	0.000	0.000	0.500	0.531	0.500	0.697							
Entering Leg	0	0	0	0	23	8	31	0	0	0	0	23	6	29	0	0	0	0	6	18	24	1	0	0	0	4	17	22	0	0	0	0	4	17	22	106
Exiting Leg	31							29							25							21							106							
Total	62							58							49							43							212							

PDI File #: **175824 (16) Tues-PM**
 Location: **N: Dean Street S: Dean Street**
 Location: **E: Broadway W: Broadway**
 City, State: **Providence, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **4:30 PM**
 End Time: **6:30 PM**
 Class:



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

Cars and Heavy Vehicles (Combined)

	Dean Street					Broadway					Dean Street					Broadway					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	5	60	7	0	72	24	113	8	0	145	12	75	14	0	101	17	89	7	0	113	431
4:45 PM	14	69	9	0	92	21	117	4	0	142	9	63	20	0	92	13	116	11	1	141	467
Total	19	129	16	0	164	45	230	12	0	287	21	138	34	0	193	30	205	18	1	254	898
5:00 PM	7	62	6	0	75	13	130	5	0	148	10	68	13	0	91	15	95	7	0	117	431
5:15 PM	4	71	9	0	84	20	121	6	0	147	12	72	20	0	104	9	110	12	0	131	466
5:30 PM	23	38	17	0	78	15	137	8	0	160	5	57	15	1	78	16	79	9	1	105	421
5:45 PM	11	32	17	0	60	26	122	7	0	155	3	53	13	0	69	13	100	13	0	126	410
Total	45	203	49	0	297	74	510	26	0	610	30	250	61	1	342	53	384	41	1	479	1728
6:00 PM	7	41	5	0	53	18	142	4	0	164	4	58	9	0	71	6	88	8	0	102	390
6:15 PM	10	52	3	0	65	17	125	7	0	149	7	60	12	0	79	9	88	7	0	104	397
Total	17	93	8	0	118	35	267	11	0	313	11	118	21	0	150	15	176	15	0	206	787
Grand Total	81	425	73	0	579	154	1007	49	0	1210	62	506	116	1	685	98	765	74	2	939	3413
Approach %	14.0	73.4	12.6	0.0		12.7	83.2	4.0	0.0		9.1	73.9	16.9	0.1		10.4	81.5	7.9	0.2		
Total %	2.4	12.5	2.1	0.0	17.0	4.5	29.5	1.4	0.0	35.5	1.8	14.8	3.4	0.0	20.1	2.9	22.4	2.2	0.1	27.5	
Exiting Leg Total	734					900					573					1206					3413
Cars	81	422	71	0	574	152	987	48	0	1187	60	499	115	1	675	97	747	74	2	920	3356
% Cars	100.0	99.3	97.3	0.0	99.1	98.7	98.0	98.0	0.0	98.1	96.8	98.6	99.1	100.0	98.5	99.0	97.6	100.0	100.0	98.0	98.3
Exiting Leg Total	725					878					568					1185					3356
Heavy Vehicles	0	3	2	0	5	2	20	1	0	23	2	7	1	0	10	1	18	0	0	19	57
% Heavy Vehicles	0.0	0.7	2.7	0.0	0.9	1.3	2.0	2.0	0.0	1.9	3.2	1.4	0.9	0.0	1.5	1.0	2.4	0.0	0.0	2.0	1.7
Exiting Leg Total	9					22					5					21					57

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

	Dean Street					Broadway					Dean Street					Broadway					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	5	60	7	0	72	24	113	8	0	145	12	75	14	0	101	17	89	7	0	113	431
4:45 PM	14	69	9	0	92	21	117	4	0	142	9	63	20	0	92	13	116	11	1	141	467
5:00 PM	7	62	6	0	75	13	130	5	0	148	10	68	13	0	91	15	95	7	0	117	431
5:15 PM	4	71	9	0	84	20	121	6	0	147	12	72	20	0	104	9	110	12	0	131	466
Total Volume	30	262	31	0	323	78	481	23	0	582	43	278	67	0	388	54	410	37	1	502	1795
% Approach Total	9.3	81.1	9.6	0.0		13.4	82.6	4.0	0.0		11.1	71.6	17.3	0.0		10.8	81.7	7.4	0.2		
PHF	0.536	0.923	0.861	0.000	0.878	0.813	0.925	0.719	0.000	0.983	0.896	0.927	0.838	0.000	0.933	0.794	0.884	0.771	0.250	0.890	0.961
Cars	30	260	31	0	321	77	469	22	0	568	41	274	66	0	381	54	399	37	1	491	1761
Cars %	100.0	99.2	100.0	0.0	99.4	98.7	97.5	95.7	0.0	97.6	95.3	98.6	98.5	0.0	98.2	100.0	97.3	100.0	100.0	97.8	98.1
Heavy Vehicles	0	2	0	0	2	1	12	1	0	14	2	4	1	0	7	0	11	0	0	11	34
Heavy Vehicles %	0.0	0.8	0.0	0.0	0.6	1.3	2.5	4.3	0.0	2.4	4.7	1.4	1.5	0.0	1.8	0.0	2.7	0.0	0.0	2.2	1.9
Cars Enter Leg	30	260	31	0	321	77	469	22	0	568	41	274	66	0	381	54	399	37	1	491	1761
Heavy Enter Leg	0	2	0	0	2	1	12	1	0	14	2	4	1	0	7	0	11	0	0	11	34
Total Entering Leg	30	262	31	0	323	78	481	23	0	582	43	278	67	0	388	54	410	37	1	502	1795
Cars Exiting Leg	388					471					336					566					1761
Heavy Exiting Leg	5					13					3					13					34
Total Exiting Leg	393					484					339					579					1795

PDI File #: **175824 (16) Tues-PM**
 Location: **N: Dean Street S: Dean Street**
 Location: **E: Broadway W: Broadway**
 City, State: **Providence, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **4:30 PM**
 End Time: **6:30 PM**
 Class:



Cars

	Dean Street					Broadway					Dean Street					Broadway					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	5	59	7	0	71	24	110	7	0	141	12	75	14	0	101	17	86	7	0	110	423
4:45 PM	14	68	9	0	91	21	115	4	0	140	8	61	19	0	88	13	112	11	1	137	456
Total	19	127	16	0	162	45	225	11	0	281	20	136	33	0	189	30	198	18	1	247	879
5:00 PM	7	62	6	0	75	12	126	5	0	143	10	67	13	0	90	15	94	7	0	116	424
5:15 PM	4	71	9	0	84	20	118	6	0	144	11	71	20	0	102	9	107	12	0	128	458
5:30 PM	23	38	16	0	77	15	136	8	0	159	5	57	15	1	78	15	77	9	1	102	416
5:45 PM	11	31	16	0	58	26	118	7	0	151	3	52	13	0	68	13	98	13	0	124	401
Total	45	202	47	0	294	73	498	26	0	597	29	247	61	1	338	52	376	41	1	470	1699
6:00 PM	7	41	5	0	53	18	141	4	0	163	4	58	9	0	71	6	87	8	0	101	388
6:15 PM	10	52	3	0	65	16	123	7	0	146	7	58	12	0	77	9	86	7	0	102	390
Total	17	93	8	0	118	34	264	11	0	309	11	116	21	0	148	15	173	15	0	203	778
Grand Total	81	422	71	0	574	152	987	48	0	1187	60	499	115	1	675	97	747	74	2	920	3356
Approach %	14.1	73.5	12.4	0.0		12.8	83.2	4.0	0.0		8.9	73.9	17.0	0.1		10.5	81.2	8.0	0.2		
Total %	2.4	12.6	2.1	0.0	17.1	4.5	29.4	1.4	0.0	35.4	1.8	14.9	3.4	0.0	20.1	2.9	22.3	2.2	0.1	27.4	
Exiting Leg Total	725					878					568					1185					3356

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

	Dean Street					Broadway					Dean Street					Broadway					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	5	59	7	0	71	24	110	7	0	141	12	75	14	0	101	17	86	7	0	110	423
4:45 PM	14	68	9	0	91	21	115	4	0	140	8	61	19	0	88	13	112	11	1	137	456
5:00 PM	7	62	6	0	75	12	126	5	0	143	10	67	13	0	90	15	94	7	0	116	424
5:15 PM	4	71	9	0	84	20	118	6	0	144	11	71	20	0	102	9	107	12	0	128	458
Total Volume	30	260	31	0	321	77	469	22	0	568	41	274	66	0	381	54	399	37	1	491	1761
% Approach Total	9.3	81.0	9.7	0.0		13.6	82.6	3.9	0.0		10.8	71.9	17.3	0.0		11.0	81.3	7.5	0.2		
PHF	0.536	0.915	0.861	0.000	0.882	0.802	0.931	0.786	0.000	0.986	0.854	0.913	0.825	0.000	0.934	0.794	0.891	0.771	0.250	0.896	0.961
Entering Leg	30	260	31	0	321	77	469	22	0	568	41	274	66	0	381	54	399	37	1	491	1761
Exiting Leg						388					471					336					566
Total	709					1039					717					1057					3522

PDI File #: **175824 (16) Tues-PM**
 Location: **N: Dean Street S: Dean Street**
 Location: **E: Broadway W: Broadway**
 City, State: **Providence, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **4:30 PM**
 End Time: **6:30 PM**
 Class:



Heavy Vehicles (Combined-Large Trucks and Buses)

	Dean Street					Broadway					Dean Street					Broadway					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	0	1	0	0	1	0	3	1	0	4	0	0	0	0	0	0	3	0	0	3	8
4:45 PM	0	1	0	0	1	0	2	0	0	2	1	2	1	0	4	0	4	0	0	4	11
Total	0	2	0	0	2	0	5	1	0	6	1	2	1	0	4	0	7	0	0	7	19
5:00 PM	0	0	0	0	0	1	4	0	0	5	0	1	0	0	1	0	1	0	0	1	7
5:15 PM	0	0	0	0	0	0	3	0	0	3	1	1	0	0	2	0	3	0	0	3	8
5:30 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	5
5:45 PM	0	1	1	0	2	0	4	0	0	4	0	1	0	0	1	0	2	0	0	2	9
Total	0	1	2	0	3	1	12	0	0	13	1	3	0	0	4	1	8	0	0	9	29
6:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
6:15 PM	0	0	0	0	0	1	2	0	0	3	0	2	0	0	2	0	2	0	0	2	7
Total	0	0	0	0	0	1	3	0	0	4	0	2	0	0	2	0	3	0	0	3	9
Grand Total	0	3	2	0	5	2	20	1	0	23	2	7	1	0	10	1	18	0	0	19	57
Approach %	0.0	60.0	40.0	0.0		8.7	87.0	4.3	0.0		20.0	70.0	10.0	0.0		5.3	94.7	0.0	0.0		
Total %	0.0	5.3	3.5	0.0	8.8	3.5	35.1	1.8	0.0	40.4	3.5	12.3	1.8	0.0	17.5	1.8	31.6	0.0	0.0	33.3	
Exiting Leg Total	9					22					5					21					57
Large Trucks	0	2	1	0	3	2	8	0	0	10	0	6	1	0	7	1	6	0	0	7	27
% Large Trucks	0.0	66.7	50.0	0.0	60.0	100.0	40.0	0.0	0.0	43.5	0.0	85.7	100.0	0.0	70.0	100.0	33.3	0.0	0.0	36.8	47.4
Exiting Leg Total	8					7					3					9					27
Buses	0	1	1	0	2	0	12	1	0	13	2	1	0	0	3	0	12	0	0	12	30
% Buses	0.0	33.3	50.0	0.0	40.0	0.0	60.0	100.0	0.0	56.5	100.0	14.3	0.0	0.0	30.0	0.0	66.7	0.0	0.0	63.2	52.6
Exiting Leg Total	1					15					2					12					30

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

	Dean Street					Broadway					Dean Street					Broadway					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	0	1	0	0	1	0	3	1	0	4	0	0	0	0	0	0	3	0	0	3	8
4:45 PM	0	1	0	0	1	0	2	0	0	2	1	2	1	0	4	0	4	0	0	4	11
5:00 PM	0	0	0	0	0	1	4	0	0	5	0	1	0	0	1	0	1	0	0	1	7
5:15 PM	0	0	0	0	0	0	3	0	0	3	1	1	0	0	2	0	3	0	0	3	8
Total Volume	0	2	0	0	2	1	12	1	0	14	2	4	1	0	7	0	11	0	0	11	34
% Approach Total	0.0	100.0	0.0	0.0		7.1	85.7	7.1	0.0		28.6	57.1	14.3	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.500	0.250	0.750	0.250	0.000	0.700	0.500	0.500	0.250	0.000	0.438	0.000	0.688	0.000	0.000	0.688	0.773
Large Trucks	0	1	0	0	1	1	5	0	0	6	0	3	1	0	4	0	5	0	0	5	16
Large Trucks %	0.0	50.0	0.0	0.0	50.0	100.0	41.7	0.0	0.0	42.9	0.0	75.0	100.0	0.0	57.1	0.0	45.5	0.0	0.0	45.5	47.1
Buses	0	1	0	0	1	0	7	1	0	8	2	1	0	0	3	0	6	0	0	6	18
Buses %	0.0	50.0	0.0	0.0	50.0	0.0	58.3	100.0	0.0	57.1	100.0	25.0	0.0	0.0	42.9	0.0	54.5	0.0	0.0	54.5	52.9
Trucks Enter Leg	0	1	0	0	1	1	5	0	0	6	0	3	1	0	4	0	5	0	0	5	16
Bus Enter Leg	0	1	0	0	1	0	7	1	0	8	2	1	0	0	3	0	6	0	0	6	18
Total Entering Leg	0	2	0	0	2	1	12	1	0	14	2	4	1	0	7	0	11	0	0	11	34
Trucks Exiting Leg	4					5					1					6					16
Buses Exiting Leg	1					8					2					7					18
Total Exiting Leg	5					13					3					13					34

PDI File #: **175824 (16) Tues-PM**
 Location: **N: Dean Street S: Dean Street**
 Location: **E: Broadway W: Broadway**
 City, State: **Providence, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **4:30 PM**
 End Time: **6:30 PM**
 Class:



Large Trucks

	Dean Street					Broadway					Dean Street					Broadway					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	5
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	2	1	0	3	0	2	0	0	2	6
Total	0	1	0	0	1	0	3	0	0	3	0	2	1	0	3	0	4	0	0	4	11
5:00 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
5:45 PM	0	1	1	0	2	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	6
Total	0	1	1	0	2	1	4	0	0	5	0	2	0	0	2	1	2	0	0	3	12
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	1	1	0	0	2	0	2	0	0	2	0	0	0	0	0	4
Total	0	0	0	0	0	1	1	0	0	2	0	2	0	0	2	0	0	0	0	0	4
Grand Total	0	2	1	0	3	2	8	0	0	10	0	6	1	0	7	1	6	0	0	7	27
Approach %	0.0	66.7	33.3	0.0		20.0	80.0	0.0	0.0		0.0	85.7	14.3	0.0		14.3	85.7	0.0	0.0		
Total %	0.0	7.4	3.7	0.0	11.1	7.4	29.6	0.0	0.0	37.0	0.0	22.2	3.7	0.0	25.9	3.7	22.2	0.0	0.0	25.9	
Exiting Leg Total	8					7					3					9					27

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

	Dean Street					Broadway					Dean Street					Broadway					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	5
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	2	1	0	3	0	2	0	0	2	6
5:00 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	3
Total Volume	0	1	0	0	1	1	5	0	0	6	0	3	1	0	4	0	5	0	0	5	16
% Approach Total	0.0	100.0	0.0	0.0		16.7	83.3	0.0	0.0		0.0	75.0	25.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.250	0.625	0.000	0.000	0.750	0.000	0.375	0.250	0.000	0.333	0.000	0.625	0.000	0.000	0.625	0.667
Entering Leg	0	1	0	0	1	1	5	0	0	6	0	3	1	0	4	0	5	0	0	5	16
Exiting Leg	4					5					1					6					16
Total	5					11					5					11					32

PDI File #: **175824 (16) Tues-PM**
 Location: **N: Dean Street S: Dean Street**
 Location: **E: Broadway W: Broadway**
 City, State: **Providence, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **4:30 PM**
 End Time: **6:30 PM**
 Class:



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

Buses

	Dean Street					Broadway					Dean Street					Broadway					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	3
4:45 PM	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	0	2	0	0	2	5
Total	0	1	0	0	1	0	2	1	0	3	1	0	0	0	1	0	3	0	0	3	8
5:00 PM	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	0	1	0	0	1	5
5:15 PM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	2	0	0	2	5
5:30 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	4
5:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
Total	0	0	1	0	1	0	8	0	0	8	1	1	0	0	2	0	6	0	0	6	17
6:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
6:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
Grand Total	0	1	1	0	2	0	12	1	0	13	2	1	0	0	3	0	12	0	0	12	30
Approach %	0.0	50.0	50.0	0.0		0.0	92.3	7.7	0.0		66.7	33.3	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	3.3	3.3	0.0	6.7	0.0	40.0	3.3	0.0	43.3	6.7	3.3	0.0	0.0	10.0	0.0	40.0	0.0	0.0	40.0	
Exiting Leg Total	1					15					2					12					30

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

	Dean Street					Broadway					Dean Street					Broadway					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	3
4:45 PM	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	0	2	0	0	2	5
5:00 PM	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	0	1	0	0	1	5
5:15 PM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	2	0	0	2	5
Total Volume	0	1	0	0	1	0	7	1	0	8	2	1	0	0	3	0	6	0	0	6	18
% Approach Total	0.0	100.0	0.0	0.0		0.0	87.5	12.5	0.0		66.7	33.3	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.583	0.250	0.000	0.667	0.500	0.250	0.000	0.000	0.750	0.000	0.750	0.000	0.000	0.750	0.900
Entering Leg	0	1	0	0	1	0	7	1	0	8	2	1	0	0	3	0	6	0	0	6	18
Exiting Leg	1					8					2					7					18
Total	2					16					5					13					36

PDI File #: 175824 (16) Tues-PM
 Location: N: Dean Street S: Dean Street
 Location: E: Broadway W: Broadway
 City, State: Providence, RI
 Client: VHB/ J. Wanat
 Site Code: TBA
 Count Date: Tuesday, September 26, 2017
 Start Time: 4:30 PM
 End Time: 6:30 PM
 Class:



Bicycles (on Roadway and Crosswalks)

	Dean Street								Broadway								Dean Street								Broadway								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:30 PM	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	4		
4:45 PM	0	0	0	0	0	0	0	1	4	0	0	0	0	5	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	6		
Total	0	0	0	0	1	1	2	1	4	0	0	0	0	5	0	0	0	0	0	0	1	1	0	1	1	0	0	0	0	2	10		
5:00 PM	0	0	0	0	1	1	2	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8		
5:15 PM	0	0	0	0	0	0	0	0	3	0	0	0	1	4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	5		
5:30 PM	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	8		
5:45 PM	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	6		
Total	0	0	0	0	1	1	2	0	16	0	0	0	1	17	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	8	27		
6:00 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	1	4		
6:15 PM	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3	7		
Total	0	0	0	0	0	0	0	0	6	0	0	0	0	6	0	0	1	0	0	0	0	1	1	3	0	0	0	0	0	4	11		
Grand Total	0	0	0	0	2	2	4	1	26	0	0	0	1	28	0	0	1	0	0	0	1	2	1	12	1	0	0	0	0	14	48		
Approach %	0.0	0.0	0.0	0.0	50.0	50.0		3.6	92.9	0.0	0.0	0.0	3.6		0.0	0.0	50.0	0.0	0.0	50.0		7.1	85.7	7.1	0.0	0.0	0.0						
Total %	0.0	0.0	0.0	0.0	4.2	4.2	8.3	2.1	54.2	0.0	0.0	0.0	2.1	58.3	0.0	0.0	2.1	0.0	0.0	2.1	4.2	2.1	25.0	2.1	0.0	0.0	0.0	29.2					
Exiting Leg Total	6							13							2							27							48				

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

	Dean Street								Broadway								Dean Street								Broadway								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:45 PM	0	0	0	0	0	0	0	1	4	0	0	0	0	5	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	6		
5:00 PM	0	0	0	0	1	1	2	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8		
5:15 PM	0	0	0	0	0	0	0	0	3	0	0	0	1	4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	5		
5:30 PM	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	8		
Total Volume	0	0	0	0	1	1	2	1	17	0	0	0	1	19	0	0	0	0	0	0	1	1	0	5	0	0	0	0	0	5	27		
% Approach Total	0.0	0.0	0.0	0.0	50.0	50.0		5.3	89.5	0.0	0.0	0.0	5.3		0.0	0.0	0.0	0.0	0.0	100.0		0.0	100.0	0.0	0.0	0.0	0.0						
PHF	0.000	0.000	0.000	0.000	0.250	0.250	0.250	0.250	0.708	0.000	0.000	0.000	0.250	0.792	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.313	0.000	0.000	0.000	0.000	0.313	0.844				
Entering Leg	0	0	0	0	1	1	2	1	17	0	0	0	1	19	0	0	0	0	0	0	1	1	0	5	0	0	0	0	0	5	27		
Exiting Leg	3							6							1							17							27				
Total	5							25							2							22							54				

PDI File #: 175824 (16) Tues-PM
 Location: N: Dean Street S: Dean Street
 Location: E: Broadway W: Broadway
 City, State: Providence, RI
 Client: VHB/ J. Wanat
 Site Code: TBA
 Count Date: Tuesday, September 26, 2017
 Start Time: 4:30 PM
 End Time: 6:30 PM
 Class:



Pedestrians

	Dean Street								Broadway								Dean Street								Broadway								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:30 PM	0	0	0	0	6	5	11		0	0	0	0	2	0	2		0	0	0	0	3	2	5		0	0	0	0	3	1	4		22
4:45 PM	0	0	0	0	5	8	13		0	0	0	0	3	1	4		0	0	0	0	9	3	12		0	0	0	0	1	6	7		36
Total	0	0	0	0	11	13	24		0	0	0	0	5	1	6		0	0	0	0	12	5	17		0	0	0	0	4	7	11		58
5:00 PM	0	0	0	0	5	8	13		0	0	0	0	0	2	2		0	0	0	0	6	5	11		0	0	0	0	5	2	7		33
5:15 PM	0	0	0	0	2	2	4		0	0	0	0	1	1	2		0	0	0	0	3	0	3		0	0	0	0	1	0	1		10
5:30 PM	0	0	0	0	6	5	11		0	0	0	0	3	1	4		0	0	0	0	9	1	10		0	0	0	0	5	2	7		32
5:45 PM	0	0	0	0	3	15	18		0	0	0	0	3	2	5		0	0	0	0	4	2	6		0	0	0	0	3	2	5		34
Total	0	0	0	0	16	30	46		0	0	0	0	7	6	13		0	0	0	0	22	8	30		0	0	0	0	14	6	20		109
6:00 PM	0	0	0	0	0	7	7		0	0	0	0	0	0	0		0	0	0	0	1	7	8		0	0	0	0	4	0	4		19
6:15 PM	0	0	0	0	1	34	35		0	0	0	0	2	4	6		0	0	0	0	7	4	11		0	0	0	0	1	2	3		55
Total	0	0	0	0	1	41	42		0	0	0	0	2	4	6		0	0	0	0	8	11	19		0	0	0	0	5	2	7		74
Grand Total	0	0	0	0	28	84	112		0	0	0	0	14	11	25		0	0	0	0	42	24	66		0	0	0	0	23	15	38		241
Approach %	0.0	0.0	0.0	0.0	25.0	75.0		0.0	0.0	0.0	0.0	56.0	44.0		0.0	0.0	0.0	0.0	63.6	36.4		0.0	0.0	0.0	0.0	60.5	39.5						
Total %	0.0	0.0	0.0	0.0	11.6	34.9	46.5		0.0	0.0	0.0	0.0	5.8	4.6	10.4		0.0	0.0	0.0	0.0	17.4	10.0	27.4		0.0	0.0	0.0	0.0	9.5	6.2	15.8		
Exiting Leg Total	112								25								66								38	241							

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

	Dean Street								Broadway								Dean Street								Broadway								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
5:30 PM	0	0	0	0	6	5	11		0	0	0	0	3	1	4		0	0	0	0	9	1	10		0	0	0	0	5	2	7		32
5:45 PM	0	0	0	0	3	15	18		0	0	0	0	3	2	5		0	0	0	0	4	2	6		0	0	0	0	3	2	5		34
6:00 PM	0	0	0	0	0	7	7		0	0	0	0	0	0	0		0	0	0	0	1	7	8		0	0	0	0	4	0	4		19
6:15 PM	0	0	0	0	1	34	35		0	0	0	0	2	4	6		0	0	0	0	7	4	11		0	0	0	0	1	2	3		55
Total Volume	0	0	0	0	10	61	71		0	0	0	0	8	7	15		0	0	0	0	21	14	35		0	0	0	0	13	6	19		140
% Approach Total	0.0	0.0	0.0	0.0	14.1	85.9		0.0	0.0	0.0	0.0	53.3	46.7		0.0	0.0	0.0	0.0	60.0	40.0		0.0	0.0	0.0	0.0	68.4	31.6						
PHF	0.000	0.000	0.000	0.000	0.417	0.449	0.507		0.000	0.000	0.000	0.000	0.667	0.438	0.625		0.000	0.000	0.000	0.000	0.583	0.500	0.795		0.000	0.000	0.000	0.000	0.650	0.750	0.679		0.636
Entering Leg	0	0	0	0	10	61	71		0	0	0	0	8	7	15		0	0	0	0	21	14	35		0	0	0	0	13	6	19		140
Exiting Leg	71								15								35								19	140							
Total	142								30								70								38	280							

PDI File #: **175824 (17) Sat**
 Location: **N: Allens Avenue (Route 1A) S: Allens Avenue (Route 1A)**
 Location: **E: Ernest Street W: Ernest Street**
 City, State: **Providence, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Saturday, September 23, 2017**
 Start Time: **12:00 PM**
 End Time: **2:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Allens Avenue (Route 1A)					Ernest Street					Allens Avenue (Route 1A)					Ernest Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:00 PM	12	153	19	0	184	24	6	2	0	32	1	137	4	0	142	3	0	8	0	11	369
12:15 PM	4	146	16	1	167	11	7	5	0	23	2	126	8	0	136	6	2	4	0	12	338
12:30 PM	5	147	15	0	167	16	3	3	0	22	2	182	6	0	190	0	1	8	0	9	388
12:45 PM	7	163	11	0	181	9	3	7	0	19	0	152	3	0	155	0	1	3	0	4	359
Total	28	609	61	1	699	60	19	17	0	96	5	597	21	0	623	9	4	23	0	36	1454
1:00 PM	4	166	7	0	177	14	0	1	0	15	0	152	11	0	163	0	0	4	0	4	359
1:15 PM	4	140	11	0	155	18	4	2	0	24	1	131	11	0	143	0	0	1	0	1	323
1:30 PM	7	138	11	0	156	13	5	3	0	21	3	144	4	0	151	3	0	5	0	8	336
1:45 PM	4	157	10	0	171	17	3	1	0	21	1	161	2	0	164	3	0	2	0	5	361
Total	19	601	39	0	659	62	12	7	0	81	5	588	28	0	621	6	0	12	0	18	1379
Grand Total	47	1210	100	1	1358	122	31	24	0	177	10	1185	49	0	1244	15	4	35	0	54	2833
Approach %	3.5	89.1	7.4	0.1		68.9	17.5	13.6	0.0		0.8	95.3	3.9	0.0		27.8	7.4	64.8	0.0		
Total %	1.7	42.7	3.5	0.0	47.9	4.3	1.1	0.8	0.0	6.2	0.4	41.8	1.7	0.0	43.9	0.5	0.1	1.2	0.0	1.9	
Exiting Leg Total	1343					114					1249					127					2833
Cars	46	1182	93	1	1322	114	29	24	0	167	10	1145	47	0	1202	15	4	34	0	53	2744
% Cars	97.9	97.7	93.0	100.0	97.3	93.4	93.5	100.0	0.0	94.4	100.0	96.6	95.9	0.0	96.6	100.0	100.0	97.1	0.0	98.1	96.9
Exiting Leg Total	1294					107					1221					122					2744
Heavy Vehicles	1	28	7	0	36	8	2	0	0	10	0	40	2	0	42	0	0	1	0	1	89
% Heavy Vehicles	2.1	2.3	7.0	0.0	2.7	6.6	6.5	0.0	0.0	5.6	0.0	3.4	4.1	0.0	3.4	0.0	0.0	2.9	0.0	1.9	3.1
Exiting Leg Total	49					7					28					5					89

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

	Allens Avenue (Route 1A)					Ernest Street					Allens Avenue (Route 1A)					Ernest Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:00 PM	12	153	19	0	184	24	6	2	0	32	1	137	4	0	142	3	0	8	0	11	369
12:15 PM	4	146	16	1	167	11	7	5	0	23	2	126	8	0	136	6	2	4	0	12	338
12:30 PM	5	147	15	0	167	16	3	3	0	22	2	182	6	0	190	0	1	8	0	9	388
12:45 PM	7	163	11	0	181	9	3	7	0	19	0	152	3	0	155	0	1	3	0	4	359
Total Volume	28	609	61	1	699	60	19	17	0	96	5	597	21	0	623	9	4	23	0	36	1454
% Approach Total	4.0	87.1	8.7	0.1		62.5	19.8	17.7	0.0		0.8	95.8	3.4	0.0		25.0	11.1	63.9	0.0		
PHF	0.583	0.934	0.803	0.250	0.950	0.625	0.679	0.607	0.000	0.750	0.625	0.820	0.656	0.000	0.820	0.375	0.500	0.719	0.000	0.750	0.937
Cars	27	594	56	1	678	54	17	17	0	88	5	568	20	0	593	9	4	22	0	35	1394
Cars %	96.4	97.5	91.8	100.0	97.0	90.0	89.5	100.0	0.0	91.7	100.0	95.1	95.2	0.0	95.2	100.0	100.0	95.7	0.0	97.2	95.9
Heavy Vehicles	1	15	5	0	21	6	2	0	0	8	0	29	1	0	30	0	0	1	0	1	60
Heavy Vehicles %	3.6	2.5	8.2	0.0	3.0	10.0	10.5	0.0	0.0	8.3	0.0	4.9	4.8	0.0	4.8	0.0	0.0	4.3	0.0	2.8	4.1
Cars Enter Leg	27	594	56	1	678	54	17	17	0	88	5	568	20	0	593	9	4	22	0	35	1394
Heavy Enter Leg	1	15	5	0	21	6	2	0	0	8	0	29	1	0	30	0	0	1	0	1	60
Total Entering Leg	28	609	61	1	699	60	19	17	0	96	5	597	21	0	623	9	4	23	0	36	1454
Cars Exiting Leg	645					65					620					64					1394
Heavy Exiting Leg	36					5					15					4					60
Total Exiting Leg	681					70					635					68					1454

PDI File #: **175824 (17) Sat**
 Location: **N: Allens Avenue (Route 1A) S: Allens Avenue (Route 1A)**
 Location: **E: Ernest Street W: Ernest Street**
 City, State: **Providence, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Saturday, September 23, 2017**
 Start Time: **12:00 PM**
 End Time: **2:00 PM**
 Class:



Cars

	Allens Avenue (Route 1A)					Ernest Street					Allens Avenue (Route 1A)					Ernest Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:00 PM	12	150	19	0	181	20	6	2	0	28	1	128	3	0	132	3	0	8	0	11	352
12:15 PM	3	143	15	1	162	11	5	5	0	21	2	119	8	0	129	6	2	4	0	12	324
12:30 PM	5	141	13	0	159	16	3	3	0	22	2	173	6	0	181	0	1	7	0	8	370
12:45 PM	7	160	9	0	176	7	3	7	0	17	0	148	3	0	151	0	1	3	0	4	348
Total	27	594	56	1	678	54	17	17	0	88	5	568	20	0	593	9	4	22	0	35	1394
1:00 PM	4	163	7	0	174	14	0	1	0	15	0	148	10	0	158	0	0	4	0	4	351
1:15 PM	4	135	11	0	150	17	4	2	0	23	1	130	11	0	142	0	0	1	0	1	316
1:30 PM	7	136	11	0	154	13	5	3	0	21	3	139	4	0	146	3	0	5	0	8	329
1:45 PM	4	154	8	0	166	16	3	1	0	20	1	160	2	0	163	3	0	2	0	5	354
Total	19	588	37	0	644	60	12	7	0	79	5	577	27	0	609	6	0	12	0	18	1350
Grand Total	46	1182	93	1	1322	114	29	24	0	167	10	1145	47	0	1202	15	4	34	0	53	2744
Approach %	3.5	89.4	7.0	0.1		68.3	17.4	14.4	0.0		0.8	95.3	3.9	0.0		28.3	7.5	64.2	0.0		
Total %	1.7	43.1	3.4	0.0	48.2	4.2	1.1	0.9	0.0	6.1	0.4	41.7	1.7	0.0	43.8	0.5	0.1	1.2	0.0	1.9	
Exiting Leg Total	1294					107					1221					122					2744

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

	Allens Avenue (Route 1A)					Ernest Street					Allens Avenue (Route 1A)					Ernest Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:00 PM	12	150	19	0	181	20	6	2	0	28	1	128	3	0	132	3	0	8	0	11	352
12:15 PM	3	143	15	1	162	11	5	5	0	21	2	119	8	0	129	6	2	4	0	12	324
12:30 PM	5	141	13	0	159	16	3	3	0	22	2	173	6	0	181	0	1	7	0	8	370
12:45 PM	7	160	9	0	176	7	3	7	0	17	0	148	3	0	151	0	1	3	0	4	348
Total Volume	27	594	56	1	678	54	17	17	0	88	5	568	20	0	593	9	4	22	0	35	1394
% Approach Total	4.0	87.6	8.3	0.1		61.4	19.3	19.3	0.0		0.8	95.8	3.4	0.0		25.7	11.4	62.9	0.0		
PHF	0.563	0.928	0.737	0.250	0.936	0.675	0.708	0.607	0.000	0.786	0.625	0.821	0.625	0.000	0.819	0.375	0.500	0.688	0.000	0.729	0.942
Entering Leg	27	594	56	1	678	54	17	17	0	88	5	568	20	0	593	9	4	22	0	35	1394
Exiting Leg	645					65					620					64					1394
Total	1323					153					1213					99					2788

PDI File #: **175824 (17) Sat**
 Location: **N: Allens Avenue (Route 1A) S: Allens Avenue (Route 1A)**
 Location: **E: Ernest Street W: Ernest Street**
 City, State: **Providence, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Saturday, September 23, 2017**
 Start Time: **12:00 PM**
 End Time: **2:00 PM**
 Class:



Heavy Vehicles (Combined-Large Trucks and Buses)

	Allens Avenue (Route 1A)					Ernest Street					Allens Avenue (Route 1A)					Ernest Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:00 PM	0	3	0	0	3	4	0	0	0	4	0	9	1	0	10	0	0	0	0	0	17
12:15 PM	1	3	1	0	5	0	2	0	0	2	0	7	0	0	7	0	0	0	0	0	14
12:30 PM	0	6	2	0	8	0	0	0	0	0	0	9	0	0	9	0	0	1	0	1	18
12:45 PM	0	3	2	0	5	2	0	0	0	2	0	4	0	0	4	0	0	0	0	0	11
Total	1	15	5	0	21	6	2	0	0	8	0	29	1	0	30	0	0	1	0	1	60
1:00 PM	0	3	0	0	3	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	8
1:15 PM	0	5	0	0	5	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	7
1:30 PM	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7
1:45 PM	0	3	2	0	5	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	7
Total	0	13	2	0	15	2	0	0	0	2	0	11	1	0	12	0	0	0	0	0	29
Grand Total	1	28	7	0	36	8	2	0	0	10	0	40	2	0	42	0	0	1	0	1	89
Approach %	2.8	77.8	19.4	0.0		80.0	20.0	0.0	0.0		0.0	95.2	4.8	0.0		0.0	0.0	100.0	0.0		
Total %	1.1	31.5	7.9	0.0	40.4	9.0	2.2	0.0	0.0	11.2	0.0	44.9	2.2	0.0	47.2	0.0	0.0	1.1	0.0	1.1	
Exiting Leg Total	49					7					28					5					89
Large Trucks	1	12	3	0	16	3	2	0	0	5	0	26	2	0	28	0	0	1	0	1	50
% Large Trucks	100.0	42.9	42.9	0.0	44.4	37.5	100.0	0.0	0.0	50.0	0.0	65.0	100.0	0.0	66.7	0.0	0.0	100.0	0.0	100.0	56.2
Exiting Leg Total	30					3					12					5					50
Buses	0	16	4	0	20	5	0	0	0	5	0	14	0	0	14	0	0	0	0	0	39
% Buses	0.0	57.1	57.1	0.0	55.6	62.5	0.0	0.0	0.0	50.0	0.0	35.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	43.8
Exiting Leg Total	19					4					16					0					39

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

	Allens Avenue (Route 1A)					Ernest Street					Allens Avenue (Route 1A)					Ernest Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:00 PM	0	3	0	0	3	4	0	0	0	4	0	9	1	0	10	0	0	0	0	0	17
12:15 PM	1	3	1	0	5	0	2	0	0	2	0	7	0	0	7	0	0	0	0	0	14
12:30 PM	0	6	2	0	8	0	0	0	0	0	0	9	0	0	9	0	0	1	0	1	18
12:45 PM	0	3	2	0	5	2	0	0	0	2	0	4	0	0	4	0	0	0	0	0	11
Total Volume	1	15	5	0	21	6	2	0	0	8	0	29	1	0	30	0	0	1	0	1	60
% Approach Total	4.8	71.4	23.8	0.0		75.0	25.0	0.0	0.0		0.0	96.7	3.3	0.0		0.0	0.0	100.0	0.0		
PHF	0.250	0.625	0.625	0.000	0.656	0.375	0.250	0.000	0.000	0.500	0.000	0.806	0.250	0.000	0.750	0.000	0.000	0.250	0.000	0.250	0.833
Large Trucks	1	8	2	0	11	3	2	0	0	5	0	21	1	0	22	0	0	1	0	1	39
Large Trucks %	100.0	53.3	40.0	0.0	52.4	50.0	100.0	0.0	0.0	62.5	0.0	72.4	100.0	0.0	73.3	0.0	0.0	100.0	0.0	100.0	65.0
Buses	0	7	3	0	10	3	0	0	0	3	0	8	0	0	8	0	0	0	0	0	21
Buses %	0.0	46.7	60.0	0.0	47.6	50.0	0.0	0.0	0.0	37.5	0.0	27.6	0.0	0.0	26.7	0.0	0.0	0.0	0.0	0.0	35.0
Trucks Enter Leg	1	8	2	0	11	3	2	0	0	5	0	21	1	0	22	0	0	1	0	1	39
Bus Enter Leg	0	7	3	0	10	3	0	0	0	3	0	8	0	0	8	0	0	0	0	0	21
Total Entering Leg	1	15	5	0	21	6	2	0	0	8	0	29	1	0	30	0	0	1	0	1	60
Trucks Exiting Leg	25					2					8					4					39
Buses Exiting Leg	11					3					7					0					21
Total Exiting Leg	36					5					15					4					60

PDI File #: **175824 (17) Sat**
 Location: **N: Allens Avenue (Route 1A) S: Allens Avenue (Route 1A)**
 Location: **E: Ernest Street W: Ernest Street**
 City, State: **Providence, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Saturday, September 23, 2017**
 Start Time: **12:00 PM**
 End Time: **2:00 PM**
 Class:



Large Trucks

	Allens Avenue (Route 1A)					Ernest Street					Allens Avenue (Route 1A)					Ernest Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:00 PM	0	2	0	0	2	2	0	0	0	2	0	5	1	0	6	0	0	0	0	0	10
12:15 PM	1	2	0	0	3	0	2	0	0	2	0	6	0	0	6	0	0	0	0	0	11
12:30 PM	0	2	1	0	3	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	11
12:45 PM	0	2	1	0	3	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	7
Total	1	8	2	0	11	3	2	0	0	5	0	21	1	0	22	0	0	1	0	1	39
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	2
1:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
1:45 PM	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	4	1	0	5	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	11
Grand Total	1	12	3	0	16	3	2	0	0	5	0	26	2	0	28	0	0	1	0	1	50
Approach %	6.3	75.0	18.8	0.0		60.0	40.0	0.0	0.0		0.0	92.9	7.1	0.0		0.0	0.0	100.0	0.0		
Total %	2.0	24.0	6.0	0.0	32.0	6.0	4.0	0.0	0.0	10.0	0.0	52.0	4.0	0.0	56.0	0.0	0.0	2.0	0.0	2.0	
Exiting Leg Total	30					3					12					5					50

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

	Allens Avenue (Route 1A)					Ernest Street					Allens Avenue (Route 1A)					Ernest Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:00 PM	0	2	0	0	2	2	0	0	0	2	0	5	1	0	6	0	0	0	0	0	10
12:15 PM	1	2	0	0	3	0	2	0	0	2	0	6	0	0	6	0	0	0	0	0	11
12:30 PM	0	2	1	0	3	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	11
12:45 PM	0	2	1	0	3	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	7
Total Volume	1	8	2	0	11	3	2	0	0	5	0	21	1	0	22	0	0	1	0	1	39
% Approach Total	9.1	72.7	18.2	0.0		60.0	40.0	0.0	0.0		0.0	95.5	4.5	0.0		0.0	0.0	100.0	0.0		
PHF	0.250	1.000	0.500	0.000	0.917	0.375	0.250	0.000	0.000	0.625	0.000	0.750	0.250	0.000	0.786	0.000	0.000	0.250	0.000	0.250	0.886
Entering Leg	1	8	2	0	11	3	2	0	0	5	0	21	1	0	22	0	0	1	0	1	39
Exiting Leg	25					2					8					4					39
Total	36					7					30					5					78

PDI File #: **175824 (17) Sat**
 Location: **N: Allens Avenue (Route 1A) S: Allens Avenue (Route 1A)**
 Location: **E: Ernest Street W: Ernest Street**
 City, State: **Providence, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Saturday, September 23, 2017**
 Start Time: **12:00 PM**
 End Time: **2:00 PM**
 Class:



Buses

	Allens Avenue (Route 1A)					Ernest Street					Allens Avenue (Route 1A)					Ernest Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:00 PM	0	1	0	0	1	2	0	0	0	2	0	4	0	0	4	0	0	0	0	0	7
12:15 PM	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
12:30 PM	0	4	1	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
12:45 PM	0	1	1	0	2	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	4
Total	0	7	3	0	10	3	0	0	0	3	0	8	0	0	8	0	0	0	0	0	21
1:00 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
1:15 PM	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
1:30 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
1:45 PM	0	1	1	0	2	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	4
Total	0	9	1	0	10	2	0	0	0	2	0	6	0	0	6	0	0	0	0	0	18
Grand Total	0	16	4	0	20	5	0	0	0	5	0	14	0	0	14	0	0	0	0	0	39
Approach %	0.0	80.0	20.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	41.0	10.3	0.0	51.3	12.8	0.0	0.0	0.0	12.8	0.0	35.9	0.0	0.0	35.9	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	19					4					16					0					39

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

	Allens Avenue (Route 1A)					Ernest Street					Allens Avenue (Route 1A)					Ernest Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:00 PM	0	1	0	0	1	2	0	0	0	2	0	4	0	0	4	0	0	0	0	0	7
12:15 PM	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
12:30 PM	0	4	1	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
12:45 PM	0	1	1	0	2	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	4
Total Volume	0	7	3	0	10	3	0	0	0	3	0	8	0	0	8	0	0	0	0	0	21
% Approach Total	0.0	70.0	30.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.438	0.750	0.000	0.500	0.375	0.000	0.000	0.000	0.375	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.750
Entering Leg	0	7	3	0	10	3	0	0	0	3	0	8	0	0	8	0	0	0	0	0	21
Exiting Leg	11					3					7					0					21
Total	21					6					15					0					42

PDI File #: 175824 (17) Sat
 Location: N: Allens Avenue (Route 1A) S: Allens Avenue (Route 1A)
 Location: E: Ernest Street W: Ernest Street
 City, State: Providence, RI
 Client: VHB/ J. Wanat
 Site Code: TBA
 Count Date: Saturday, September 23, 2017
 Start Time: 12:00 PM
 End Time: 2:00 PM
 Class:



Bicycles (on Roadway and Crosswalks)

	Allens Avenue (Route 1A)								Ernest Street								Allens Avenue (Route 1A)								Ernest Street								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
12:00 PM	0	2	0	0	0	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	2	0	0	0	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3		
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
1:45 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3	
Grand Total	0	3	0	0	0	0	3	1	0	0	0	0	0	1	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	6		
Approach %	0.0	100.0	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Total %	0.0	50.0	0.0	0.0	0.0	0.0	50.0	16.7	0.0	0.0	0.0	0.0	16.7	0.0	33.3	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0					
Exiting Leg Total	3							0							3							0							6				

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

	Allens Avenue (Route 1A)								Ernest Street								Allens Avenue (Route 1A)								Ernest Street								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
12:00 PM	0	2	0	0	0	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3		
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total Volume	0	2	0	0	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3				
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0							
PHF	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250					
Entering Leg	0	2	0	0	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3				
Exiting Leg	1							0							2							0							3				
Total	3							1							2							0							6				

PDI File #: **175824 (17) Tues-AM**
 Location: **N: Allens Avenue (Route 1A) S: Allens Avenue (Route 1A)**
 Location: **E: Ernest Street W: Ernest Street**
 City, State: **Providence, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	Allens Avenue (Route 1A)					Ernest Street					Allens Avenue (Route 1A)					Ernest Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	11	122	30	0	163	11	2	1	0	14	4	189	4	0	197	2	0	10	0	12	386
7:15 AM	13	128	26	0	167	10	3	1	0	14	4	268	2	0	274	2	4	19	0	25	480
7:30 AM	18	156	34	0	208	16	2	1	0	19	0	272	7	0	279	3	3	45	0	51	557
7:45 AM	20	177	25	0	222	18	0	2	0	20	3	299	2	0	304	3	8	47	0	58	604
Total	62	583	115	0	760	55	7	5	0	67	11	1028	15	0	1054	10	15	121	0	146	2027
8:00 AM	14	208	23	0	245	14	4	1	0	19	3	295	0	0	298	2	6	39	0	47	609
8:15 AM	11	197	37	0	245	18	3	0	0	21	4	256	4	0	264	1	5	52	0	58	588
8:30 AM	21	186	30	0	237	21	6	4	0	31	7	266	5	0	278	3	2	19	0	24	570
8:45 AM	11	196	43	0	250	20	7	2	0	29	5	265	2	0	272	4	5	16	0	25	576
Total	57	787	133	0	977	73	20	7	0	100	19	1082	11	0	1112	10	18	126	0	154	2343
Grand Total	119	1370	248	0	1737	128	27	12	0	167	30	2110	26	0	2166	20	33	247	0	300	4370
Approach %	6.9	78.9	14.3	0.0		76.6	16.2	7.2	0.0		1.4	97.4	1.2	0.0		6.7	11.0	82.3	0.0		
Total %	2.7	31.4	5.7	0.0	39.7	2.9	0.6	0.3	0.0	3.8	0.7	48.3	0.6	0.0	49.6	0.5	0.8	5.7	0.0	6.9	
Exiting Leg Total	2485					311					1402					172					4370
Cars	107	1323	231	0	1661	105	25	11	0	141	28	2068	25	0	2121	20	33	243	0	296	4219
% Cars	89.9	96.6	93.1	0.0	95.6	82.0	92.6	91.7	0.0	84.4	93.3	98.0	96.2	0.0	97.9	100.0	100.0	98.4	0.0	98.7	96.5
Exiting Leg Total	2416					292					1354					157					4219
Heavy Vehicles	12	47	17	0	76	23	2	1	0	26	2	42	1	0	45	0	0	4	0	4	151
% Heavy Vehicles	10.1	3.4	6.9	0.0	4.4	18.0	7.4	8.3	0.0	15.6	6.7	2.0	3.8	0.0	2.1	0.0	0.0	1.6	0.0	1.3	3.5
Exiting Leg Total	69					19					48					15					151

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

	Allens Avenue (Route 1A)					Ernest Street					Allens Avenue (Route 1A)					Ernest Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 AM	20	177	25	0	222	18	0	2	0	20	3	299	2	0	304	3	8	47	0	58	604
8:00 AM	14	208	23	0	245	14	4	1	0	19	3	295	0	0	298	2	6	39	0	47	609
8:15 AM	11	197	37	0	245	18	3	0	0	21	4	256	4	0	264	1	5	52	0	58	588
8:30 AM	21	186	30	0	237	21	6	4	0	31	7	266	5	0	278	3	2	19	0	24	570
Total Volume	66	768	115	0	949	71	13	7	0	91	17	1116	11	0	1144	9	21	157	0	187	2371
% Approach Total	7.0	80.9	12.1	0.0		78.0	14.3	7.7	0.0		1.5	97.6	1.0	0.0		4.8	11.2	84.0	0.0		
PHF	0.786	0.923	0.777	0.000	0.968	0.845	0.542	0.438	0.000	0.734	0.607	0.933	0.550	0.000	0.941	0.750	0.656	0.755	0.000	0.806	0.973
Cars	57	743	108	0	908	56	12	7	0	75	16	1094	10	0	1120	9	21	156	0	186	2289
Cars %	86.4	96.7	93.9	0.0	95.7	78.9	92.3	100.0	0.0	82.4	94.1	98.0	90.9	0.0	97.9	100.0	100.0	99.4	0.0	99.5	96.5
Heavy Vehicles	9	25	7	0	41	15	1	0	0	16	1	22	1	0	24	0	0	1	0	1	82
Heavy Vehicles %	13.6	3.3	6.1	0.0	4.3	21.1	7.7	0.0	0.0	17.6	5.9	2.0	9.1	0.0	2.1	0.0	0.0	0.6	0.0	0.5	3.5
Cars Enter Leg	57	743	108	0	908	56	12	7	0	75	16	1094	10	0	1120	9	21	156	0	186	2289
Heavy Enter Leg	9	25	7	0	41	15	1	0	0	16	1	22	1	0	24	0	0	1	0	1	82
Total Entering Leg	66	768	115	0	949	71	13	7	0	91	17	1116	11	0	1144	9	21	157	0	187	2371
Cars Exiting Leg	1306					145					759					79					2289
Heavy Exiting Leg	38					8					25					11					82
Total Exiting Leg	1344					153					784					90					2371

PDI File #: **175824 (17) Tues-AM**
 Location: **N: Allens Avenue (Route 1A) S: Allens Avenue (Route 1A)**
 Location: **E: Ernest Street W: Ernest Street**
 City, State: **Providence, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars

	Allens Avenue (Route 1A)					Ernest Street					Allens Avenue (Route 1A)					Ernest Street					Total					
	North					East					South					West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
7:00 AM	11	118	27	0	156	11	2	1	0	14	3	187	4	0	194	2	0	10	0	12	376					
7:15 AM	12	123	23	0	158	9	3	0	0	12	4	263	2	0	269	2	4	18	0	24	463					
7:30 AM	17	150	33	0	200	13	2	1	0	16	0	266	7	0	273	3	3	44	0	50	539					
7:45 AM	18	172	23	0	213	12	0	2	0	14	3	292	2	0	297	3	8	47	0	58	582					
Total	58	563	106	0	727	45	7	4	0	56	10	1008	15	0	1033	10	15	119	0	144	1960					
8:00 AM	14	203	22	0	239	12	4	1	0	17	3	291	0	0	294	2	6	39	0	47	597					
8:15 AM	8	188	35	0	231	12	2	0	0	14	4	250	3	0	257	1	5	51	0	57	559					
8:30 AM	17	180	28	0	225	20	6	4	0	30	6	261	5	0	272	3	2	19	0	24	551					
8:45 AM	10	189	40	0	239	16	6	2	0	24	5	258	2	0	265	4	5	15	0	24	552					
Total	49	760	125	0	934	60	18	7	0	85	18	1060	10	0	1088	10	18	124	0	152	2259					
Grand Total	107	1323	231	0	1661	105	25	11	0	141	28	2068	25	0	2121	20	33	243	0	296	4219					
Approach %	6.4	79.7	13.9	0.0		74.5	17.7	7.8	0.0		1.3	97.5	1.2	0.0		6.8	11.1	82.1	0.0							
Total %	2.5	31.4	5.5	0.0	39.4	2.5	0.6	0.3	0.0	3.3	0.7	49.0	0.6	0.0	50.3	0.5	0.8	5.8	0.0	7.0						
Exiting Leg Total						2416					292					1354					157					4219

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

	Allens Avenue (Route 1A)					Ernest Street					Allens Avenue (Route 1A)					Ernest Street					Total					
	North					East					South					West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
7:45 AM	18	172	23	0	213	12	0	2	0	14	3	292	2	0	297	3	8	47	0	58	582					
8:00 AM	14	203	22	0	239	12	4	1	0	17	3	291	0	0	294	2	6	39	0	47	597					
8:15 AM	8	188	35	0	231	12	2	0	0	14	4	250	3	0	257	1	5	51	0	57	559					
8:30 AM	17	180	28	0	225	20	6	4	0	30	6	261	5	0	272	3	2	19	0	24	551					
Total Volume	57	743	108	0	908	56	12	7	0	75	16	1094	10	0	1120	9	21	156	0	186	2289					
% Approach Total	6.3	81.8	11.9	0.0		74.7	16.0	9.3	0.0		1.4	97.7	0.9	0.0		4.8	11.3	83.9	0.0							
PHF	0.792	0.915	0.771	0.000	0.950	0.700	0.500	0.438	0.000	0.625	0.667	0.937	0.500	0.000	0.943	0.750	0.656	0.765	0.000	0.802	0.959					
Entering Leg	57	743	108	0	908	56	12	7	0	75	16	1094	10	0	1120	9	21	156	0	186	2289					
Exiting Leg						1306					145					759					79	2289				
Total						2214					220					1879					265					4578

PDI File #: **175824 (17) Tues-AM**
 Location: **N: Allens Avenue (Route 1A) S: Allens Avenue (Route 1A)**
 Location: **E: Ernest Street W: Ernest Street**
 City, State: **Providence, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Heavy Vehicles (Combined-Large Trucks and Buses)

	Allens Avenue (Route 1A)					Ernest Street					Allens Avenue (Route 1A)					Ernest Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	4	3	0	7	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	10
7:15 AM	1	5	3	0	9	1	0	1	0	2	0	5	0	0	5	0	0	1	0	1	17
7:30 AM	1	6	1	0	8	3	0	0	0	3	0	6	0	0	6	0	0	1	0	1	18
7:45 AM	2	5	2	0	9	6	0	0	0	6	0	7	0	0	7	0	0	0	0	0	22
Total	4	20	9	0	33	10	0	1	0	11	1	20	0	0	21	0	0	2	0	2	67
8:00 AM	0	5	1	0	6	2	0	0	0	2	0	4	0	0	4	0	0	0	0	0	12
8:15 AM	3	9	2	0	14	6	1	0	0	7	0	6	1	0	7	0	0	1	0	1	29
8:30 AM	4	6	2	0	12	1	0	0	0	1	1	5	0	0	6	0	0	0	0	0	19
8:45 AM	1	7	3	0	11	4	1	0	0	5	0	7	0	0	7	0	0	1	0	1	24
Total	8	27	8	0	43	13	2	0	0	15	1	22	1	0	24	0	0	2	0	2	84
Grand Total	12	47	17	0	76	23	2	1	0	26	2	42	1	0	45	0	0	4	0	4	151
Approach %	15.8	61.8	22.4	0.0		88.5	7.7	3.8	0.0		4.4	93.3	2.2	0.0		0.0	0.0	100.0	0.0		
Total %	7.9	31.1	11.3	0.0	50.3	15.2	1.3	0.7	0.0	17.2	1.3	27.8	0.7	0.0	29.8	0.0	0.0	2.6	0.0	2.6	
Exiting Leg Total	69					19					48					15					151
Large Trucks	12	29	15	0	56	17	2	1	0	20	2	23	0	0	25	0	0	4	0	4	105
% Large Trucks	100.0	61.7	88.2	0.0	73.7	73.9	100.0	100.0	0.0	76.9	100.0	54.8	0.0	0.0	55.6	0.0	0.0	100.0	0.0	100.0	69.5
Exiting Leg Total	44					17					30					14					105
Buses	0	18	2	0	20	6	0	0	0	6	0	19	1	0	20	0	0	0	0	0	46
% Buses	0.0	38.3	11.8	0.0	26.3	26.1	0.0	0.0	0.0	23.1	0.0	45.2	100.0	0.0	44.4	0.0	0.0	0.0	0.0	0.0	30.5
Exiting Leg Total	25					2					18					1					46

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

	Allens Avenue (Route 1A)					Ernest Street					Allens Avenue (Route 1A)					Ernest Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:00 AM	0	5	1	0	6	2	0	0	0	2	0	4	0	0	4	0	0	0	0	0	12
8:15 AM	3	9	2	0	14	6	1	0	0	7	0	6	1	0	7	0	0	1	0	1	29
8:30 AM	4	6	2	0	12	1	0	0	0	1	1	5	0	0	6	0	0	0	0	0	19
8:45 AM	1	7	3	0	11	4	1	0	0	5	0	7	0	0	7	0	0	1	0	1	24
Total Volume	8	27	8	0	43	13	2	0	0	15	1	22	1	0	24	0	0	2	0	2	84
% Approach Total	18.6	62.8	18.6	0.0		86.7	13.3	0.0	0.0		4.2	91.7	4.2	0.0		0.0	0.0	100.0	0.0		
PHF	0.500	0.750	0.667	0.000	0.768	0.542	0.500	0.000	0.000	0.536	0.250	0.786	0.250	0.000	0.857	0.000	0.000	0.500	0.000	0.500	0.724
Large Trucks	8	17	8	0	33	8	2	0	0	10	1	12	0	0	13	0	0	2	0	2	58
Large Trucks %	100.0	63.0	100.0	0.0	76.7	61.5	100.0	0.0	0.0	66.7	100.0	54.5	0.0	0.0	54.2	0.0	0.0	100.0	0.0	100.0	69.0
Buses	0	10	0	0	10	5	0	0	0	5	0	10	1	0	11	0	0	0	0	0	26
Buses %	0.0	37.0	0.0	0.0	23.3	38.5	0.0	0.0	0.0	33.3	0.0	45.5	100.0	0.0	45.8	0.0	0.0	0.0	0.0	0.0	31.0
Trucks Enter Leg	8	17	8	0	33	8	2	0	0	10	1	12	0	0	13	0	0	2	0	2	58
Bus Enter Leg	0	10	0	0	10	5	0	0	0	5	0	10	1	0	11	0	0	0	0	0	26
Total Entering Leg	8	27	8	0	43	13	2	0	0	15	1	22	1	0	24	0	0	2	0	2	84
Trucks Exiting Leg	22					9					17					10					58
Buses Exiting Leg	15					0					10					1					26
Total Exiting Leg	37					9					27					11					84

PDI File #: **175824 (17) Tues-AM**
 Location: **N: Allens Avenue (Route 1A) S: Allens Avenue (Route 1A)**
 Location: **E: Ernest Street W: Ernest Street**
 City, State: **Providence, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Large Trucks

	Allens Avenue (Route 1A)					Ernest Street					Allens Avenue (Route 1A)					Ernest Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	3	2	0	5	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	6
7:15 AM	1	3	3	0	7	1	0	1	0	2	0	3	0	0	3	0	0	1	0	1	13
7:30 AM	1	5	0	0	6	2	0	0	0	2	0	2	0	0	2	0	0	1	0	1	11
7:45 AM	2	1	2	0	5	6	0	0	0	6	0	6	0	0	6	0	0	0	0	0	17
Total	4	12	7	0	23	9	0	1	0	10	1	11	0	0	12	0	0	2	0	2	47
8:00 AM	0	3	1	0	4	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	7
8:15 AM	3	6	2	0	11	3	1	0	0	4	0	5	0	0	5	0	0	1	0	1	21
8:30 AM	4	4	2	0	10	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	13
8:45 AM	1	4	3	0	8	3	1	0	0	4	0	4	0	0	4	0	0	1	0	1	17
Total	8	17	8	0	33	8	2	0	0	10	1	12	0	0	13	0	0	2	0	2	58
Grand Total	12	29	15	0	56	17	2	1	0	20	2	23	0	0	25	0	0	4	0	4	105
Approach %	21.4	51.8	26.8	0.0		85.0	10.0	5.0	0.0		8.0	92.0	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	11.4	27.6	14.3	0.0	53.3	16.2	1.9	1.0	0.0	19.0	1.9	21.9	0.0	0.0	23.8	0.0	0.0	3.8	0.0	3.8	
Exiting Leg Total	44					17					30					14					105

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

	Allens Avenue (Route 1A)					Ernest Street					Allens Avenue (Route 1A)					Ernest Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 AM	2	1	2	0	5	6	0	0	0	6	0	6	0	0	6	0	0	0	0	0	17
8:00 AM	0	3	1	0	4	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	7
8:15 AM	3	6	2	0	11	3	1	0	0	4	0	5	0	0	5	0	0	1	0	1	21
8:30 AM	4	4	2	0	10	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	13
Total Volume	9	14	7	0	30	11	1	0	0	12	1	14	0	0	15	0	0	1	0	1	58
% Approach Total	30.0	46.7	23.3	0.0		91.7	8.3	0.0	0.0		6.7	93.3	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.563	0.583	0.875	0.000	0.682	0.458	0.250	0.000	0.000	0.500	0.250	0.583	0.000	0.000	0.625	0.000	0.000	0.250	0.000	0.250	0.690
Entering Leg	9	14	7	0	30	11	1	0	0	12	1	14	0	0	15	0	0	1	0	1	58
Exiting Leg	26					8					14					10					58
Total	56					20					29					11					116

PDI File #: **175824 (17) Tues-AM**
 Location: **N: Allens Avenue (Route 1A) S: Allens Avenue (Route 1A)**
 Location: **E: Ernest Street W: Ernest Street**
 City, State: **Providence, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Buses

	Allens Avenue (Route 1A)					Ernest Street					Allens Avenue (Route 1A)					Ernest Street					Total	
	North					East					South					West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
7:00 AM	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	
7:15 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	
7:30 AM	0	1	1	0	2	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	7	
7:45 AM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5	
Total	0	8	2	0	10	1	0	0	0	1	0	9	0	0	9	0	0	0	0	0	20	
8:00 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5	
8:15 AM	0	3	0	0	3	3	0	0	0	3	0	1	1	0	2	0	0	0	0	0	8	
8:30 AM	0	2	0	0	2	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	6	
8:45 AM	0	3	0	0	3	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	7	
Total	0	10	0	0	10	5	0	0	0	5	0	10	1	0	11	0	0	0	0	0	26	
Grand Total	0	18	2	0	20	6	0	0	0	6	0	19	1	0	20	0	0	0	0	0	46	
Approach %	0.0	90.0	10.0	0.0		100.0	0.0	0.0	0.0		0.0	95.0	5.0	0.0		0.0	0.0	0.0	0.0			
Total %	0.0	39.1	4.3	0.0	43.5	13.0	0.0	0.0	0.0	13.0	0.0	41.3	2.2	0.0	43.5	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total						25					2					18					1	46

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

	Allens Avenue (Route 1A)					Ernest Street					Allens Avenue (Route 1A)					Ernest Street					Total	
	North					East					South					West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
8:00 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5	
8:15 AM	0	3	0	0	3	3	0	0	0	3	0	1	1	0	2	0	0	0	0	0	8	
8:30 AM	0	2	0	0	2	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	6	
8:45 AM	0	3	0	0	3	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	7	
Total Volume	0	10	0	0	10	5	0	0	0	5	0	10	1	0	11	0	0	0	0	0	26	
% Approach Total	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	90.9	9.1	0.0		0.0	0.0	0.0	0.0			
PHF	0.000	0.833	0.000	0.000	0.833	0.417	0.000	0.000	0.000	0.417	0.000	0.833	0.250	0.000	0.917	0.000	0.000	0.000	0.000	0.000	0.813	
Entering Leg	0	10	0	0	10	5	0	0	0	5	0	10	1	0	11	0	0	0	0	0	26	
Exiting Leg						15					0					10					1	26
Total						25					5					21					1	52

PDI File #: 175824 (17) Tues-AM
 Location: N: Allens Avenue (Route 1A) S: Allens Avenue (Route 1A)
 Location: E: Ernest Street W: Ernest Street
 City, State: Providence, RI
 Client: VHB/ J. Wanat
 Site Code: TBA
 Count Date: Tuesday, September 26, 2017
 Start Time: 7:00 AM
 End Time: 9:00 AM
 Class:



Bicycles (on Roadway and Crosswalks)

	Allens Avenue (Route 1A)								Ernest Street								Allens Avenue (Route 1A)								Ernest Street								Total							
	North								East								South								West															
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total									
7:00 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	2		0	2	0	0	0	0	2		0	0	0	0	0	0	0		0	0	0	0	0	0	0		4
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0		0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	2	0	0	0	0	2		0	0	0	0	0	0	0		0	0	0	0	0	0	0		2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0		1	0	0	0	0	0	0		0	0	0	0	0	0	1		1
Total	0	0	0	0	0	0	0	1	1	0	0	0	2		0	4	0	0	0	0	4		1	0	0	0	0	0	0		0	0	0	0	0	0	1		7	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	3	0	0	0	0	3		0	0	0	0	0	0	0		0	0	0	0	0	0	0		3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0		0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0		0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	2	0	0	0	0	2		0	0	0	0	0	0	0		0	0	0	0	0	0	0		2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	5	0	0	0	0	5		0	0	0	0	0	0	0		0	0	0	0	0	0	0		5
Grand Total	0	0	0	0	0	0	0	1	1	0	0	0	2		0	9	0	0	0	0	9		1	0	0	0	0	0	0		0	0	0	0	0	0	1		12	
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		50.0	50.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0								
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.3	8.3	0.0	0.0	0.0	16.7		0.0	75.0	0.0	0.0	0.0	75.0		8.3	0.0	0.0	0.0	0.0	0.0		8.3											
Exiting Leg Total	10							0							1							1							12											

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

	Allens Avenue (Route 1A)								Ernest Street								Allens Avenue (Route 1A)								Ernest Street								Total							
	North								East								South								West															
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total									
7:00 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	2		0	2	0	0	0	0	2		0	0	0	0	0	0	0		0	0	0	0	0	0	0		4
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0		0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	2	0	0	0	0	2		0	0	0	0	0	0	0		0	0	0	0	0	0	0		2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0		1	0	0	0	0	0	0		0	0	0	0	0	0	1		1
Total Volume	0	0	0	0	0	0	0	1	1	0	0	0	2		0	4	0	0	0	0	4		1	0	0	0	0	0	0		0	0	0	0	0	0	1		7	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		50.0	50.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0								
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.250		0.000	0.500	0.000	0.000	0.000	0.500		0.250	0.000	0.000	0.000	0.000	0.000	0.250		0.438										
Entering Leg	0	0	0	0	0	0	0	1	1	0	0	0	2		0	4	0	0	0	0	4		1	0	0	0	0	0	0		0	0	0	0	0	0	1		7	
Exiting Leg	5							0							1							1							7											
Total	5							2							5							2							14											

PDI File #: 175824 (17) Tues-AM
 Location: N: Allens Avenue (Route 1A) S: Allens Avenue (Route 1A)
 Location: E: Ernest Street W: Ernest Street
 City, State: Providence, RI
 Client: VHB/ J. Wanat
 Site Code: TBA
 Count Date: Tuesday, September 26, 2017
 Start Time: 7:00 AM
 End Time: 9:00 AM
 Class:



Pedestrians

	Allens Avenue (Route 1A)								Ernest Street								Allens Avenue (Route 1A)								Ernest Street								Total						
	North								East								South								West														
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total								
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2							
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2								
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	1							
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	1							
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	1	1	2	3								
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	50.0	50.0												
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	33.3	0.0	0.0	0.0	0.0	33.3	33.3	66.7											
Exiting Leg Total	0								0								1								2								3						

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

	Allens Avenue (Route 1A)								Ernest Street								Allens Avenue (Route 1A)								Ernest Street								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	1		
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	1	1	2	3		
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	50.0	50.0						
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.250	0.250	0.250	0.375				
Entering Leg	0								0								1								2								3
Exiting Leg	0								0								1								2								3
Total	0								0								2								4								6

PDI File #: **175824 (17) Tues-PM**
 Location: **N: Allens Avenue (Route 1A) S: Allens Avenue (Route 1A)**
 Location: **E: Ernest Street W: Ernest Street**
 City, State: **Providence, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **4:30 PM**
 End Time: **6:30 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Allens Avenue (Route 1A)					Ernest Street					Allens Avenue (Route 1A)					Ernest Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	28	234	15	0	277	32	12	4	0	48	0	240	8	0	248	8	1	46	0	55	628
4:45 PM	24	273	15	0	312	31	9	2	0	42	2	193	7	0	202	7	0	28	0	35	591
Total	52	507	30	0	589	63	21	6	0	90	2	433	15	0	450	15	1	74	0	90	1219
5:00 PM	43	240	15	0	298	26	6	1	0	33	2	231	9	0	242	16	1	35	0	52	625
5:15 PM	37	263	33	0	333	14	3	1	0	18	4	168	7	0	179	10	3	15	0	28	558
5:30 PM	30	245	38	0	313	25	7	0	0	32	4	176	7	0	187	5	1	24	0	30	562
5:45 PM	37	270	47	0	354	19	0	0	0	19	1	149	10	0	160	4	2	10	0	16	549
Total	147	1018	133	0	1298	84	16	2	0	102	11	724	33	0	768	35	7	84	0	126	2294
6:00 PM	14	203	28	0	245	22	2	0	0	24	1	153	5	0	159	2	1	18	0	21	449
6:15 PM	18	212	21	0	251	13	3	0	0	16	3	171	7	0	181	6	2	6	0	14	462
Total	32	415	49	0	496	35	5	0	0	40	4	324	12	0	340	8	3	24	0	35	911
Grand Total	231	1940	212	0	2383	182	42	8	0	232	17	1481	60	0	1558	58	11	182	0	251	4424
Approach %	9.7	81.4	8.9	0.0		78.4	18.1	3.4	0.0		1.1	95.1	3.9	0.0		23.1	4.4	72.5	0.0		
Total %	5.2	43.9	4.8	0.0	53.9	4.1	0.9	0.2	0.0	5.2	0.4	33.5	1.4	0.0	35.2	1.3	0.2	4.1	0.0	5.7	
Exiting Leg Total	1845					240					2006					333					4424
Cars	219	1926	201	0	2346	171	39	8	0	218	16	1458	60	0	1534	57	11	177	0	245	4343
% Cars	94.8	99.3	94.8	0.0	98.4	94.0	92.9	100.0	0.0	94.0	94.1	98.4	100.0	0.0	98.5	98.3	100.0	97.3	0.0	97.6	98.2
Exiting Leg Total	1806					228					1991					318					4343
Heavy Vehicles	12	14	11	0	37	11	3	0	0	14	1	23	0	0	24	1	0	5	0	6	81
% Heavy Vehicles	5.2	0.7	5.2	0.0	1.6	6.0	7.1	0.0	0.0	6.0	5.9	1.6	0.0	0.0	1.5	1.7	0.0	2.7	0.0	2.4	1.8
Exiting Leg Total	39					12					15					15					81

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

	Allens Avenue (Route 1A)					Ernest Street					Allens Avenue (Route 1A)					Ernest Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	28	234	15	0	277	32	12	4	0	48	0	240	8	0	248	8	1	46	0	55	628
4:45 PM	24	273	15	0	312	31	9	2	0	42	2	193	7	0	202	7	0	28	0	35	591
5:00 PM	43	240	15	0	298	26	6	1	0	33	2	231	9	0	242	16	1	35	0	52	625
5:15 PM	37	263	33	0	333	14	3	1	0	18	4	168	7	0	179	10	3	15	0	28	558
Total Volume	132	1010	78	0	1220	103	30	8	0	141	8	832	31	0	871	41	5	124	0	170	2402
% Approach Total	10.8	82.8	6.4	0.0		73.0	21.3	5.7	0.0		0.9	95.5	3.6	0.0		24.1	2.9	72.9	0.0		
PHF	0.767	0.925	0.591	0.000	0.916	0.805	0.625	0.500	0.000	0.734	0.500	0.867	0.861	0.000	0.878	0.641	0.417	0.674	0.000	0.773	0.956
Cars	125	1002	74	0	1201	97	28	8	0	133	7	818	31	0	856	40	5	121	0	166	2356
Cars %	94.7	99.2	94.9	0.0	98.4	94.2	93.3	100.0	0.0	94.3	87.5	98.3	100.0	0.0	98.3	97.6	100.0	97.6	0.0	97.6	98.1
Heavy Vehicles	7	8	4	0	19	6	2	0	0	8	1	14	0	0	15	1	0	3	0	4	46
Heavy Vehicles %	5.3	0.8	5.1	0.0	1.6	5.8	6.7	0.0	0.0	5.7	12.5	1.7	0.0	0.0	1.7	2.4	0.0	2.4	0.0	2.4	1.9
Cars Enter Leg	125	1002	74	0	1201	97	28	8	0	133	7	818	31	0	856	40	5	121	0	166	2356
Heavy Enter Leg	7	8	4	0	19	6	2	0	0	8	1	14	0	0	15	1	0	3	0	4	46
Total Entering Leg	132	1010	78	0	1220	103	30	8	0	141	8	832	31	0	871	41	5	124	0	170	2402
Cars Exiting Leg	1036					86					1050					184					2356
Heavy Exiting Leg	23					5					9					9					46
Total Exiting Leg	1059					91					1059					193					2402

PDI File #: **175824 (17) Tues-PM**
 Location: **N: Allens Avenue (Route 1A) S: Allens Avenue (Route 1A)**
 Location: **E: Ernest Street W: Ernest Street**
 City, State: **Providence, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **4:30 PM**
 End Time: **6:30 PM**
 Class:



Cars

	Allens Avenue (Route 1A)					Ernest Street					Allens Avenue (Route 1A)					Ernest Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	25	230	14	0	269	32	12	4	0	48	0	235	8	0	243	7	1	45	0	53	613
4:45 PM	23	273	13	0	309	28	9	2	0	39	1	192	7	0	200	7	0	27	0	34	582
Total	48	503	27	0	578	60	21	6	0	87	1	427	15	0	443	14	1	72	0	87	1195
5:00 PM	41	237	15	0	293	24	4	1	0	29	2	227	9	0	238	16	1	34	0	51	611
5:15 PM	36	262	32	0	330	13	3	1	0	17	4	164	7	0	175	10	3	15	0	28	550
5:30 PM	29	243	37	0	309	24	6	0	0	30	4	173	7	0	184	5	1	23	0	29	552
5:45 PM	36	270	44	0	350	18	0	0	0	18	1	146	10	0	157	4	2	10	0	16	541
Total	142	1012	128	0	1282	79	13	2	0	94	11	710	33	0	754	35	7	82	0	124	2254
6:00 PM	13	202	26	0	241	21	2	0	0	23	1	152	5	0	158	2	1	17	0	20	442
6:15 PM	16	209	20	0	245	11	3	0	0	14	3	169	7	0	179	6	2	6	0	14	452
Total	29	411	46	0	486	32	5	0	0	37	4	321	12	0	337	8	3	23	0	34	894
Grand Total	219	1926	201	0	2346	171	39	8	0	218	16	1458	60	0	1534	57	11	177	0	245	4343
Approach %	9.3	82.1	8.6	0.0		78.4	17.9	3.7	0.0		1.0	95.0	3.9	0.0		23.3	4.5	72.2	0.0		
Total %	5.0	44.3	4.6	0.0	54.0	3.9	0.9	0.2	0.0	5.0	0.4	33.6	1.4	0.0	35.3	1.3	0.3	4.1	0.0	5.6	
Exiting Leg Total	1806					228					1991					318					4343

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

	Allens Avenue (Route 1A)					Ernest Street					Allens Avenue (Route 1A)					Ernest Street					Total	
	North					East					South					West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
4:30 PM	25	230	14	0	269	32	12	4	0	48	0	235	8	0	243	7	1	45	0	53	613	
4:45 PM	23	273	13	0	309	28	9	2	0	39	1	192	7	0	200	7	0	27	0	34	582	
5:00 PM	41	237	15	0	293	24	4	1	0	29	2	227	9	0	238	16	1	34	0	51	611	
5:15 PM	36	262	32	0	330	13	3	1	0	17	4	164	7	0	175	10	3	15	0	28	550	
Total Volume	125	1002	74	0	1201	97	28	8	0	133	7	818	31	0	856	40	5	121	0	166	2356	
% Approach Total	10.4	83.4	6.2	0.0		72.9	21.1	6.0	0.0		0.8	95.6	3.6	0.0		24.1	3.0	72.9	0.0			
PHF	0.762	0.918	0.578	0.000	0.910	0.758	0.583	0.500	0.000	0.693	0.438	0.870	0.861	0.000	0.881	0.625	0.417	0.672	0.000	0.783	0.961	
Entering Leg	125	1002	74	0	1201	97	28	8	0	133	7	818	31	0	856	40	5	121	0	166	2356	
Exiting Leg																					184	2356
Total	2237					219					1906					350					4712	

PDI File #: **175824 (17) Tues-PM**
 Location: **N: Allens Avenue (Route 1A) S: Allens Avenue (Route 1A)**
 Location: **E: Ernest Street W: Ernest Street**
 City, State: **Providence, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **4:30 PM**
 End Time: **6:30 PM**
 Class:



Heavy Vehicles (Combined-Large Trucks and Buses)

	Allens Avenue (Route 1A)					Ernest Street					Allens Avenue (Route 1A)					Ernest Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	3	4	1	0	8	0	0	0	0	0	0	5	0	0	5	1	0	1	0	2	15
4:45 PM	1	0	2	0	3	3	0	0	0	3	1	1	0	0	2	0	0	1	0	1	9
Total	4	4	3	0	11	3	0	0	0	3	1	6	0	0	7	1	0	2	0	3	24
5:00 PM	2	3	0	0	5	2	2	0	0	4	0	4	0	0	4	0	0	1	0	1	14
5:15 PM	1	1	1	0	3	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	8
5:30 PM	1	2	1	0	4	1	1	0	0	2	0	3	0	0	3	0	0	1	0	1	10
5:45 PM	1	0	3	0	4	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	8
Total	5	6	5	0	16	5	3	0	0	8	0	14	0	0	14	0	0	2	0	2	40
6:00 PM	1	1	2	0	4	1	0	0	0	1	0	1	0	0	1	0	0	1	0	1	7
6:15 PM	2	3	1	0	6	2	0	0	0	2	0	2	0	0	2	0	0	0	0	0	10
Total	3	4	3	0	10	3	0	0	0	3	0	3	0	0	3	0	0	1	0	1	17
Grand Total	12	14	11	0	37	11	3	0	0	14	1	23	0	0	24	1	0	5	0	6	81
Approach %	32.4	37.8	29.7	0.0		78.6	21.4	0.0	0.0		4.2	95.8	0.0	0.0		16.7	0.0	83.3	0.0		
Total %	14.8	17.3	13.6	0.0	45.7	13.6	3.7	0.0	0.0	17.3	1.2	28.4	0.0	0.0	29.6	1.2	0.0	6.2	0.0	7.4	
Exiting Leg Total	39					12					15					15					81
Large Trucks	12	3	2	0	17	2	2	0	0	4	1	11	0	0	12	1	0	5	0	6	39
% Large Trucks	100.0	21.4	18.2	0.0	45.9	18.2	66.7	0.0	0.0	28.6	100.0	47.8	0.0	0.0	50.0	100.0	0.0	100.0	0.0	100.0	48.1
Exiting Leg Total	18					3					4					14					39
Buses	0	11	9	0	20	9	1	0	0	10	0	12	0	0	12	0	0	0	0	0	42
% Buses	0.0	78.6	81.8	0.0	54.1	81.8	33.3	0.0	0.0	71.4	0.0	52.2	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	51.9
Exiting Leg Total	21					9					11					1					42

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

	Allens Avenue (Route 1A)					Ernest Street					Allens Avenue (Route 1A)					Ernest Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	3	4	1	0	8	0	0	0	0	0	0	5	0	0	5	1	0	1	0	2	15
4:45 PM	1	0	2	0	3	3	0	0	0	3	1	1	0	0	2	0	0	1	0	1	9
5:00 PM	2	3	0	0	5	2	2	0	0	4	0	4	0	0	4	0	0	1	0	1	14
5:15 PM	1	1	1	0	3	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	8
Total Volume	7	8	4	0	19	6	2	0	0	8	1	14	0	0	15	1	0	3	0	4	46
% Approach Total	36.8	42.1	21.1	0.0		75.0	25.0	0.0	0.0		6.7	93.3	0.0	0.0		25.0	0.0	75.0	0.0		
PHF	0.583	0.500	0.500	0.000	0.594	0.500	0.250	0.000	0.000	0.500	0.250	0.700	0.000	0.000	0.750	0.250	0.000	0.750	0.000	0.500	0.767
Large Trucks	7	2	1	0	10	1	1	0	0	2	1	6	0	0	7	1	0	3	0	4	23
Large Trucks %	100.0	25.0	25.0	0.0	52.6	16.7	50.0	0.0	0.0	25.0	100.0	42.9	0.0	0.0	46.7	100.0	0.0	100.0	0.0	100.0	50.0
Buses	0	6	3	0	9	5	1	0	0	6	0	8	0	0	8	0	0	0	0	0	23
Buses %	0.0	75.0	75.0	0.0	47.4	83.3	50.0	0.0	0.0	75.0	0.0	57.1	0.0	0.0	53.3	0.0	0.0	0.0	0.0	0.0	50.0
Trucks Enter Leg	7	2	1	0	10	1	1	0	0	2	1	6	0	0	7	1	0	3	0	4	23
Bus Enter Leg	0	6	3	0	9	5	1	0	0	6	0	8	0	0	8	0	0	0	0	0	23
Total Entering Leg	7	8	4	0	19	6	2	0	0	8	1	14	0	0	15	1	0	3	0	4	46
Trucks Exiting Leg	10					2					3					8					23
Buses Exiting Leg	13					3					6					1					23
Total Exiting Leg	23					5					9					9					46

PDI File #: **175824 (17) Tues-PM**
 Location: **N: Allens Avenue (Route 1A) S: Allens Avenue (Route 1A)**
 Location: **E: Ernest Street W: Ernest Street**
 City, State: **Providence, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **4:30 PM**
 End Time: **6:30 PM**
 Class: **Large Trucks**



	Allens Avenue (Route 1A)					Ernest Street					Allens Avenue (Route 1A)					Ernest Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	3	1	1	0	5	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	8
4:45 PM	1	0	0	0	1	1	0	0	0	1	1	0	0	0	1	0	0	1	0	1	4
Total	4	1	1	0	6	1	0	0	0	1	1	1	0	0	2	1	0	2	0	3	12
5:00 PM	2	1	0	0	3	0	1	0	0	1	0	2	0	0	2	0	0	1	0	1	7
5:15 PM	1	0	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
5:30 PM	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	4
5:45 PM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Total	5	1	0	0	6	0	2	0	0	2	0	8	0	0	8	0	0	2	0	2	18
6:00 PM	1	0	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	4
6:15 PM	2	1	0	0	3	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	5
Total	3	1	1	0	5	1	0	0	0	1	0	2	0	0	2	0	0	1	0	1	9
Grand Total	12	3	2	0	17	2	2	0	0	4	1	11	0	0	12	1	0	5	0	6	39
Approach %	70.6	17.6	11.8	0.0		50.0	50.0	0.0	0.0		8.3	91.7	0.0	0.0		16.7	0.0	83.3	0.0		
Total %	30.8	7.7	5.1	0.0	43.6	5.1	5.1	0.0	0.0	10.3	2.6	28.2	0.0	0.0	30.8	2.6	0.0	12.8	0.0	15.4	
Exiting Leg Total	18					3					4					14					39

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

	Allens Avenue (Route 1A)					Ernest Street					Allens Avenue (Route 1A)					Ernest Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	3	1	1	0	5	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	8
4:45 PM	1	0	0	0	1	1	0	0	0	1	1	0	0	0	1	0	0	1	0	1	4
5:00 PM	2	1	0	0	3	0	1	0	0	1	0	2	0	0	2	0	0	1	0	1	7
5:15 PM	1	0	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
Total Volume	7	2	1	0	10	1	1	0	0	2	1	6	0	0	7	1	0	3	0	4	23
% Approach Total	70.0	20.0	10.0	0.0		50.0	50.0	0.0	0.0		14.3	85.7	0.0	0.0		25.0	0.0	75.0	0.0		
PHF	0.583	0.500	0.250	0.000	0.500	0.250	0.250	0.000	0.000	0.500	0.250	0.500	0.000	0.000	0.583	0.250	0.000	0.750	0.000	0.500	0.719
Entering Leg	7	2	1	0	10	1	1	0	0	2	1	6	0	0	7	1	0	3	0	4	23
Exiting Leg	10					2					3					8					23
Total	20					4					10					12					46

PDI File #: **175824 (17) Tues-PM**
 Location: **N: Allens Avenue (Route 1A) S: Allens Avenue (Route 1A)**
 Location: **E: Ernest Street W: Ernest Street**
 City, State: **Providence, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **4:30 PM**
 End Time: **6:30 PM**
 Class:



Buses

	Allens Avenue (Route 1A)					Ernest Street					Allens Avenue (Route 1A)					Ernest Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
4:45 PM	0	0	2	0	2	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	5
Total	0	3	2	0	5	2	0	0	0	2	0	5	0	0	5	0	0	0	0	0	12
5:00 PM	0	2	0	0	2	2	1	0	0	3	0	2	0	0	2	0	0	0	0	0	7
5:15 PM	0	1	1	0	2	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	4
5:30 PM	0	2	1	0	3	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	6
5:45 PM	0	0	3	0	3	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	5
Total	0	5	5	0	10	5	1	0	0	6	0	6	0	0	6	0	0	0	0	0	22
6:00 PM	0	1	1	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
6:15 PM	0	2	1	0	3	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	5
Total	0	3	2	0	5	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	8
Grand Total	0	11	9	0	20	9	1	0	0	10	0	12	0	0	12	0	0	0	0	0	42
Approach %	0.0	55.0	45.0	0.0		90.0	10.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	26.2	21.4	0.0	47.6	21.4	2.4	0.0	0.0	23.8	0.0	28.6	0.0	0.0	28.6	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	21					9					11					1					42

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

	Allens Avenue (Route 1A)					Ernest Street					Allens Avenue (Route 1A)					Ernest Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
4:45 PM	0	0	2	0	2	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	5
5:00 PM	0	2	0	0	2	2	1	0	0	3	0	2	0	0	2	0	0	0	0	0	7
5:15 PM	0	1	1	0	2	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	4
Total Volume	0	6	3	0	9	5	1	0	0	6	0	8	0	0	8	0	0	0	0	0	23
% Approach Total	0.0	66.7	33.3	0.0		83.3	16.7	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.500	0.375	0.000	0.750	0.625	0.250	0.000	0.000	0.500	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.821
Entering Leg	0	6	3	0	9	5	1	0	0	6	0	8	0	0	8	0	0	0	0	0	23
Exiting Leg	13					3					6					1					23
Total	22					9					14					1					46

PDI File #: 175824 (17) Tues-PM
 Location: N: Allens Avenue (Route 1A) S: Allens Avenue (Route 1A)
 Location: E: Ernest Street W: Ernest Street
 City, State: Providence, RI
 Client: VHB/ J. Wanat
 Site Code: TBA
 Count Date: Tuesday, September 26, 2017
 Start Time: 4:30 PM
 End Time: 6:30 PM
 Class:



Bicycles (on Roadway and Crosswalks)

	Allens Avenue (Route 1A)								Ernest Street								Allens Avenue (Route 1A)								Ernest Street								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	
5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2		
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	1	0	1	3			
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:15 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
Grand Total	0	1	0	0	0	0	1	1	0	0	0	0	1	2	0	1	0	0	0	0	0	1	0	0	0	0	1	0	1	5			
Approach %	0.0	100.0	0.0	0.0	0.0	0.0		50.0	0.0	0.0	0.0	0.0	50.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0						
Total %	0.0	20.0	0.0	0.0	0.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	20.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	20.0	0.0	20.0					
Exiting Leg Total	2							1							1							1							5				

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

	Allens Avenue (Route 1A)								Ernest Street								Allens Avenue (Route 1A)								Ernest Street								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1		
5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2		
Total Volume	0	0	0	0	0	0	0	1	0	0	0	0	1	2	0	1	0	0	0	0	0	1	0	0	0	0	1	0	1	4			
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		50.0	0.0	0.0	0.0	0.0	50.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0						
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.500				
Entering Leg	0	0	0	0	0	0	0	1	0	0	0	0	1	2	0	1	0	0	0	0	0	1	0	0	0	0	1	0	1	4			
Exiting Leg	2							1							0							1							4				
Total	2							3							1							2							8				

PDI File #: **175824 (18) Sat**
 Location: **N: Fountain Street S: Fountain Street**
 Location: **E: Empire Street W: Empire Street**
 City, State: **Providence, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Saturday, September 23, 2017**
 Start Time: **12:00 PM**
 End Time: **2:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Fountain Street					Empire Street					Fountain Street					Empire Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:00 PM	0	0	0	0	0	10	11	0	0	21	1	1	0	0	2	0	74	91	0	165	188
12:15 PM	0	0	0	0	0	6	2	0	0	8	2	5	0	0	7	0	73	97	0	170	185
12:30 PM	0	0	0	0	0	12	10	0	0	22	5	2	0	0	7	0	64	82	0	146	175
12:45 PM	0	0	0	0	0	12	11	0	0	23	2	3	1	0	6	0	76	85	0	161	190
Total	0	0	0	0	0	40	34	0	0	74	10	11	1	0	22	0	287	355	0	642	738
1:00 PM	0	0	0	0	0	17	8	0	0	25	0	2	1	0	3	0	70	75	0	145	173
1:15 PM	0	0	0	0	0	11	7	0	0	18	0	4	4	0	8	0	72	85	0	157	183
1:30 PM	0	0	0	0	0	14	7	0	0	21	0	4	0	0	4	0	73	88	0	161	186
1:45 PM	0	0	0	0	0	10	4	0	0	14	1	2	1	0	4	0	70	69	0	139	157
Total	0	0	0	0	0	52	26	0	0	78	1	12	6	0	19	0	285	317	0	602	699
Grand Total	0	0	0	0	0	92	60	0	0	152	11	23	7	0	41	0	572	672	0	1244	1437
Approach %	0.0	0.0	0.0	0.0		60.5	39.5	0.0	0.0		26.8	56.1	17.1	0.0		0.0	46.0	54.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	6.4	4.2	0.0	0.0	10.6	0.8	1.6	0.5	0.0	2.9	0.0	39.8	46.8	0.0	86.6	
Exiting Leg Total	787					583					0					67					1437
Cars	0	0	0	0	0	90	58	0	0	148	10	22	7	0	39	0	560	659	0	1219	1406
% Cars	0.0	0.0	0.0	0.0	0.0	97.8	96.7	0.0	0.0	97.4	90.9	95.7	100.0	0.0	95.1	0.0	97.9	98.1	0.0	98.0	97.8
Exiting Leg Total	771					570					0					65					1406
Heavy Vehicles	0	0	0	0	0	2	2	0	0	4	1	1	0	0	2	0	12	13	0	25	31
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	2.2	3.3	0.0	0.0	2.6	9.1	4.3	0.0	0.0	4.9	0.0	2.1	1.9	0.0	2.0	2.2
Exiting Leg Total	16					13					0					2					31

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

	Fountain Street					Empire Street					Fountain Street					Empire Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:00 PM	0	0	0	0	0	10	11	0	0	21	1	1	0	0	2	0	74	91	0	165	188
12:15 PM	0	0	0	0	0	6	2	0	0	8	2	5	0	0	7	0	73	97	0	170	185
12:30 PM	0	0	0	0	0	12	10	0	0	22	5	2	0	0	7	0	64	82	0	146	175
12:45 PM	0	0	0	0	0	12	11	0	0	23	2	3	1	0	6	0	76	85	0	161	190
Total Volume	0	0	0	0	0	40	34	0	0	74	10	11	1	0	22	0	287	355	0	642	738
% Approach Total	0.0	0.0	0.0	0.0	0.0	54.1	45.9	0.0	0.0		45.5	50.0	4.5	0.0		0.0	44.7	55.3	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.833	0.773	0.000	0.000	0.804	0.500	0.550	0.250	0.000	0.786	0.000	0.944	0.915	0.000	0.944	0.971
Cars	0	0	0	0	0	39	32	0	0	71	9	10	1	0	20	0	279	348	0	627	718
Cars %	0.0	0.0	0.0	0.0	0.0	97.5	94.1	0.0	0.0	95.9	90.0	90.9	100.0	0.0	90.9	0.0	97.2	98.0	0.0	97.7	97.3
Heavy Vehicles	0	0	0	0	0	1	2	0	0	3	1	1	0	0	2	0	8	7	0	15	20
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	2.5	5.9	0.0	0.0	4.1	10.0	9.1	0.0	0.0	9.1	0.0	2.8	2.0	0.0	2.3	2.7
Cars Enter Leg	0	0	0	0	0	39	32	0	0	71	9	10	1	0	20	0	279	348	0	627	718
Heavy Enter Leg	0	0	0	0	0	1	2	0	0	3	1	1	0	0	2	0	8	7	0	15	20
Total Entering Leg	0	0	0	0	0	40	34	0	0	74	10	11	1	0	22	0	287	355	0	642	738
Cars Exiting Leg	397					288					0					33					718
Heavy Exiting Leg	9					9					0					2					20
Total Exiting Leg	406					297					0					35					738

PDI File #: **175824 (18) Sat**
 Location: **N: Fountain Street S: Fountain Street**
 Location: **E: Empire Street W: Empire Street**
 City, State: **Providence, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Saturday, September 23, 2017**
 Start Time: **12:00 PM**
 End Time: **2:00 PM**
 Class:



Cars

	Fountain Street					Empire Street					Fountain Street					Empire Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:00 PM	0	0	0	0	0	10	11	0	0	21	1	1	0	0	2	0	72	89	0	161	184
12:15 PM	0	0	0	0	0	6	1	0	0	7	2	5	0	0	7	0	72	95	0	167	181
12:30 PM	0	0	0	0	0	12	10	0	0	22	4	1	0	0	5	0	62	80	0	142	169
12:45 PM	0	0	0	0	0	11	10	0	0	21	2	3	1	0	6	0	73	84	0	157	184
Total	0	0	0	0	0	39	32	0	0	71	9	10	1	0	20	0	279	348	0	627	718
1:00 PM	0	0	0	0	0	16	8	0	0	24	0	2	1	0	3	0	69	74	0	143	170
1:15 PM	0	0	0	0	0	11	7	0	0	18	0	4	4	0	8	0	72	84	0	156	182
1:30 PM	0	0	0	0	0	14	7	0	0	21	0	4	0	0	4	0	72	86	0	158	183
1:45 PM	0	0	0	0	0	10	4	0	0	14	1	2	1	0	4	0	68	67	0	135	153
Total	0	0	0	0	0	51	26	0	0	77	1	12	6	0	19	0	281	311	0	592	688
Grand Total	0	0	0	0	0	90	58	0	0	148	10	22	7	0	39	0	560	659	0	1219	1406
Approach %	0.0	0.0	0.0	0.0		60.8	39.2	0.0	0.0		25.6	56.4	17.9	0.0		0.0	45.9	54.1	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	6.4	4.1	0.0	0.0	10.5	0.7	1.6	0.5	0.0	2.8	0.0	39.8	46.9	0.0	86.7	
Exiting Leg Total	771					570					0					65					1406

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

	Fountain Street					Empire Street					Fountain Street					Empire Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:45 PM	0	0	0	0	0	11	10	0	0	21	2	3	1	0	6	0	73	84	0	157	184
1:00 PM	0	0	0	0	0	16	8	0	0	24	0	2	1	0	3	0	69	74	0	143	170
1:15 PM	0	0	0	0	0	11	7	0	0	18	0	4	4	0	8	0	72	84	0	156	182
1:30 PM	0	0	0	0	0	14	7	0	0	21	0	4	0	0	4	0	72	86	0	158	183
Total Volume	0	0	0	0	0	52	32	0	0	84	2	13	6	0	21	0	286	328	0	614	719
% Approach Total	0.0	0.0	0.0	0.0		61.9	38.1	0.0	0.0		9.5	61.9	28.6	0.0		0.0	46.6	53.4	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.813	0.800	0.000	0.000	0.875	0.250	0.813	0.375	0.000	0.656	0.000	0.979	0.953	0.000	0.972	0.977
Entering Leg	0	0	0	0	0	52	32	0	0	84	2	13	6	0	21	0	286	328	0	614	719
Exiting Leg	393					288					0					38					719
Total	393					372					21					652					1438

PDI File #: **175824 (18) Sat**
 Location: **N: Fountain Street S: Fountain Street**
 Location: **E: Empire Street W: Empire Street**
 City, State: **Providence, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Saturday, September 23, 2017**
 Start Time: **12:00 PM**
 End Time: **2:00 PM**
 Class:



Heavy Vehicles (Combined-Large Trucks and Buses)

	Fountain Street					Empire Street					Fountain Street					Empire Street					Total	
	North					East					South					West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	4	4
12:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	2	0	0	3	4
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	2	2	0	0	4	6
12:45 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	3	1	0	0	4	6
Total	0	0	0	0	0	1	2	0	0	3	1	1	0	0	2	0	8	7	0	15	20	
1:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	1	0	0	2	3
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	3
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	4	4
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	4	6	0	10	11	
Grand Total	0	0	0	0	0	2	2	0	0	4	1	1	0	0	2	0	12	13	0	0	25	31
Approach %	0.0	0.0	0.0	0.0		50.0	50.0	0.0	0.0		50.0	50.0	0.0	0.0		0.0	48.0	52.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	6.5	6.5	0.0	0.0	12.9	3.2	3.2	0.0	0.0	6.5	0.0	38.7	41.9	0.0	0.0	80.6	
Exiting Leg Total	16					13					0					2					31	
Large Trucks	0	0	0	0	0	2	2	0	0	4	1	1	0	0	2	0	6	5	0	0	11	17
% Large Trucks	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	0.0	100.0	100.0	100.0	0.0	0.0	100.0	0.0	50.0	38.5	0.0	0.0	44.0	54.8
Exiting Leg Total	8					7					0					2					17	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	8	0	0	14	14
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	61.5	0.0	0.0	56.0	45.2
Exiting Leg Total	8					6					0					0					14	

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

	Fountain Street					Empire Street					Fountain Street					Empire Street					Total	
	North					East					South					West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	4	4
12:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	2	0	0	3	4
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	2	2	0	0	4	6
12:45 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	3	1	0	0	4	6
Total Volume	0	0	0	0	0	1	2	0	0	3	1	1	0	0	2	0	8	7	0	0	15	20
% Approach Total	0.0	0.0	0.0	0.0	0.0	33.3	66.7	0.0	0.0		50.0	50.0	0.0	0.0		0.0	53.3	46.7	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.000	0.375	0.250	0.250	0.000	0.000	0.250	0.000	0.667	0.875	0.000	0.938	0.833	
Large Trucks	0	0	0	0	0	1	2	0	0	3	1	1	0	0	2	0	4	3	0	0	7	12
Large Trucks %	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	0.0	100.0	100.0	100.0	0.0	0.0	100.0	0.0	50.0	42.9	0.0	0.0	46.7	60.0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	8	8
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	57.1	0.0	0.0	53.3	40.0
Trucks Enter Leg	0	0	0	0	0	1	2	0	0	3	1	1	0	0	2	0	4	3	0	0	7	12
Bus Enter Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	8	8
Total Entering Leg	0	0	0	0	0	1	2	0	0	3	1	1	0	0	2	0	8	7	0	0	15	20
Trucks Exiting Leg	5					5					0					2					12	
Buses Exiting Leg	4					4					0					0					8	
Total Exiting Leg	9					9					0					2					20	

PDI File #: **175824 (18) Sat**
 Location: **N: Fountain Street S: Fountain Street**
 Location: **E: Empire Street W: Empire Street**
 City, State: **Providence, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Saturday, September 23, 2017**
 Start Time: **12:00 PM**
 End Time: **2:00 PM**
 Class:



Large Trucks

	Fountain Street					Empire Street					Fountain Street					Empire Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	3
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	1	1	0	2	4
12:45 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	1	1	0	2	4
Total	0	0	0	0	0	1	2	0	0	3	1	1	0	0	2	0	4	3	0	7	12
1:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	2	0	4	5
Grand Total	0	0	0	0	0	2	2	0	0	4	1	1	0	0	2	0	6	5	0	11	17
Approach %	0.0	0.0	0.0	0.0		50.0	50.0	0.0	0.0		50.0	50.0	0.0	0.0		0.0	54.5	45.5	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	11.8	11.8	0.0	0.0	23.5	5.9	5.9	0.0	0.0	11.8	0.0	35.3	29.4	0.0	64.7	
Exiting Leg Total	8					7					0					2					17

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

	Fountain Street					Empire Street					Fountain Street					Empire Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	3
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	1	1	0	2	4
12:45 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	1	1	0	2	4
Total Volume	0	0	0	0	0	1	2	0	0	3	1	1	0	0	2	0	4	3	0	7	12
% Approach Total	0.0	0.0	0.0	0.0		33.3	66.7	0.0	0.0		50.0	50.0	0.0	0.0		0.0	57.1	42.9	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.000	0.375	0.250	0.250	0.000	0.000	0.250	0.000	1.000	0.750	0.000	0.875	0.750
Entering Leg	0	0	0	0	0	1	2	0	0	3	1	1	0	0	2	0	4	3	0	7	12
Exiting Leg	5					5					0					2					12
Total	5					8					2					9					24

PDI File #: **175824 (18) Sat**
 Location: **N: Fountain Street S: Fountain Street**
 Location: **E: Empire Street W: Empire Street**
 City, State: **Providence, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Saturday, September 23, 2017**
 Start Time: **12:00 PM**
 End Time: **2:00 PM**
 Class:



Buses

	Fountain Street					Empire Street					Fountain Street					Empire Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	3
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	8	8
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	0	6	6
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	8	0	14	14
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	42.9	57.1	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	42.9	57.1	0.0	100.0	
Exiting Leg Total	8					6					0					0					14

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

	Fountain Street					Empire Street					Fountain Street					Empire Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	3
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	8	8
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	50.0	50.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.000	0.667	0.667
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	8	8
Exiting Leg	4					4					0					0					8
Total	4					4					0					8					16

PDI File #: **175824 (18) Sat**
 Location: **N: Fountain Street S: Fountain Street**
 Location: **E: Empire Street W: Empire Street**
 City, State: **Providence, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Saturday, September 23, 2017**
 Start Time: **12:00 PM**
 End Time: **2:00 PM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Fountain Street								Empire Street								Fountain Street								Empire Street								Total			
	North								East								South								West											
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total					
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	2	0	0	0	0	3
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	0	6	1	0	0	0	0	7	9					
1:00 PM	0	0	0	0	2	0	2	0	0	0	0	0	0	0	1	3	0	0	0	0	0	4	0	0	1	0	0	0	0	0	1	0	0	0	0	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
1:30 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	4
1:45 PM	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	1	1	1	0	1	0	0	0	0	0	0	1	0	0	0	0	4
Total	0	0	0	0	4	0	4	0	0	0	0	1	0	1	1	3	0	0	0	1	5	0	5	1	0	0	0	0	6	16						
Grand Total	0	0	0	0	4	0	4	0	0	0	0	1	1	2	2	3	0	0	0	1	6	0	11	2	0	0	0	0	13	25						
Approach %	0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	50.0	50.0		33.3	50.0	0.0	0.0	0.0	16.7		0.0	84.6	15.4	0.0	0.0	0.0									
Total %	0.0	0.0	0.0	0.0	16.0	0.0	16.0	0.0	0.0	0.0	0.0	4.0	4.0	8.0	8.0	12.0	0.0	0.0	0.0	4.0	24.0	0.0	44.0	8.0	0.0	0.0	0.0	52.0								
Exiting Leg Total	9							15							1							0							25							

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

	Fountain Street								Empire Street								Fountain Street								Empire Street								Total		
	North								East								South								West										
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total				
1:00 PM	0	0	0	0	2	0	2	0	0	0	0	0	0	0	1	3	0	0	0	0	4	0	0	1	0	0	0	0	0	1	0	0	0	0	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
1:30 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	4
1:45 PM	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	1	0	0	0	0	4
Total Volume	0	0	0	0	4	0	4	0	0	0	0	1	0	1	1	3	0	0	0	1	5	0	5	1	0	0	0	0	6	16					
% Approach Total	0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		20.0	60.0	0.0	0.0	0.0	20.0		0.0	83.3	16.7	0.0	0.0	0.0								
PHF	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.250	0.250	0.000	0.000	0.000	0.250	0.313	0.000	0.417	0.250	0.000	0.000	0.000	0.500	0.571						
Entering Leg	0	0	0	0	4	0	4	0	0	0	0	1	0	1	1	3	0	0	0	1	5	0	5	1	0	0	0	0	6	16					
Exiting Leg	8							7							1							0							16						
Total	12							8							6							6							32						

PDI File #: **175824 (18) Sat**
 Location: **N: Fountain Street S: Fountain Street**
 Location: **E: Empire Street W: Empire Street**
 City, State: **Providence, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Saturday, September 23, 2017**
 Start Time: **12:00 PM**
 End Time: **2:00 PM**
 Class:



Pedestrians

	Fountain Street								Empire Street								Fountain Street								Empire Street								Total			
	North								East								South								West											
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total					
12:00 PM	0	0	0	0	7	6	13	0	0	0	0	8	3	11	0	0	0	0	0	15	15	0	0	0	0	1	1	2	0	0	0	0	7	0	7	41
12:15 PM	0	0	0	0	4	2	6	0	0	0	0	0	5	5	0	0	0	0	1	11	12	0	0	0	0	7	0	7	30							
12:30 PM	0	0	0	0	5	9	14	0	0	0	0	3	9	12	0	0	0	0	2	4	6	0	0	0	0	1	1	2	34							
12:45 PM	0	0	0	0	8	0	8	0	0	0	0	3	8	11	0	0	0	0	10	9	19	0	0	0	0	6	0	6	44							
Total	0	0	0	0	24	17	41	0	0	0	0	14	25	39	0	0	0	0	13	39	52	0	0	0	0	15	2	17	149							
1:00 PM	0	0	0	0	7	4	11	0	0	0	0	9	9	18	0	0	0	0	4	13	17	0	0	0	0	5	1	6	52							
1:15 PM	0	0	0	0	3	17	20	0	0	0	0	5	6	11	0	0	0	0	3	7	10	0	0	0	0	7	1	8	49							
1:30 PM	0	0	0	0	6	4	10	0	0	0	0	5	5	10	0	0	0	0	3	11	14	0	0	0	0	4	0	4	38							
1:45 PM	0	0	0	0	2	6	8	0	0	0	0	1	5	6	0	0	0	0	3	4	7	0	0	0	0	3	0	3	24							
Total	0	0	0	0	18	31	49	0	0	0	0	20	25	45	0	0	0	0	13	35	48	0	0	0	0	19	2	21	163							
Grand Total	0	0	0	0	42	48	90	0	0	0	0	34	50	84	0	0	0	0	26	74	100	0	0	0	0	34	4	38	312							
Approach %	0.0	0.0	0.0	0.0	46.7	53.3		0.0	0.0	0.0	0.0	40.5	59.5		0.0	0.0	0.0	0.0	26.0	74.0		0.0	0.0	0.0	0.0	89.5	10.5									
Total %	0.0	0.0	0.0	0.0	13.5	15.4	28.8	0.0	0.0	0.0	0.0	10.9	16.0	26.9	0.0	0.0	0.0	0.0	8.3	23.7	32.1	0.0	0.0	0.0	0.0	10.9	1.3	12.2								
Exiting Leg Total	90							84							100							38							312							

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

	Fountain Street								Empire Street								Fountain Street								Empire Street								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
12:45 PM	0	0	0	0	8	0	8	0	0	0	0	3	8	11	0	0	0	0	10	9	19	0	0	0	0	6	0	6	44				
1:00 PM	0	0	0	0	7	4	11	0	0	0	0	9	9	18	0	0	0	0	4	13	17	0	0	0	0	5	1	6	52				
1:15 PM	0	0	0	0	3	17	20	0	0	0	0	5	6	11	0	0	0	0	3	7	10	0	0	0	0	7	1	8	49				
1:30 PM	0	0	0	0	6	4	10	0	0	0	0	5	5	10	0	0	0	0	3	11	14	0	0	0	0	4	0	4	38				
Total Volume	0	0	0	0	24	25	49	0	0	0	0	22	28	50	0	0	0	0	20	40	60	0	0	0	0	22	2	24	183				
% Approach Total	0.0	0.0	0.0	0.0	49.0	51.0		0.0	0.0	0.0	0.0	44.0	56.0		0.0	0.0	0.0	0.0	33.3	66.7		0.0	0.0	0.0	0.0	91.7	8.3						
PHF	0.000	0.000	0.000	0.000	0.750	0.368	0.613	0.000	0.000	0.000	0.000	0.611	0.778	0.694	0.000	0.000	0.000	0.000	0.500	0.769	0.789	0.000	0.000	0.000	0.000	0.786	0.500	0.750	0.880				
Entering Leg	0	0	0	0	24	25	49	0	0	0	0	22	28	50	0	0	0	0	20	40	60	0	0	0	0	22	2	24	183				
Exiting Leg	49							50							60							24							183				
Total	98							100							120							48							366				

PDI File #: **175824 (18) Tues-AM**
 Location: **N: Fountain Street S: Fountain Street**
 Location: **E: Empire Street W: Empire Street**
 City, State: **Providence, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	Fountain Street					Empire Street					Fountain Street					Empire Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	3	3	0	0	6	0	1	0	0	1	0	87	52	0	139	146
7:15 AM	0	0	0	0	0	9	2	0	0	11	0	6	0	0	6	0	91	71	0	162	179
7:30 AM	0	0	0	0	0	9	3	0	0	12	1	5	0	0	6	0	123	85	0	208	226
7:45 AM	0	0	0	0	0	13	6	0	0	19	2	6	0	0	8	0	111	113	0	224	251
Total	0	0	0	0	0	34	14	0	0	48	3	18	0	0	21	0	412	321	0	733	802
8:00 AM	0	0	0	0	0	13	8	0	0	21	1	0	0	0	1	0	151	115	0	266	288
8:15 AM	0	0	0	0	0	5	7	0	0	12	0	2	0	0	2	0	174	149	0	323	337
8:30 AM	0	0	0	0	0	8	10	0	0	18	1	3	0	0	4	0	187	132	0	319	341
8:45 AM	0	0	0	0	0	11	10	0	0	21	3	6	0	0	9	0	196	95	0	291	321
Total	0	0	0	0	0	37	35	0	0	72	5	11	0	0	16	0	708	491	0	1199	1287
Grand Total	0	0	0	0	0	71	49	0	0	120	8	29	0	0	37	0	1120	812	0	1932	2089
Approach %	0.0	0.0	0.0	0.0		59.2	40.8	0.0	0.0		21.6	78.4	0.0	0.0		0.0	58.0	42.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	3.4	2.3	0.0	0.0	5.7	0.4	1.4	0.0	0.0	1.8	0.0	53.6	38.9	0.0	92.5	
Exiting Leg Total	912					1128					0					49					2089
Cars	0	0	0	0	0	66	49	0	0	115	7	26	0	0	33	0	1063	779	0	1842	1990
% Cars	0.0	0.0	0.0	0.0	0.0	93.0	100.0	0.0	0.0	95.8	87.5	89.7	0.0	0.0	89.2	0.0	94.9	95.9	0.0	95.3	95.3
Exiting Leg Total	871					1070					0					49					1990
Heavy Vehicles	0	0	0	0	0	5	0	0	0	5	1	3	0	0	4	0	57	33	0	90	99
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	7.0	0.0	0.0	0.0	4.2	12.5	10.3	0.0	0.0	10.8	0.0	5.1	4.1	0.0	4.7	4.7
Exiting Leg Total	41					58					0					0					99

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

	Fountain Street					Empire Street					Fountain Street					Empire Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:00 AM	0	0	0	0	0	13	8	0	0	21	1	0	0	0	1	0	151	115	0	266	288
8:15 AM	0	0	0	0	0	5	7	0	0	12	0	2	0	0	2	0	174	149	0	323	337
8:30 AM	0	0	0	0	0	8	10	0	0	18	1	3	0	0	4	0	187	132	0	319	341
8:45 AM	0	0	0	0	0	11	10	0	0	21	3	6	0	0	9	0	196	95	0	291	321
Total Volume	0	0	0	0	0	37	35	0	0	72	5	11	0	0	16	0	708	491	0	1199	1287
% Approach Total	0.0	0.0	0.0	0.0	0.0	51.4	48.6	0.0	0.0		31.3	68.8	0.0	0.0		0.0	59.0	41.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.712	0.875	0.000	0.000	0.857	0.417	0.458	0.000	0.000	0.444	0.000	0.903	0.824	0.000	0.928	0.944
Cars	0	0	0	0	0	35	35	0	0	70	5	11	0	0	16	0	686	472	0	1158	1244
Cars %	0.0	0.0	0.0	0.0	0.0	94.6	100.0	0.0	0.0	97.2	100.0	100.0	0.0	0.0	100.0	0.0	96.9	96.1	0.0	96.6	96.7
Heavy Vehicles	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	22	19	0	41	43
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	5.4	0.0	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	3.1	3.9	0.0	3.4	3.3
Cars Enter Leg	0	0	0	0	0	35	35	0	0	70	5	11	0	0	16	0	686	472	0	1158	1244
Heavy Enter Leg	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	22	19	0	41	43
Total Entering Leg	0	0	0	0	0	37	35	0	0	72	5	11	0	0	16	0	708	491	0	1199	1287
Cars Exiting Leg	518					691					0					35					1244
Heavy Exiting Leg	21					22					0					0					43
Total Exiting Leg	539					713					0					35					1287

PDI File #: **175824 (18) Tues-AM**
 Location: **N: Fountain Street S: Fountain Street**
 Location: **E: Empire Street W: Empire Street**
 City, State: **Providence, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars

	Fountain Street					Empire Street					Fountain Street					Empire Street					Total	
	North					East					South					West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
7:00 AM	0	0	0	0	0	3	3	0	0	6	0	1	0	0	1	0	82	49	0	131	138	
7:15 AM	0	0	0	0	0	7	2	0	0	9	0	5	0	0	5	0	82	65	0	147	161	
7:30 AM	0	0	0	0	0	8	3	0	0	11	0	4	0	0	4	0	109	84	0	193	208	
7:45 AM	0	0	0	0	0	13	6	0	0	19	2	5	0	0	7	0	104	109	0	213	239	
Total	0	0	0	0	0	31	14	0	0	45	2	15	0	0	17	0	377	307	0	684	746	
8:00 AM	0	0	0	0	0	12	8	0	0	20	1	0	0	0	1	0	144	111	0	255	276	
8:15 AM	0	0	0	0	0	4	7	0	0	11	0	2	0	0	2	0	168	147	0	315	328	
8:30 AM	0	0	0	0	0	8	10	0	0	18	1	3	0	0	4	0	183	125	0	308	330	
8:45 AM	0	0	0	0	0	11	10	0	0	21	3	6	0	0	9	0	191	89	0	280	310	
Total	0	0	0	0	0	35	35	0	0	70	5	11	0	0	16	0	686	472	0	1158	1244	
Grand Total	0	0	0	0	0	66	49	0	0	115	7	26	0	0	33	0	1063	779	0	1842	1990	
Approach %	0.0	0.0	0.0	0.0		57.4	42.6	0.0	0.0		21.2	78.8	0.0	0.0		0.0	57.7	42.3	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	3.3	2.5	0.0	0.0	5.8	0.4	1.3	0.0	0.0	1.7	0.0	53.4	39.1	0.0	92.6		
Exiting Leg Total						871					1070					0					49	1990

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

	Fountain Street					Empire Street					Fountain Street					Empire Street					Total	
	North					East					South					West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
8:00 AM	0	0	0	0	0	12	8	0	0	20	1	0	0	0	1	0	144	111	0	255	276	
8:15 AM	0	0	0	0	0	4	7	0	0	11	0	2	0	0	2	0	168	147	0	315	328	
8:30 AM	0	0	0	0	0	8	10	0	0	18	1	3	0	0	4	0	183	125	0	308	330	
8:45 AM	0	0	0	0	0	11	10	0	0	21	3	6	0	0	9	0	191	89	0	280	310	
Total Volume	0	0	0	0	0	35	35	0	0	70	5	11	0	0	16	0	686	472	0	1158	1244	
% Approach Total	0.0	0.0	0.0	0.0		50.0	50.0	0.0	0.0		31.3	68.8	0.0	0.0		0.0	59.2	40.8	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.729	0.875	0.000	0.000	0.833	0.417	0.458	0.000	0.000	0.444	0.000	0.898	0.803	0.000	0.919	0.942	
Entering Leg	0	0	0	0	0	35	35	0	0	70	5	11	0	0	16	0	686	472	0	1158	1244	
Exiting Leg						518					691					0					35	1244
Total						518					761					16					1193	2488

PDI File #: **175824 (18) Tues-AM**
 Location: **N: Fountain Street S: Fountain Street**
 Location: **E: Empire Street W: Empire Street**
 City, State: **Providence, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Heavy Vehicles (Combined-Large Trucks and Buses)

	Fountain Street					Empire Street					Fountain Street					Empire Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	3	0	8	8
7:15 AM	0	0	0	0	0	2	0	0	0	2	0	1	0	0	1	0	9	6	0	15	18
7:30 AM	0	0	0	0	0	1	0	0	0	1	1	1	0	0	2	0	14	1	0	15	18
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	7	4	0	11	12
Total	0	0	0	0	0	3	0	0	0	3	1	3	0	0	4	0	35	14	0	49	56
8:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	7	4	0	11	12
8:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	6	2	0	8	9
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	7	0	11	11
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	6	0	11	11
Total	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	22	19	0	41	43
Grand Total	0	0	0	0	0	5	0	0	0	5	1	3	0	0	4	0	57	33	0	90	99
Approach %	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		25.0	75.0	0.0	0.0		0.0	63.3	36.7	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	5.1	0.0	0.0	0.0	5.1	1.0	3.0	0.0	0.0	4.0	0.0	57.6	33.3	0.0	90.9	
Exiting Leg Total	41					58					0					0					99
Large Trucks	0	0	0	0	0	4	0	0	0	4	1	3	0	0	4	0	19	8	0	27	35
% Large Trucks	0.0	0.0	0.0	0.0	0.0	80.0	0.0	0.0	0.0	80.0	100.0	100.0	0.0	0.0	100.0	0.0	33.3	24.2	0.0	30.0	35.4
Exiting Leg Total	15					20					0					0					35
Buses	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	38	25	0	63	64
% Buses	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	66.7	75.8	0.0	70.0	64.6
Exiting Leg Total	26					38					0					0					64

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

	Fountain Street					Empire Street					Fountain Street					Empire Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:15 AM	0	0	0	0	0	2	0	0	0	2	0	1	0	0	1	0	9	6	0	15	18
7:30 AM	0	0	0	0	0	1	0	0	0	1	1	1	0	0	2	0	14	1	0	15	18
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	7	4	0	11	12
8:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	7	4	0	11	12
Total Volume	0	0	0	0	0	4	0	0	0	4	1	3	0	0	4	0	37	15	0	52	60
% Approach Total	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	71.2	28.8	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.500	0.250	0.750	0.000	0.000	0.500	0.000	0.661	0.625	0.000	0.867	0.833
Large Trucks	0	0	0	0	0	3	0	0	0	3	1	3	0	0	4	0	10	6	0	16	23
Large Trucks %	0.0	0.0	0.0	0.0	0.0	75.0	0.0	0.0	0.0	75.0	100.0	100.0	0.0	0.0	100.0	0.0	27.0	40.0	0.0	30.8	38.3
Buses	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	27	9	0	36	37
Buses %	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	73.0	60.0	0.0	69.2	61.7
Trucks Enter Leg	0	0	0	0	0	3	0	0	0	3	1	3	0	0	4	0	10	6	0	16	23
Bus Enter Leg	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	27	9	0	36	37
Total Entering Leg	0	0	0	0	0	4	0	0	0	4	1	3	0	0	4	0	37	15	0	52	60
Trucks Exiting Leg	12					11					0					0					23
Buses Exiting Leg	10					27					0					0					37
Total Exiting Leg	22					38					0					0					60

PDI File #: **175824 (18) Tues-AM**
 Location: **N: Fountain Street S: Fountain Street**
 Location: **E: Empire Street W: Empire Street**
 City, State: **Providence, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Large Trucks

	Fountain Street					Empire Street					Fountain Street					Empire Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	3
7:15 AM	0	0	0	0	0	2	0	0	0	2	0	1	0	0	1	0	3	3	0	6	9
7:30 AM	0	0	0	0	0	1	0	0	0	1	1	1	0	0	2	0	4	1	0	5	8
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	1	0	3	4
Total	0	0	0	0	0	3	0	0	0	3	1	3	0	0	4	0	11	6	0	17	24
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
8:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	3
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	4
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	8	2	0	10	11
Grand Total	0	0	0	0	0	4	0	0	0	4	1	3	0	0	4	0	19	8	0	27	35
Approach %	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		25.0	75.0	0.0	0.0		0.0	70.4	29.6	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	11.4	0.0	0.0	0.0	11.4	2.9	8.6	0.0	0.0	11.4	0.0	54.3	22.9	0.0	77.1	
Exiting Leg Total						15					20					0					35

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

	Fountain Street					Empire Street					Fountain Street					Empire Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	3
7:15 AM	0	0	0	0	0	2	0	0	0	2	0	1	0	0	1	0	3	3	0	6	9
7:30 AM	0	0	0	0	0	1	0	0	0	1	1	1	0	0	2	0	4	1	0	5	8
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	1	0	3	4
Total Volume	0	0	0	0	0	3	0	0	0	3	1	3	0	0	4	0	11	6	0	17	24
% Approach Total	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		25.0	75.0	0.0	0.0		0.0	64.7	35.3	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.375	0.250	0.750	0.000	0.000	0.500	0.000	0.688	0.500	0.000	0.708	0.667
Entering Leg	0					3					1					0					24
Exiting Leg	12					12					0					0					24
Total	12					15					4					17					48

PDI File #: **175824 (18) Tues-AM**
 Location: **N: Fountain Street S: Fountain Street**
 Location: **E: Empire Street W: Empire Street**
 City, State: **Providence, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Buses

	Fountain Street					Empire Street					Fountain Street					Empire Street					Total	
	North					East					South					West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	5	5	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	3	0	9	9	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	10	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	3	0	8	8	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	8	0	32	32	
8:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	6	3	0	9	10	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2	0	6	6	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	7	0	9	9	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5	0	7	7	
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	14	17	0	31	32	
Grand Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	38	25	0	63	64	
Approach %	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	60.3	39.7	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	59.4	39.1	0.0	98.4		
Exiting Leg Total						26					38					0					0	64

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

	Fountain Street					Empire Street					Fountain Street					Empire Street					Total	
	North					East					South					West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	3	0	9	9	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	10	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	3	0	8	8	
8:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	6	3	0	9	10	
Total Volume	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	27	9	0	36	37	
% Approach Total	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	75.0	25.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.675	0.750	0.000	0.900	0.925	
Entering Leg	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	27	9	0	36	37	
Exiting Leg						10					27					0					0	37
Total						10					28					0					36	74

PDI File #: 175824 (18) Tues-AM
 Location: N: Fountain Street S: Fountain Street
 Location: E: Empire Street W: Empire Street
 City, State: Providence, RI
 Client: VHB/ J. Wanat
 Site Code: TBA
 Count Date: Tuesday, September 26, 2017
 Start Time: 7:00 AM
 End Time: 9:00 AM
 Class:



Bicycles (on Roadway and Crosswalks)

	Fountain Street								Empire Street								Fountain Street								Empire Street								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1		0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	3	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1		0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	1	1	1	0	2	2	0	0	0	0	4	5	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1		0	0	0	0	1	0	1	1	0	1	1	0	0	0	0	2	4	
Total	0	0	0	0	0	0	0	0	0	0	0	2	1	3		0	1	0	0	1	1	3	3	0	4	4	0	0	0	0	8	14	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1		0	0	0	0	0	1	1	1	0	1	0	0	0	0	0	1	3	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	3	0	0	0	1	4	4	0	3	0	0	0	0	0	3	7	
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1		0	3	0	0	0	2	5	5	0	5	0	0	0	0	0	5	11	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	2	2	4		0	4	0	0	1	3	8	8	0	9	4	0	0	0	0	13	25	
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	50.0	50.0		0.0	50.0	0.0	0.0	12.5	37.5		0.0	69.2	30.8	0.0	0.0	0.0						
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0	8.0	16.0		0.0	16.0	0.0	0.0	4.0	12.0	32.0	32.0	0.0	36.0	16.0	0.0	0.0	0.0	52.0			
Exiting Leg Total	8								13								4								0								25

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

	Fountain Street								Empire Street								Fountain Street								Empire Street								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1		0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	3	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1		0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	1	1	1	0	2	2	0	0	0	0	4	5	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1		0	0	0	0	1	0	1	1	0	1	1	0	0	0	0	2	4	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	2	1	3		0	1	0	0	1	1	3	3	0	4	4	0	0	0	0	8	14	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	66.7	33.3		0.0	33.3	0.0	0.0	33.3	33.3		0.0	50.0	50.0	0.0	0.0	0.0						
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.250	0.750		0.000	0.250	0.000	0.000	0.250	0.250	0.750	0.750	0.000	0.500	0.500	0.000	0.000	0.000	0.500	0.700		
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	2	1	3		0	1	0	0	1	1	3	3	0	4	4	0	0	0	0	8	14	
Exiting Leg	5								7								2								0								14
Total	5								10								5								8								28

PDI File #: 175824 (18) Tues-AM
 Location: N: Fountain Street S: Fountain Street
 Location: E: Empire Street W: Empire Street
 City, State: Providence, RI
 Client: VHB/ J. Wanat
 Site Code: TBA
 Count Date: Tuesday, September 26, 2017
 Start Time: 7:00 AM
 End Time: 9:00 AM
 Class:



Pedestrians

	Fountain Street								Empire Street								Fountain Street								Empire Street								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	0	2	1	3	0	0	0	0	0	2	2	0	0	0	0	0	4	4	0	0	0	0	1	0	1	10				
7:15 AM	0	0	0	0	3	0	3	0	0	0	0	2	5	7	0	0	0	0	1	3	4	0	0	0	0	1	1	2	16				
7:30 AM	0	0	0	0	2	1	3	0	0	0	0	1	2	3	0	0	0	0	1	10	11	0	0	0	0	0	0	0	17				
7:45 AM	0	0	0	0	1	2	3	0	0	0	0	0	5	5	0	0	0	0	1	10	11	0	0	0	0	1	0	1	20				
Total	0	0	0	0	8	4	12	0	0	0	0	3	14	17	0	0	0	0	3	27	30	0	0	0	0	3	1	4	63				
8:00 AM	0	0	0	0	8	5	13	0	0	0	0	1	5	6	0	0	0	0	0	5	5	0	0	0	0	4	0	4	28				
8:15 AM	0	0	0	0	1	3	4	0	0	0	0	3	6	9	0	0	0	0	0	5	5	0	0	0	0	2	1	3	21				
8:30 AM	0	0	0	0	1	4	5	0	0	0	0	2	7	9	0	0	0	0	0	7	7	0	0	0	0	2	2	4	25				
8:45 AM	0	0	0	0	10	7	17	0	0	0	0	1	8	9	0	0	0	0	2	15	17	0	0	0	0	6	0	6	49				
Total	0	0	0	0	20	19	39	0	0	0	0	7	26	33	0	0	0	0	2	32	34	0	0	0	0	14	3	17	123				
Grand Total	0	0	0	0	28	23	51	0	0	0	0	10	40	50	0	0	0	0	5	59	64	0	0	0	0	17	4	21	186				
Approach %	0.0	0.0	0.0	0.0	54.9	45.1		0.0	0.0	0.0	0.0	20.0	80.0		0.0	0.0	0.0	0.0	7.8	92.2		0.0	0.0	0.0	0.0	81.0	19.0						
Total %	0.0	0.0	0.0	0.0	15.1	12.4	27.4	0.0	0.0	0.0	0.0	5.4	21.5	26.9	0.0	0.0	0.0	0.0	2.7	31.7	34.4	0.0	0.0	0.0	0.0	9.1	2.2	11.3					
Exiting Leg Total	51							50							64							21							186				

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

	Fountain Street								Empire Street								Fountain Street								Empire Street								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
8:00 AM	0	0	0	0	8	5	13	0	0	0	0	1	5	6	0	0	0	0	0	5	5	0	0	0	0	4	0	4	28				
8:15 AM	0	0	0	0	1	3	4	0	0	0	0	3	6	9	0	0	0	0	0	5	5	0	0	0	0	2	1	3	21				
8:30 AM	0	0	0	0	1	4	5	0	0	0	0	2	7	9	0	0	0	0	0	7	7	0	0	0	0	2	2	4	25				
8:45 AM	0	0	0	0	10	7	17	0	0	0	0	1	8	9	0	0	0	0	2	15	17	0	0	0	0	6	0	6	49				
Total Volume	0	0	0	0	20	19	39	0	0	0	0	7	26	33	0	0	0	0	2	32	34	0	0	0	0	14	3	17	123				
% Approach Total	0.0	0.0	0.0	0.0	51.3	48.7		0.0	0.0	0.0	0.0	21.2	78.8		0.0	0.0	0.0	0.0	5.9	94.1		0.0	0.0	0.0	0.0	82.4	17.6						
PHF	0.000	0.000	0.000	0.000	0.500	0.679	0.574	0.000	0.000	0.000	0.000	0.583	0.813	0.917	0.000	0.000	0.000	0.000	0.250	0.533	0.500	0.000	0.000	0.000	0.000	0.583	0.375	0.708	0.628				
Entering Leg	0	0	0	0	20	19	39	0	0	0	0	7	26	33	0	0	0	0	2	32	34	0	0	0	0	14	3	17	123				
Exiting Leg	39							33							34							17							123				
Total	78							66							68							34							246				

PDI File #: **175824 (18) Tues-PM**
 Location: **N: Fountain Street S: Fountain Street**
 Location: **E: Empire Street W: Empire Street**
 City, State: **Providence, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **4:30 PM**
 End Time: **6:30 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Fountain Street					Empire Street					Fountain Street					Empire Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	0	0	0	0	0	16	37	0	0	53	4	9	0	0	13	0	104	90	0	194	260
4:45 PM	0	0	0	0	0	12	21	0	0	33	2	8	0	0	10	0	122	98	0	220	263
Total	0	0	0	0	0	28	58	0	0	86	6	17	0	0	23	0	226	188	0	414	523
5:00 PM	0	0	0	0	0	14	32	0	0	46	5	8	2	0	15	0	171	77	0	248	309
5:15 PM	0	0	0	0	0	18	25	0	0	43	1	6	0	0	7	0	137	83	0	220	270
5:30 PM	0	0	0	0	0	16	17	0	0	33	3	8	1	0	12	0	130	104	0	234	279
5:45 PM	0	0	0	0	0	14	20	0	0	34	4	6	1	0	11	0	161	70	0	231	276
Total	0	0	0	0	0	62	94	0	0	156	13	28	4	0	45	0	599	334	0	933	1134
6:00 PM	0	0	0	0	0	11	13	0	0	24	5	5	0	0	10	0	128	71	0	199	233
6:15 PM	0	0	0	0	0	4	17	0	0	21	2	3	1	0	6	0	156	72	0	228	255
Total	0	0	0	0	0	15	30	0	0	45	7	8	1	0	16	0	284	143	0	427	488
Grand Total	0	0	0	0	0	105	182	0	0	287	26	53	5	0	84	0	1109	665	0	1774	2145
Approach %	0.0	0.0	0.0	0.0		36.6	63.4	0.0	0.0		31.0	63.1	6.0	0.0		0.0	62.5	37.5	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	4.9	8.5	0.0	0.0	13.4	1.2	2.5	0.2	0.0	3.9	0.0	51.7	31.0	0.0	82.7	
Exiting Leg Total	823					1135					0					187					2145
Cars	0	0	0	0	0	104	182	0	0	286	25	52	5	0	82	0	1079	640	0	1719	2087
% Cars	0.0	0.0	0.0	0.0	0.0	99.0	100.0	0.0	0.0	99.7	96.2	98.1	100.0	0.0	97.6	0.0	97.3	96.2	0.0	96.9	97.3
Exiting Leg Total	796					1104					0					187					2087
Heavy Vehicles	0	0	0	0	0	1	0	0	0	1	1	1	0	0	2	0	30	25	0	55	58
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.3	3.8	1.9	0.0	0.0	2.4	0.0	2.7	3.8	0.0	3.1	2.7
Exiting Leg Total	27					31					0					0					58

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

	Fountain Street					Empire Street					Fountain Street					Empire Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
5:00 PM	0	0	0	0	0	14	32	0	0	46	5	8	2	0	15	0	171	77	0	248	309
5:15 PM	0	0	0	0	0	18	25	0	0	43	1	6	0	0	7	0	137	83	0	220	270
5:30 PM	0	0	0	0	0	16	17	0	0	33	3	8	1	0	12	0	130	104	0	234	279
5:45 PM	0	0	0	0	0	14	20	0	0	34	4	6	1	0	11	0	161	70	0	231	276
Total Volume	0	0	0	0	0	62	94	0	0	156	13	28	4	0	45	0	599	334	0	933	1134
% Approach Total	0.0	0.0	0.0	0.0		39.7	60.3	0.0	0.0		28.9	62.2	8.9	0.0		0.0	64.2	35.8	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.861	0.734	0.000	0.000	0.848	0.650	0.875	0.500	0.000	0.750	0.000	0.876	0.803	0.000	0.941	0.917
Cars	0	0	0	0	0	62	94	0	0	156	12	27	4	0	43	0	583	323	0	906	1105
Cars %	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	0.0	100.0	92.3	96.4	100.0	0.0	95.6	0.0	97.3	96.7	0.0	97.1	97.4
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	16	11	0	27	29
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.7	3.6	0.0	0.0	4.4	0.0	2.7	3.3	0.0	2.9	2.6
Cars Enter Leg	0	0	0	0	0	62	94	0	0	156	12	27	4	0	43	0	583	323	0	906	1105
Heavy Enter Leg	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	16	11	0	27	29
Total Entering Leg	0	0	0	0	0	62	94	0	0	156	13	28	4	0	45	0	599	334	0	933	1134
Cars Exiting Leg	412					595					0					98					1105
Heavy Exiting Leg	12					17					0					0					29
Total Exiting Leg	424					612					0					98					1134

PDI File #: **175824 (18) Tues-PM**
 Location: **N: Fountain Street S: Fountain Street**
 Location: **E: Empire Street W: Empire Street**
 City, State: **Providence, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **4:30 PM**
 End Time: **6:30 PM**
 Class:



Cars

	Fountain Street					Empire Street					Fountain Street					Empire Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	0	0	0	0	0	16	37	0	0	53	4	9	0	0	13	0	99	87	0	186	252
4:45 PM	0	0	0	0	0	12	21	0	0	33	2	8	0	0	10	0	117	94	0	211	254
Total	0	0	0	0	0	28	58	0	0	86	6	17	0	0	23	0	216	181	0	397	506
5:00 PM	0	0	0	0	0	14	32	0	0	46	5	8	2	0	15	0	162	76	0	238	299
5:15 PM	0	0	0	0	0	18	25	0	0	43	1	6	0	0	7	0	133	78	0	211	261
5:30 PM	0	0	0	0	0	16	17	0	0	33	2	8	1	0	11	0	127	103	0	230	274
5:45 PM	0	0	0	0	0	14	20	0	0	34	4	5	1	0	10	0	161	66	0	227	271
Total	0	0	0	0	0	62	94	0	0	156	12	27	4	0	43	0	583	323	0	906	1105
6:00 PM	0	0	0	0	0	11	13	0	0	24	5	5	0	0	10	0	126	66	0	192	226
6:15 PM	0	0	0	0	0	3	17	0	0	20	2	3	1	0	6	0	154	70	0	224	250
Total	0	0	0	0	0	14	30	0	0	44	7	8	1	0	16	0	280	136	0	416	476
Grand Total	0	0	0	0	0	104	182	0	0	286	25	52	5	0	82	0	1079	640	0	1719	2087
Approach %	0.0	0.0	0.0	0.0		36.4	63.6	0.0	0.0		30.5	63.4	6.1	0.0		0.0	62.8	37.2	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	5.0	8.7	0.0	0.0	13.7	1.2	2.5	0.2	0.0	3.9	0.0	51.7	30.7	0.0	82.4	
Exiting Leg Total	796					1104					0					187					2087

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

	Fountain Street					Empire Street					Fountain Street					Empire Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
5:00 PM	0	0	0	0	0	14	32	0	0	46	5	8	2	0	15	0	162	76	0	238	299
5:15 PM	0	0	0	0	0	18	25	0	0	43	1	6	0	0	7	0	133	78	0	211	261
5:30 PM	0	0	0	0	0	16	17	0	0	33	2	8	1	0	11	0	127	103	0	230	274
5:45 PM	0	0	0	0	0	14	20	0	0	34	4	5	1	0	10	0	161	66	0	227	271
Total Volume	0	0	0	0	0	62	94	0	0	156	12	27	4	0	43	0	583	323	0	906	1105
% Approach Total	0.0	0.0	0.0	0.0		39.7	60.3	0.0	0.0		27.9	62.8	9.3	0.0		0.0	64.3	35.7	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.861	0.734	0.000	0.000	0.848	0.600	0.844	0.500	0.000	0.717	0.000	0.900	0.784	0.000	0.952	0.924
Entering Leg	0	0	0	0	0	62	94	0	0	156	12	27	4	0	43	0	583	323	0	906	1105
Exiting Leg	412					595					0					98					1105
Total	412					751					43					1004					2210

PDI File #: **175824 (18) Tues-PM**
 Location: **N: Fountain Street S: Fountain Street**
 Location: **E: Empire Street W: Empire Street**
 City, State: **Providence, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **4:30 PM**
 End Time: **6:30 PM**
 Class:



Heavy Vehicles (Combined-Large Trucks and Buses)

	Fountain Street					Empire Street					Fountain Street					Empire Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	3	0	8	8
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	4	0	9	9
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	7	0	17	17
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1	0	10	10
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	5	0	9	9
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	3	1	0	4	5
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	4	0	4	5
Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	16	11	0	27	29
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5	0	7	7
6:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	2	0	4	5
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	4	7	0	11	12
Grand Total	0	0	0	0	0	1	0	0	0	1	1	1	0	0	2	0	30	25	0	55	58
Approach %	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		50.0	50.0	0.0	0.0		0.0	54.5	45.5	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0	1.7	1.7	1.7	0.0	0.0	3.4	0.0	51.7	43.1	0.0	94.8	
Exiting Leg Total	27					31					0					0					58
Large Trucks	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	2	3	0	5	7
% Large Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	0.0	100.0	0.0	6.7	12.0	0.0	9.1	12.1
Exiting Leg Total	4					3					0					0					7
Buses	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	28	22	0	50	51
% Buses	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	93.3	88.0	0.0	90.9	87.9
Exiting Leg Total	23					28					0					0					51

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

	Fountain Street					Empire Street					Fountain Street					Empire Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	3	0	8	8
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	4	0	9	9
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1	0	10	10
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	5	0	9	9
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	13	0	36	36
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	63.9	36.1	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.639	0.650	0.000	0.900	0.900
Large Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	4	4
Large Trucks %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.7	15.4	0.0	11.1	11.1
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	11	0	32	32
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	91.3	84.6	0.0	88.9	88.9
Trucks Enter Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	4	4
Bus Enter Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	11	0	32	32
Total Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	13	0	36	36
Trucks Exiting Leg	2					2					0					0					4
Buses Exiting Leg	11					21					0					0					32
Total Exiting Leg	13					23					0					0					36

PDI File #: **175824 (18) Tues-PM**
 Location: **N: Fountain Street S: Fountain Street**
 Location: **E: Empire Street W: Empire Street**
 City, State: **Providence, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **4:30 PM**
 End Time: **6:30 PM**
 Class:



Large Trucks

	Fountain Street					Empire Street					Fountain Street					Empire Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	2	0	2	4
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	2	3	0	5	7
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		50.0	50.0	0.0	0.0		0.0	40.0	60.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.3	14.3	0.0	0.0	28.6	0.0	28.6	42.9	0.0	71.4	
Exiting Leg Total						4					3					0					7

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

	Fountain Street					Empire Street					Fountain Street					Empire Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	4	4
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	50.0	50.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.250	0.000	0.500	0.500
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	4	4
Exiting Leg						2					2					0					4
Total						2					2					0					8

PDI File #: **175824 (18) Tues-PM**
 Location: **N: Fountain Street S: Fountain Street**
 Location: **E: Empire Street W: Empire Street**
 City, State: **Providence, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **4:30 PM**
 End Time: **6:30 PM**
 Class:



Buses

	Fountain Street					Empire Street					Fountain Street					Empire Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	0	7	7
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	8	8
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	7	0	15	15
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1	0	10	10
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	0	7	7
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	4
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	9	0	25	25
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5	0	7	7
6:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	1	0	3	4
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	4	6	0	10	11
Grand Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	28	22	0	50	51
Approach %	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	56.0	44.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	54.9	43.1	0.0	98.0	
Exiting Leg Total						23					28					0					51

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

	Fountain Street					Empire Street					Fountain Street					Empire Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	0	7	7
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	8	8
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1	0	10	10
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	0	7	7
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	11	0	32	32
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	65.6	34.4	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.583	0.688	0.000	0.800	0.800
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	11	0	32	32
Exiting Leg						11					21					0					32
Total						11					21					0					64

PDI File #: 175824 (18) Tues-PM
 Location: N: Fountain Street S: Fountain Street
 Location: E: Empire Street W: Empire Street
 City, State: Providence, RI
 Client: VHB/ J. Wanat
 Site Code: TBA
 Count Date: Tuesday, September 26, 2017
 Start Time: 4:30 PM
 End Time: 6:30 PM
 Class:



Bicycles (on Roadway and Crosswalks)

	Fountain Street								Empire Street								Fountain Street								Empire Street								Total	
	North								East								South								West									
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total			
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	
Total	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	1	4		
5:00 PM	0	0	0	0	0	1	1	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	4	
5:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	
5:30 PM	0	0	0	0	0	0	0	0	5	0	0	0	0	5	0	1	0	0	0	0	0	0	1	0	1	6	0	0	0	0	7	13		
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	2	0	0	0	0	0	2	3			
Total	0	0	0	0	0	1	1	0	8	0	0	0	0	8	0	2	0	0	0	0	0	2	0	4	7	0	0	0	0	11	22			
6:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2			
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1			
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	3				
Grand Total	0	0	0	0	0	1	1	0	10	0	0	0	1	11	0	2	0	0	0	1	3	0	5	9	0	0	0	14	29					
Approach %	0.0	0.0	0.0	0.0	0.0	100.0		0.0	90.9	0.0	0.0	0.0	9.1		0.0	66.7	0.0	0.0	0.0	33.3		0.0	35.7	64.3	0.0	0.0	0.0							
Total %	0.0	0.0	0.0	0.0	0.0	3.4	3.4	0.0	34.5	0.0	0.0	0.0	3.4	37.9	0.0	6.9	0.0	0.0	0.0	3.4	10.3	0.0	17.2	31.0	0.0	0.0	0.0	48.3						
Exiting Leg Total	12								6								1								10								29	

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

	Fountain Street								Empire Street								Fountain Street								Empire Street								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
5:00 PM	0	0	0	0	0	1	1	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	4			
5:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2			
5:30 PM	0	0	0	0	0	0	0	0	5	0	0	0	0	5	0	1	0	0	0	0	0	1	0	1	6	0	0	0	7	13			
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	2	0	0	0	0	2	3			
Total Volume	0	0	0	0	0	1	1	0	8	0	0	0	0	8	0	2	0	0	0	0	2	0	4	7	0	0	0	11	22				
% Approach Total	0.0	0.0	0.0	0.0	0.0	100.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	36.4	63.6	0.0	0.0	0.0						
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.400	0.000	0.000	0.000	0.400		0.000	0.500	0.000	0.000	0.000	0.500		0.000	0.500	0.292	0.000	0.000	0.000	0.393	0.423				
Entering Leg	0	0	0	0	0	1	1	0	8	0	0	0	0	8	0	2	0	0	0	0	2	0	4	7	0	0	0	11	22				
Exiting Leg	10								4								0								8								22
Total	11								12								2								19								44

PDI File #: 175824 (18) Tues-PM
 Location: N: Fountain Street S: Fountain Street
 Location: E: Empire Street W: Empire Street
 City, State: Providence, RI
 Client: VHB/ J. Wanat
 Site Code: TBA
 Count Date: Tuesday, September 26, 2017
 Start Time: 4:30 PM
 End Time: 6:30 PM
 Class:



Pedestrians

	Fountain Street								Empire Street								Fountain Street								Empire Street								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:30 PM	0	0	0	0	0	5	5	0	0	0	0	7	2	9		0	0	0	0	13	4	17		0	0	0	0	1	1	2		33	
4:45 PM	0	0	0	0	4	8	12	0	0	0	0	5	0	5		0	0	0	0	13	3	16		0	0	0	0	0	1	1		34	
Total	0	0	0	0	4	13	17	0	0	0	0	12	2	14		0	0	0	0	26	7	33		0	0	0	0	1	2	3		67	
5:00 PM	0	0	0	0	1	8	9	0	0	0	0	10	3	13		0	0	0	0	14	4	18		0	0	0	0	1	3	4		44	
5:15 PM	0	0	0	0	4	5	9	0	0	0	0	5	7	12		0	0	0	0	5	10	15		0	0	0	0	1	2	3		39	
5:30 PM	0	0	0	0	5	9	14	0	0	0	0	7	4	11		0	0	0	0	7	5	12		0	0	0	0	0	1	1		38	
5:45 PM	0	0	0	0	28	4	32	0	0	0	0	7	3	10		0	0	0	0	9	4	13		0	0	0	0	0	3	3		58	
Total	0	0	0	0	38	26	64	0	0	0	0	29	17	46		0	0	0	0	35	23	58		0	0	0	0	2	9	11		179	
6:00 PM	0	0	0	0	4	4	8	0	0	0	0	2	4	6		0	0	0	0	2	5	7		0	0	0	0	0	1	1		22	
6:15 PM	0	0	0	0	6	5	11	0	0	0	0	6	0	6		0	0	0	0	9	1	10		0	0	0	0	5	1	6		33	
Total	0	0	0	0	10	9	19	0	0	0	0	8	4	12		0	0	0	0	11	6	17		0	0	0	0	5	2	7		55	
Grand Total	0	0	0	0	52	48	100	0	0	0	0	49	23	72		0	0	0	0	72	36	108		0	0	0	0	8	13	21		301	
Approach %	0.0	0.0	0.0	0.0	52.0	48.0		0.0	0.0	0.0	0.0	68.1	31.9		0.0	0.0	0.0	0.0	66.7	33.3		0.0	0.0	0.0	0.0	38.1	61.9						
Total %	0.0	0.0	0.0	0.0	17.3	15.9	33.2	0.0	0.0	0.0	0.0	16.3	7.6	23.9	0.0	0.0	0.0	0.0	23.9	12.0	35.9	0.0	0.0	0.0	0.0	2.7	4.3	7.0					
Exiting Leg Total	100								72								108								21	301							

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

	Fountain Street								Empire Street								Fountain Street								Empire Street								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
5:00 PM	0	0	0	0	1	8	9	0	0	0	0	10	3	13		0	0	0	0	14	4	18		0	0	0	0	1	3	4		44	
5:15 PM	0	0	0	0	4	5	9	0	0	0	0	5	7	12		0	0	0	0	5	10	15		0	0	0	0	1	2	3		39	
5:30 PM	0	0	0	0	5	9	14	0	0	0	0	7	4	11		0	0	0	0	7	5	12		0	0	0	0	0	1	1		38	
5:45 PM	0	0	0	0	28	4	32	0	0	0	0	7	3	10		0	0	0	0	9	4	13		0	0	0	0	0	3	3		58	
Total Volume	0	0	0	0	38	26	64	0	0	0	0	29	17	46		0	0	0	0	35	23	58		0	0	0	0	2	9	11		179	
% Approach Total	0.0	0.0	0.0	0.0	59.4	40.6		0.0	0.0	0.0	0.0	63.0	37.0		0.0	0.0	0.0	0.0	60.3	39.7		0.0	0.0	0.0	0.0	18.2	81.8						
PHF	0.000	0.000	0.000	0.000	0.339	0.722	0.500	0.000	0.000	0.000	0.000	0.725	0.607	0.885	0.000	0.000	0.000	0.000	0.625	0.575	0.806	0.000	0.000	0.000	0.000	0.500	0.750	0.688	0.772				
Entering Leg	0	0	0	0	38	26	64	0	0	0	0	29	17	46	0	0	0	0	35	23	58	0	0	0	0	2	9	11	179				
Exiting Leg	64								46								58								11	179							
Total	128								92								116								22	358							

PDI File #: **175824 (20) Sat**
 Location: **N: Route 116 S: Route 116**
 Location: **E: Scituate Avenue (Route 12) W: Scituate Avenue (Route 12)**
 City, State: **Scituate, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Saturday, September 23, 2017**
 Start Time: **12:00 PM**
 End Time: **2:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Route 116					Scituate Avenue (Route 12)					Route 116					Scituate Avenue (Route 12)					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:00 PM	11	47	6	0	64	4	16	27	0	47	14	27	2	0	43	4	17	6	0	27	181
12:15 PM	5	37	4	0	46	3	22	11	0	36	21	42	0	0	63	3	11	3	0	17	162
12:30 PM	9	26	3	0	38	6	19	24	0	49	15	32	3	0	50	3	20	7	0	30	167
12:45 PM	7	26	2	0	35	3	28	23	0	54	24	42	2	0	68	3	18	8	0	29	186
Total	32	136	15	0	183	16	85	85	0	186	74	143	7	0	224	13	66	24	0	103	696
1:00 PM	7	36	3	0	46	4	32	22	0	58	16	41	2	0	59	0	16	3	0	19	182
1:15 PM	7	35	6	0	48	3	25	18	0	46	19	39	5	0	63	0	26	4	0	30	187
1:30 PM	7	25	3	0	35	1	22	17	0	40	13	32	3	0	48	3	17	10	0	30	153
1:45 PM	12	43	2	0	57	4	25	14	0	43	18	28	3	0	49	7	17	3	0	27	176
Total	33	139	14	0	186	12	104	71	0	187	66	140	13	0	219	10	76	20	0	106	698
Grand Total	65	275	29	0	369	28	189	156	0	373	140	283	20	0	443	23	142	44	0	209	1394
Approach %	17.6	74.5	7.9	0.0		7.5	50.7	41.8	0.0		31.6	63.9	4.5	0.0		11.0	67.9	21.1	0.0		
Total %	4.7	19.7	2.1	0.0	26.5	2.0	13.6	11.2	0.0	26.8	10.0	20.3	1.4	0.0	31.8	1.6	10.2	3.2	0.0	15.0	
Exiting Leg Total	355					311					454					274					1394
Cars	65	273	29	0	367	28	186	154	0	368	136	276	20	0	432	23	140	43	0	206	1373
% Cars	100.0	99.3	100.0	0.0	99.5	100.0	98.4	98.7	0.0	98.7	97.1	97.5	100.0	0.0	97.5	100.0	98.6	97.7	0.0	98.6	98.5
Exiting Leg Total	347					305					450					271					1373
Heavy Vehicles	0	2	0	0	2	0	3	2	0	5	4	7	0	0	11	0	2	1	0	3	21
% Heavy Vehicles	0.0	0.7	0.0	0.0	0.5	0.0	1.6	1.3	0.0	1.3	2.9	2.5	0.0	0.0	2.5	0.0	1.4	2.3	0.0	1.4	1.5
Exiting Leg Total	8					6					4					3					21

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

	Route 116					Scituate Avenue (Route 12)					Route 116					Scituate Avenue (Route 12)					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:30 PM	9	26	3	0	38	6	19	24	0	49	15	32	3	0	50	3	20	7	0	30	167
12:45 PM	7	26	2	0	35	3	28	23	0	54	24	42	2	0	68	3	18	8	0	29	186
1:00 PM	7	36	3	0	46	4	32	22	0	58	16	41	2	0	59	0	16	3	0	19	182
1:15 PM	7	35	6	0	48	3	25	18	0	46	19	39	5	0	63	0	26	4	0	30	187
Total Volume	30	123	14	0	167	16	104	87	0	207	74	154	12	0	240	6	80	22	0	108	722
% Approach Total	18.0	73.7	8.4	0.0		7.7	50.2	42.0	0.0		30.8	64.2	5.0	0.0		5.6	74.1	20.4	0.0		
PHF	0.833	0.854	0.583	0.000	0.870	0.667	0.813	0.906	0.000	0.892	0.771	0.917	0.600	0.000	0.882	0.500	0.769	0.688	0.000	0.900	0.965
Cars	30	122	14	0	166	16	103	86	0	205	73	149	12	0	234	6	79	22	0	107	712
Cars %	100.0	99.2	100.0	0.0	99.4	100.0	99.0	98.9	0.0	99.0	98.6	96.8	100.0	0.0	97.5	100.0	98.8	100.0	0.0	99.1	98.6
Heavy Vehicles	0	1	0	0	1	0	1	1	0	2	1	5	0	0	6	0	1	0	0	1	10
Heavy Vehicles %	0.0	0.8	0.0	0.0	0.6	0.0	1.0	1.1	0.0	1.0	1.4	3.2	0.0	2.5	0.0	1.3	0.0	0.0	0.0	0.9	1.4
Cars Enter Leg	30	122	14	0	166	16	103	86	0	205	73	149	12	0	234	6	79	22	0	107	712
Heavy Enter Leg	0	1	0	0	1	0	1	1	0	2	1	5	0	0	6	0	1	0	0	1	10
Total Entering Leg	30	123	14	0	167	16	104	87	0	207	74	154	12	0	240	6	80	22	0	108	722
Cars Exiting Leg	187					166					214					145					712
Heavy Exiting Leg	5					2					2					1					10
Total Exiting Leg	192					168					216					146					722

PDI File #: **175824 (20) Sat**
 Location: **N: Route 116 S: Route 116**
 Location: **E: Scituate Avenue (Route 12) W: Scituate Avenue (Route 12)**
 City, State: **Scituate, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Saturday, September 23, 2017**
 Start Time: **12:00 PM**
 End Time: **2:00 PM**
 Class:



Cars

	Route 116					Scituate Avenue (Route 12)					Route 116					Scituate Avenue (Route 12)					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:00 PM	11	46	6	0	63	4	16	27	0	47	14	27	2	0	43	4	17	6	0	27	180
12:15 PM	5	37	4	0	46	3	21	11	0	35	20	40	0	0	60	3	11	3	0	17	158
12:30 PM	9	26	3	0	38	6	19	24	0	49	15	30	3	0	48	3	19	7	0	29	164
12:45 PM	7	26	2	0	35	3	27	23	0	53	23	42	2	0	67	3	18	8	0	29	184
Total	32	135	15	0	182	16	83	85	0	184	72	139	7	0	218	13	65	24	0	102	686
1:00 PM	7	35	3	0	45	4	32	21	0	57	16	41	2	0	59	0	16	3	0	19	180
1:15 PM	7	35	6	0	48	3	25	18	0	46	19	36	5	0	60	0	26	4	0	30	184
1:30 PM	7	25	3	0	35	1	21	16	0	38	12	32	3	0	47	3	16	10	0	29	149
1:45 PM	12	43	2	0	57	4	25	14	0	43	17	28	3	0	48	7	17	2	0	26	174
Total	33	138	14	0	185	12	103	69	0	184	64	137	13	0	214	10	75	19	0	104	687
Grand Total	65	273	29	0	367	28	186	154	0	368	136	276	20	0	432	23	140	43	0	206	1373
Approach %	17.7	74.4	7.9	0.0		7.6	50.5	41.8	0.0		31.5	63.9	4.6	0.0		11.2	68.0	20.9	0.0		
Total %	4.7	19.9	2.1	0.0	26.7	2.0	13.5	11.2	0.0	26.8	9.9	20.1	1.5	0.0	31.5	1.7	10.2	3.1	0.0	15.0	
Exiting Leg Total	347					305					450					271					1373

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

	Route 116					Scituate Avenue (Route 12)					Route 116					Scituate Avenue (Route 12)					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:30 PM	9	26	3	0	38	6	19	24	0	49	15	30	3	0	48	3	19	7	0	29	164
12:45 PM	7	26	2	0	35	3	27	23	0	53	23	42	2	0	67	3	18	8	0	29	184
1:00 PM	7	35	3	0	45	4	32	21	0	57	16	41	2	0	59	0	16	3	0	19	180
1:15 PM	7	35	6	0	48	3	25	18	0	46	19	36	5	0	60	0	26	4	0	30	184
Total Volume	30	122	14	0	166	16	103	86	0	205	73	149	12	0	234	6	79	22	0	107	712
% Approach Total	18.1	73.5	8.4	0.0		7.8	50.2	42.0	0.0		31.2	63.7	5.1	0.0		5.6	73.8	20.6	0.0		
PHF	0.833	0.871	0.583	0.000	0.865	0.667	0.805	0.896	0.000	0.899	0.793	0.887	0.600	0.000	0.873	0.500	0.760	0.688	0.000	0.892	0.967
Entering Leg	30	122	14	0	166	16	103	86	0	205	73	149	12	0	234	6	79	22	0	107	712
Exiting Leg	187					166					214					145					712
Total	353					371					448					252					1424

PDI File #: **175824 (20) Sat**
 Location: **N: Route 116 S: Route 116**
 Location: **E: Scituate Avenue (Route 12) W: Scituate Avenue (Route 12)**
 City, State: **Scituate, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Saturday, September 23, 2017**
 Start Time: **12:00 PM**
 End Time: **2:00 PM**
 Class: **Heavy Vehicles (Combined-Large Trucks and Buses)**



Heavy Vehicles (Combined-Large Trucks and Buses)

	Route 116					Scituate Avenue (Route 12)					Route 116					Scituate Avenue (Route 12)					Total					
	North					East					South					West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	1	0	0	1	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	4
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	3
12:45 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	1	0	0	1	0	2	0	0	2	2	4	0	0	6	0	1	0	0	1	0	1	0	0	1	10
1:00 PM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
1:30 PM	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	4
1:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	0	1	0	1	2
Total	0	1	0	0	1	0	1	2	0	3	2	3	0	0	5	0	1	1	0	2	0	1	1	0	2	11
Grand Total	0	2	0	0	2	0	3	2	0	5	4	7	0	0	11	0	2	1	0	3	0	2	1	0	3	21
Approach %	0.0	100.0	0.0	0.0		0.0	60.0	40.0	0.0		36.4	63.6	0.0	0.0		0.0	66.7	33.3	0.0		0.0	66.7	33.3	0.0		
Total %	0.0	9.5	0.0	0.0	9.5	0.0	14.3	9.5	0.0	23.8	19.0	33.3	0.0	0.0	52.4	0.0	9.5	4.8	0.0	14.3	0.0	9.5	4.8	0.0	14.3	
Exiting Leg Total	8					6					4					3					21					
Large Trucks	0	2	0	0	2	0	3	2	0	5	4	7	0	0	11	0	2	1	0	3	0	2	1	0	3	21
% Large Trucks	0.0	100.0	0.0	0.0	100.0	0.0	100.0	100.0	0.0	100.0	100.0	100.0	0.0	0.0	100.0	0.0	100.0	100.0	0.0	100.0	0.0	100.0	100.0	0.0	100.0	100.0
Exiting Leg Total	8					6					4					3					21					
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0					

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

	Route 116					Scituate Avenue (Route 12)					Route 116					Scituate Avenue (Route 12)					Total					
	North					East					South					West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
12:15 PM	0	0	0	0	0	0	1	0	0	1	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	4
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	3
12:45 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
1:00 PM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	1	0	0	1	0	2	1	0	3	2	4	0	0	6	0	1	0	0	1	0	1	0	0	1	11
% Approach Total	0.0	100.0	0.0	0.0		0.0	66.7	33.3	0.0		33.3	66.7	0.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.500	0.250	0.000	0.750	0.500	0.500	0.000	0.000	0.500	0.000	0.250	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.250	0.688
Large Trucks	0	1	0	0	1	0	2	1	0	3	2	4	0	0	6	0	1	0	0	1	0	1	0	0	1	11
Large Trucks %	0.0	100.0	0.0	0.0	100.0	0.0	100.0	100.0	0.0	100.0	100.0	100.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	100.0	100.0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Trucks Enter Leg	0	1	0	0	1	0	2	1	0	3	2	4	0	0	6	0	1	0	0	1	0	1	0	0	1	11
Bus Enter Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	0	1	0	0	1	0	2	1	0	3	2	4	0	0	6	0	1	0	0	1	0	1	0	0	1	11
Trucks Exiting Leg	4					3					2					2					11					
Buses Exiting Leg	0					0					0					0					0					
Total Exiting Leg	4					3					2					2					11					

PDI File #: **175824 (20) Sat**
 Location: **N: Route 116 S: Route 116**
 Location: **E: Scituate Avenue (Route 12) W: Scituate Avenue (Route 12)**
 City, State: **Scituate, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Saturday, September 23, 2017**
 Start Time: **12:00 PM**
 End Time: **2:00 PM**
 Class:



Large Trucks

	Route 116					Scituate Avenue (Route 12)					Route 116					Scituate Avenue (Route 12)					Total					
	North					East					South					West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	1	0	0	1	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	4
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	3
12:45 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	1	0	0	1	0	2	0	0	2	2	4	0	0	6	0	1	0	0	1	0	1	0	0	1	10
1:00 PM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
1:30 PM	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	4
1:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	0	1	0	1	2
Total	0	1	0	0	1	0	1	2	0	3	2	3	0	0	5	0	1	1	0	2	0	1	1	0	2	11
Grand Total	0	2	0	0	2	0	3	2	0	5	4	7	0	0	11	0	2	1	0	3	0	2	1	0	3	21
Approach %	0.0	100.0	0.0	0.0		0.0	60.0	40.0	0.0		36.4	63.6	0.0	0.0		0.0	66.7	33.3	0.0		0.0	66.7	33.3	0.0		
Total %	0.0	9.5	0.0	0.0	9.5	0.0	14.3	9.5	0.0	23.8	19.0	33.3	0.0	0.0	52.4	0.0	9.5	4.8	0.0	14.3	0.0	9.5	4.8	0.0	14.3	
Exiting Leg Total	8					6					4					3					21					

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

	Route 116					Scituate Avenue (Route 12)					Route 116					Scituate Avenue (Route 12)					Total					
	North					East					South					West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
12:15 PM	0	0	0	0	0	0	1	0	0	1	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	4
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	3
12:45 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
1:00 PM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	1	0	0	1	0	2	1	0	3	2	4	0	0	6	0	1	0	0	1	0	1	0	0	1	11
% Approach Total	0.0	100.0	0.0	0.0		0.0	66.7	33.3	0.0		33.3	66.7	0.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.500	0.250	0.000	0.750	0.500	0.500	0.000	0.000	0.500	0.000	0.250	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.250	0.688
Entering Leg	0	1	0	0	1	0	2	1	0	3	2	4	0	0	6	0	1	0	0	1	0	1	0	0	1	11
Exiting Leg	4					3					2					2					11					
Total	5					6					8					3					22					

PDI File #: **175824 (20) Sat**
 Location: **N: Route 116 S: Route 116**
 Location: **E: Scituate Avenue (Route 12) W: Scituate Avenue (Route 12)**
 City, State: **Scituate, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Saturday, September 23, 2017**
 Start Time: **12:00 PM**
 End Time: **2:00 PM**
 Class:



Buses

	Route 116					Scituate Avenue (Route 12)					Route 116					Scituate Avenue (Route 12)					Total	
	North					East					South					West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0	

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

	Route 116					Scituate Avenue (Route 12)					Route 116					Scituate Avenue (Route 12)					Total	
	North					East					South					West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0					0					0					0					0	
Total	0					0					0					0					0	

PDI File #: **175824 (20) Tues-AM**
 Location: **N: Route 116 S: Route 116**
 Location: **E: Scituate Avenue (Route 12) W: Scituate Avenue (Route 12)**
 City, State: **Scituate, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	Route 116					Scituate Avenue (Route 12)					Route 116					Scituate Avenue (Route 12)					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	1	22	1	0	24	1	5	17	0	23	49	48	0	0	97	1	57	16	0	74	218
7:15 AM	3	32	1	0	36	1	7	15	0	23	59	58	2	0	119	4	75	18	0	97	275
7:30 AM	6	49	1	0	56	3	14	15	0	32	49	61	0	0	110	4	53	15	0	72	270
7:45 AM	6	41	1	0	48	3	3	24	0	30	42	59	1	0	102	6	50	11	0	67	247
Total	16	144	4	0	164	8	29	71	0	108	199	226	3	0	428	15	235	60	0	310	1010
8:00 AM	1	43	4	0	48	1	11	12	0	24	37	36	0	0	73	1	42	13	0	56	201
8:15 AM	5	37	2	0	44	3	5	15	0	23	38	45	4	0	87	12	51	9	0	72	226
8:30 AM	7	41	4	0	52	3	12	15	0	30	26	33	3	0	62	4	45	8	0	57	201
8:45 AM	1	34	2	1	38	2	9	15	0	26	29	31	1	0	61	5	33	4	0	42	167
Total	14	155	12	1	182	9	37	57	0	103	130	145	8	0	283	22	171	34	0	227	795
Grand Total	30	299	16	1	346	17	66	128	0	211	329	371	11	0	711	37	406	94	0	537	1805
Approach %	8.7	86.4	4.6	0.3		8.1	31.3	60.7	0.0		46.3	52.2	1.5	0.0		6.9	75.6	17.5	0.0		
Total %	1.7	16.6	0.9	0.1	19.2	0.9	3.7	7.1	0.0	11.7	18.2	20.6	0.6	0.0	39.4	2.0	22.5	5.2	0.0	29.8	
Exiting Leg Total	483					751					464					107					1805
Cars	26	279	13	1	319	14	56	117	0	187	322	347	9	0	678	34	398	92	0	524	1708
% Cars	86.7	93.3	81.3	100.0	92.2	82.4	84.8	91.4	0.0	88.6	97.9	93.5	81.8	0.0	95.4	91.9	98.0	97.9	0.0	97.6	94.6
Exiting Leg Total	454					733					430					91					1708
Heavy Vehicles	4	20	3	0	27	3	10	11	0	24	7	24	2	0	33	3	8	2	0	13	97
% Heavy Vehicles	13.3	6.7	18.8	0.0	7.8	17.6	15.2	8.6	0.0	11.4	2.1	6.5	18.2	0.0	4.6	8.1	2.0	2.1	0.0	2.4	5.4
Exiting Leg Total	29					18					34					16					97

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

	Route 116					Scituate Avenue (Route 12)					Route 116					Scituate Avenue (Route 12)					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	1	22	1	0	24	1	5	17	0	23	49	48	0	0	97	1	57	16	0	74	218
7:15 AM	3	32	1	0	36	1	7	15	0	23	59	58	2	0	119	4	75	18	0	97	275
7:30 AM	6	49	1	0	56	3	14	15	0	32	49	61	0	0	110	4	53	15	0	72	270
7:45 AM	6	41	1	0	48	3	3	24	0	30	42	59	1	0	102	6	50	11	0	67	247
Total Volume	16	144	4	0	164	8	29	71	0	108	199	226	3	0	428	15	235	60	0	310	1010
% Approach Total	9.8	87.8	2.4	0.0		7.4	26.9	65.7	0.0		46.5	52.8	0.7	0.0		4.8	75.8	19.4	0.0		
PHF	0.667	0.735	1.000	0.000	0.732	0.667	0.518	0.740	0.000	0.844	0.843	0.926	0.375	0.000	0.899	0.625	0.783	0.833	0.000	0.799	0.918
Cars	14	137	2	0	153	6	24	66	0	96	197	213	2	0	412	15	234	59	0	308	969
Cars %	87.5	95.1	50.0	0.0	93.3	75.0	82.8	93.0	0.0	88.9	99.0	94.2	66.7	0.0	96.3	100.0	99.6	98.3	0.0	99.4	95.9
Heavy Vehicles	2	7	2	0	11	2	5	5	0	12	2	13	1	0	16	0	1	1	0	2	41
Heavy Vehicles %	12.5	4.9	50.0	0.0	6.7	25.0	17.2	7.0	0.0	11.1	1.0	5.8	33.3	0.0	3.7	0.0	0.4	1.7	0.0	0.6	4.1
Cars Enter Leg	14	137	2	0	153	6	24	66	0	96	197	213	2	0	412	15	234	59	0	308	969
Heavy Enter Leg	2	7	2	0	11	2	5	5	0	12	2	13	1	0	16	0	1	1	0	2	41
Total Entering Leg	16	144	4	0	164	8	29	71	0	108	199	226	3	0	428	15	235	60	0	310	1010
Cars Exiting Leg	278					433					218					40					969
Heavy Exiting Leg	16					5					12					8					41
Total Exiting Leg	294					438					230					48					1010

PDI File #: **175824 (20) Tues-AM**
 Location: **N: Route 116 S: Route 116**
 Location: **E: Scituate Avenue (Route 12) W: Scituate Avenue (Route 12)**
 City, State: **Scituate, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars

	Route 116					Scituate Avenue (Route 12)					Route 116					Scituate Avenue (Route 12)					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	22	1	0	23	1	5	16	0	22	49	44	0	0	93	1	57	15	0	73	211
7:15 AM	3	29	0	0	32	1	4	13	0	18	59	57	1	0	117	4	75	18	0	97	264
7:30 AM	5	47	0	0	52	3	12	15	0	30	49	59	0	0	108	4	52	15	0	71	261
7:45 AM	6	39	1	0	46	1	3	22	0	26	40	53	1	0	94	6	50	11	0	67	233
Total	14	137	2	0	153	6	24	66	0	96	197	213	2	0	412	15	234	59	0	308	969
8:00 AM	1	40	3	0	44	1	10	11	0	22	36	33	0	0	69	0	37	12	0	49	184
8:15 AM	5	31	2	0	38	2	5	14	0	21	37	44	4	0	85	12	51	9	0	72	216
8:30 AM	6	38	4	0	48	3	8	14	0	25	26	26	3	0	55	4	45	8	0	57	185
8:45 AM	0	33	2	1	36	2	9	12	0	23	26	31	0	0	57	3	31	4	0	38	154
Total	12	142	11	1	166	8	32	51	0	91	125	134	7	0	266	19	164	33	0	216	739
Grand Total	26	279	13	1	319	14	56	117	0	187	322	347	9	0	678	34	398	92	0	524	1708
Approach %	8.2	87.5	4.1	0.3		7.5	29.9	62.6	0.0		47.5	51.2	1.3	0.0		6.5	76.0	17.6	0.0		
Total %	1.5	16.3	0.8	0.1	18.7	0.8	3.3	6.9	0.0	10.9	18.9	20.3	0.5	0.0	39.7	2.0	23.3	5.4	0.0	30.7	
Exiting Leg Total	454					733					430					91					1708

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

	Route 116					Scituate Avenue (Route 12)					Route 116					Scituate Avenue (Route 12)					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	22	1	0	23	1	5	16	0	22	49	44	0	0	93	1	57	15	0	73	211
7:15 AM	3	29	0	0	32	1	4	13	0	18	59	57	1	0	117	4	75	18	0	97	264
7:30 AM	5	47	0	0	52	3	12	15	0	30	49	59	0	0	108	4	52	15	0	71	261
7:45 AM	6	39	1	0	46	1	3	22	0	26	40	53	1	0	94	6	50	11	0	67	233
Total Volume	14	137	2	0	153	6	24	66	0	96	197	213	2	0	412	15	234	59	0	308	969
% Approach Total	9.2	89.5	1.3	0.0		6.3	25.0	68.8	0.0		47.8	51.7	0.5	0.0		4.9	76.0	19.2	0.0		
PHF	0.583	0.729	0.500	0.000	0.736	0.500	0.500	0.750	0.000	0.800	0.835	0.903	0.500	0.000	0.880	0.625	0.780	0.819	0.000	0.794	0.918
Entering Leg	14	137	2	0	153	6	24	66	0	96	197	213	2	0	412	15	234	59	0	308	969
Exiting Leg											218					40					969
Total	431					529					630					348					1938

PDI File #: **175824 (20) Tues-AM**
 Location: **N: Route 116 S: Route 116**
 Location: **E: Scituate Avenue (Route 12) W: Scituate Avenue (Route 12)**
 City, State: **Scituate, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class: **Heavy Vehicles (Combined-Large Trucks and Buses)**



Heavy Vehicles (Combined-Large Trucks and Buses)

	Route 116					Scituate Avenue (Route 12)					Route 116					Scituate Avenue (Route 12)					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	1	0	0	0	1	0	0	1	0	1	0	4	0	0	4	0	0	1	0	1	7
7:15 AM	0	3	1	0	4	0	3	2	0	5	0	1	1	0	2	0	0	0	0	0	11
7:30 AM	1	2	1	0	4	0	2	0	0	2	0	2	0	0	2	0	1	0	0	1	9
7:45 AM	0	2	0	0	2	2	0	2	0	4	2	6	0	0	8	0	0	0	0	0	14
Total	2	7	2	0	11	2	5	5	0	12	2	13	1	0	16	0	1	1	0	2	41
8:00 AM	0	3	1	0	4	0	1	1	0	2	1	3	0	0	4	1	5	1	0	7	17
8:15 AM	0	6	0	0	6	1	0	1	0	2	1	1	0	0	2	0	0	0	0	0	10
8:30 AM	1	3	0	0	4	0	4	1	0	5	0	7	0	0	7	0	0	0	0	0	16
8:45 AM	1	1	0	0	2	0	0	3	0	3	3	0	1	0	4	2	2	0	0	4	13
Total	2	13	1	0	16	1	5	6	0	12	5	11	1	0	17	3	7	1	0	11	56
Grand Total	4	20	3	0	27	3	10	11	0	24	7	24	2	0	33	3	8	2	0	13	97
Approach %	14.8	74.1	11.1	0.0		12.5	41.7	45.8	0.0		21.2	72.7	6.1	0.0		23.1	61.5	15.4	0.0		
Total %	4.1	20.6	3.1	0.0	27.8	3.1	10.3	11.3	0.0	24.7	7.2	24.7	2.1	0.0	34.0	3.1	8.2	2.1	0.0	13.4	
Exiting Leg Total	29					18					34					16					97
Large Trucks	3	16	1	0	20	3	9	7	0	19	5	14	2	0	21	2	8	2	0	12	72
% Large Trucks	75.0	80.0	33.3	0.0	74.1	100.0	90.0	63.6	0.0	79.2	71.4	58.3	100.0	0.0	63.6	66.7	100.0	100.0	0.0	92.3	74.2
Exiting Leg Total	19					14					25					14					72
Buses	1	4	2	0	7	0	1	4	0	5	2	10	0	0	12	1	0	0	0	1	25
% Buses	25.0	20.0	66.7	0.0	25.9	0.0	10.0	36.4	0.0	20.8	28.6	41.7	0.0	0.0	36.4	33.3	0.0	0.0	0.0	7.7	25.8
Exiting Leg Total	10					4					9					2					25

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

	Route 116					Scituate Avenue (Route 12)					Route 116					Scituate Avenue (Route 12)					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 AM	0	2	0	0	2	2	0	2	0	4	2	6	0	0	8	0	0	0	0	0	14
8:00 AM	0	3	1	0	4	0	1	1	0	2	1	3	0	0	4	1	5	1	0	7	17
8:15 AM	0	6	0	0	6	1	0	1	0	2	1	1	0	0	2	0	0	0	0	0	10
8:30 AM	1	3	0	0	4	0	4	1	0	5	0	7	0	0	7	0	0	0	0	0	16
Total Volume	1	14	1	0	16	3	5	5	0	13	4	17	0	0	21	1	5	1	0	7	57
% Approach Total	6.3	87.5	6.3	0.0		23.1	38.5	38.5	0.0		19.0	81.0	0.0	0.0		14.3	71.4	14.3	0.0		
PHF	0.250	0.583	0.250	0.000	0.667	0.375	0.313	0.625	0.000	0.650	0.500	0.607	0.000	0.000	0.656	0.250	0.250	0.250	0.000	0.250	0.838
Large Trucks	1	10	0	0	11	3	4	3	0	10	3	11	0	0	14	0	5	1	0	6	41
Large Trucks %	100.0	71.4	0.0	0.0	68.8	100.0	80.0	60.0	0.0	76.9	75.0	64.7	0.0	0.0	66.7	0.0	100.0	100.0	0.0	85.7	71.9
Buses	0	4	1	0	5	0	1	2	0	3	1	6	0	0	7	1	0	0	0	1	16
Buses %	0.0	28.6	100.0	0.0	31.3	0.0	20.0	40.0	0.0	23.1	25.0	35.3	0.0	0.0	33.3	100.0	0.0	0.0	0.0	14.3	28.1
Trucks Enter Leg	1	10	0	0	11	3	4	3	0	10	3	11	0	0	14	0	5	1	0	6	41
Bus Enter Leg	0	4	1	0	5	0	1	2	0	3	1	6	0	0	7	1	0	0	0	1	16
Total Entering Leg	1	14	1	0	16	3	5	5	0	13	4	17	0	0	21	1	5	1	0	7	57
Trucks Exiting Leg	15					8					13					5					41
Buses Exiting Leg	6					2					7					1					16
Total Exiting Leg	21					10					20					6					57

PDI File #: **175824 (20) Tues-AM**
 Location: **N: Route 116 S: Route 116**
 Location: **E: Scituate Avenue (Route 12) W: Scituate Avenue (Route 12)**
 City, State: **Scituate, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class: **Large Trucks**



	Route 116					Scituate Avenue (Route 12)					Route 116					Scituate Avenue (Route 12)					Total					
	North					East					South					West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
7:00 AM	1	0	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	1	0	1	4					
7:15 AM	0	3	1	0	4	0	3	2	0	5	0	0	1	0	1	0	0	0	0	0	10					
7:30 AM	0	2	0	0	2	0	2	0	0	2	0	2	0	0	2	0	1	0	0	1	7					
7:45 AM	0	1	0	0	1	2	0	1	0	3	2	6	0	0	8	0	0	0	0	0	12					
Total	1	6	1	0	8	2	5	4	0	11	2	9	1	0	12	0	1	1	0	2	33					
8:00 AM	0	2	0	0	2	0	0	1	0	1	1	2	0	0	3	0	5	1	0	6	12					
8:15 AM	0	5	0	0	5	1	0	0	0	1	0	1	0	1	0	0	0	0	0	0	7					
8:30 AM	1	2	0	0	3	0	4	1	0	5	0	2	0	0	2	0	0	0	0	0	10					
8:45 AM	1	1	0	0	2	0	0	1	0	1	2	0	1	0	3	2	2	0	0	4	10					
Total	2	10	0	0	12	1	4	3	0	8	3	5	1	0	9	2	7	1	0	10	39					
Grand Total	3	16	1	0	20	3	9	7	0	19	5	14	2	0	21	2	8	2	0	12	72					
Approach %	15.0	80.0	5.0	0.0		15.8	47.4	36.8	0.0		23.8	66.7	9.5	0.0		16.7	66.7	16.7	0.0							
Total %	4.2	22.2	1.4	0.0	27.8	4.2	12.5	9.7	0.0	26.4	6.9	19.4	2.8	0.0	29.2	2.8	11.1	2.8	0.0	16.7						
Exiting Leg Total						19					14					25					14					72

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

	Route 116					Scituate Avenue (Route 12)					Route 116					Scituate Avenue (Route 12)					Total					
	North					East					South					West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
7:15 AM	0	3	1	0	4	0	3	2	0	5	0	0	1	0	1	0	0	0	0	0	10					
7:30 AM	0	2	0	0	2	0	2	0	0	2	0	2	0	0	2	0	1	0	0	1	7					
7:45 AM	0	1	0	0	1	2	0	1	0	3	2	6	0	0	8	0	0	0	0	0	12					
8:00 AM	0	2	0	0	2	0	0	1	0	1	1	2	0	0	3	0	5	1	0	6	12					
Total Volume	0	8	1	0	9	2	5	4	0	11	3	10	1	0	14	0	6	1	0	7	41					
% Approach Total	0.0	88.9	11.1	0.0		18.2	45.5	36.4	0.0		21.4	71.4	7.1	0.0		0.0	85.7	14.3	0.0							
PHF	0.000	0.667	0.250	0.000	0.563	0.250	0.417	0.500	0.000	0.550	0.375	0.417	0.250	0.000	0.438	0.000	0.300	0.250	0.000	0.292	0.854					
Entering Leg	0	8	1	0	9	2	5	4	0	11	3	10	1	0	14	0	6	1	0	7	41					
Exiting Leg						13					10					12					6					41
Total						22					21					26					13					82

PDI File #: **175824 (20) Tues-AM**
 Location: **N: Route 116 S: Route 116**
 Location: **E: Scituate Avenue (Route 12) W: Scituate Avenue (Route 12)**
 City, State: **Scituate, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Buses

	Route 116					Scituate Avenue (Route 12)					Route 116					Scituate Avenue (Route 12)					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
7:30 AM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	1	1	1	0	3	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	8
8:00 AM	0	1	1	0	2	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	5
8:15 AM	0	1	0	0	1	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	3
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
8:45 AM	0	0	0	0	0	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	3
Total	0	3	1	0	4	0	1	3	0	4	2	6	0	0	8	1	0	0	0	1	17
Grand Total	1	4	2	0	7	0	1	4	0	5	2	10	0	0	12	1	0	0	0	1	25
Approach %	14.3	57.1	28.6	0.0		0.0	20.0	80.0	0.0		16.7	83.3	0.0	0.0		100.0	0.0	0.0	0.0		
Total %	4.0	16.0	8.0	0.0	28.0	0.0	4.0	16.0	0.0	20.0	8.0	40.0	0.0	0.0	48.0	4.0	0.0	0.0	0.0	4.0	
Exiting Leg Total	10					4					9					2					25

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

	Route 116					Scituate Avenue (Route 12)					Route 116					Scituate Avenue (Route 12)					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:00 AM	0	1	1	0	2	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	5
8:15 AM	0	1	0	0	1	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	3
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
8:45 AM	0	0	0	0	0	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	3
Total Volume	0	3	1	0	4	0	1	3	0	4	2	6	0	0	8	1	0	0	0	1	17
% Approach Total	0.0	75.0	25.0	0.0		0.0	25.0	75.0	0.0		25.0	75.0	0.0	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.750	0.250	0.000	0.500	0.000	0.250	0.375	0.000	0.500	0.500	0.300	0.000	0.000	0.400	0.250	0.000	0.000	0.000	0.250	0.708
Entering Leg	0	3	1	0	4	0	1	3	0	4	2	6	0	0	8	1	0	0	0	1	17
Exiting Leg	6					3					7					1					17
Total	10					7					15					2					34

PDI File #: 175824 (20) Tues-AM
 Location: N: Route 116 S: Route 116
 Location: E: Scituate Avenue (Route 12) W: Scituate Avenue (Route 12)
 City, State: Scituate, RI
 Client: VHB/ J. Wanat
 Site Code: TBA
 Count Date: Tuesday, September 26, 2017
 Start Time: 7:00 AM
 End Time: 9:00 AM
 Class:



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

Bicycles (on Roadway and Crosswalks)

	Route 116							Scituate Avenue (Route 12)							Route 116							Scituate Avenue (Route 12)							Total
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.0	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0							1							0							0							

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

	Route 116							Scituate Avenue (Route 12)							Route 116							Scituate Avenue (Route 12)							Total
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	
Entering Leg	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg	0							1							0							0							
Total	1							1							0							0							

PDI File #: **175824 (20) Tues-PM**
 Location: **N: Route 116 S: Route 116**
 Location: **E: Scituate Avenue (Route 12) W: Scituate Avenue (Route 12)**
 City, State: **Scituate, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **4:30 PM**
 End Time: **6:30 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Route 116					Scituate Avenue (Route 12)					Route 116					Scituate Avenue (Route 12)					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	12	60	7	0	79	0	36	46	0	82	19	51	2	0	72	2	20	5	0	27	260
4:45 PM	14	58	3	0	75	1	35	41	0	77	26	65	4	0	95	2	19	2	0	23	270
Total	26	118	10	0	154	1	71	87	0	159	45	116	6	0	167	4	39	7	0	50	530
5:00 PM	13	61	3	0	77	2	39	41	0	82	22	52	6	0	80	0	12	1	0	13	252
5:15 PM	20	67	3	0	90	0	45	47	0	92	23	51	4	0	78	2	11	3	0	16	276
5:30 PM	16	66	3	0	85	5	51	31	0	87	12	53	1	0	66	1	14	2	0	17	255
5:45 PM	15	46	0	0	61	3	50	32	0	85	27	33	5	0	65	3	22	2	0	27	238
Total	64	240	9	0	313	10	185	151	0	346	84	189	16	0	289	6	59	8	0	73	1021
6:00 PM	16	41	5	0	62	1	30	29	0	60	22	35	2	0	59	1	13	5	0	19	200
6:15 PM	12	27	2	0	41	0	36	27	0	63	15	32	2	0	49	2	19	4	0	25	178
Total	28	68	7	0	103	1	66	56	0	123	37	67	4	0	108	3	32	9	0	44	378
Grand Total	118	426	26	0	570	12	322	294	0	628	166	372	26	0	564	13	130	24	0	167	1929
Approach %	20.7	74.7	4.6	0.0		1.9	51.3	46.8	0.0		29.4	66.0	4.6	0.0		7.8	77.8	14.4	0.0		
Total %	6.1	22.1	1.3	0.0	29.5	0.6	16.7	15.2	0.0	32.6	8.6	19.3	1.3	0.0	29.2	0.7	6.7	1.2	0.0	8.7	
Exiting Leg Total	408					322					733					466					1929
Cars	115	416	26	0	557	12	320	291	0	623	166	360	26	0	552	13	127	23	0	163	1895
% Cars	97.5	97.7	100.0	0.0	97.7	100.0	99.4	99.0	0.0	99.2	100.0	96.8	100.0	0.0	97.9	100.0	97.7	95.8	0.0	97.6	98.2
Exiting Leg Total	395					319					720					461					1895
Heavy Vehicles	3	10	0	0	13	0	2	3	0	5	0	12	0	0	12	0	3	1	0	4	34
% Heavy Vehicles	2.5	2.3	0.0	0.0	2.3	0.0	0.6	1.0	0.0	0.8	0.0	3.2	0.0	0.0	2.1	0.0	2.3	4.2	0.0	2.4	1.8
Exiting Leg Total	13					3					13					5					34

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

	Route 116					Scituate Avenue (Route 12)					Route 116					Scituate Avenue (Route 12)					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	12	60	7	0	79	0	36	46	0	82	19	51	2	0	72	2	20	5	0	27	260
4:45 PM	14	58	3	0	75	1	35	41	0	77	26	65	4	0	95	2	19	2	0	23	270
5:00 PM	13	61	3	0	77	2	39	41	0	82	22	52	6	0	80	0	12	1	0	13	252
5:15 PM	20	67	3	0	90	0	45	47	0	92	23	51	4	0	78	2	11	3	0	16	276
Total Volume	59	246	16	0	321	3	155	175	0	333	90	219	16	0	325	6	62	11	0	79	1058
% Approach Total	18.4	76.6	5.0	0.0		0.9	46.5	52.6	0.0		27.7	67.4	4.9	0.0		7.6	78.5	13.9	0.0		
PHF	0.738	0.918	0.571	0.000	0.892	0.375	0.861	0.931	0.000	0.905	0.865	0.842	0.667	0.000	0.855	0.750	0.775	0.550	0.000	0.731	0.958
Cars	59	241	16	0	316	3	155	173	0	331	90	208	16	0	314	6	59	10	0	75	1036
Cars %	100.0	98.0	100.0	0.0	98.4	100.0	100.0	98.9	0.0	99.4	100.0	95.0	100.0	0.0	96.6	100.0	95.2	90.9	0.0	94.9	97.9
Heavy Vehicles	0	5	0	0	5	0	0	2	0	2	0	11	0	0	11	0	3	1	0	4	22
Heavy Vehicles %	0.0	2.0	0.0	0.0	1.6	0.0	0.0	1.1	0.0	0.6	0.0	5.0	0.0	0.0	3.4	0.0	4.8	9.1	0.0	5.1	2.1
Cars Enter Leg	59	241	16	0	316	3	155	173	0	331	90	208	16	0	314	6	59	10	0	75	1036
Heavy Enter Leg	0	5	0	0	5	0	0	2	0	2	0	11	0	0	11	0	3	1	0	4	22
Total Entering Leg	59	246	16	0	321	3	155	175	0	333	90	219	16	0	325	6	62	11	0	79	1058
Cars Exiting Leg	221					165					420					230					1036
Heavy Exiting Leg	12					3					7					0					22
Total Exiting Leg	233					168					427					230					1058

PDI File #: **175824 (20) Tues-PM**
 Location: **N: Route 116 S: Route 116**
 Location: **E: Scituate Avenue (Route 12) W: Scituate Avenue (Route 12)**
 City, State: **Scituate, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **4:30 PM**
 End Time: **6:30 PM**
 Class:



Cars

	Route 116					Scituate Avenue (Route 12)					Route 116					Scituate Avenue (Route 12)					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	12	58	7	0	77	0	36	46	0	82	19	48	2	0	69	2	18	4	0	24	252
4:45 PM	14	58	3	0	75	1	35	40	0	76	26	59	4	0	89	2	18	2	0	22	262
Total	26	116	10	0	152	1	71	86	0	158	45	107	6	0	158	4	36	6	0	46	514
5:00 PM	13	60	3	0	76	2	39	40	0	81	22	50	6	0	78	0	12	1	0	13	248
5:15 PM	20	65	3	0	88	0	45	47	0	92	23	51	4	0	78	2	11	3	0	16	274
5:30 PM	13	65	3	0	81	5	51	31	0	87	12	53	1	0	66	1	14	2	0	17	251
5:45 PM	15	45	0	0	60	3	49	31	0	83	27	32	5	0	64	3	22	2	0	27	234
Total	61	235	9	0	305	10	184	149	0	343	84	186	16	0	286	6	59	8	0	73	1007
6:00 PM	16	39	5	0	60	1	29	29	0	59	22	35	2	0	59	1	13	5	0	19	197
6:15 PM	12	26	2	0	40	0	36	27	0	63	15	32	2	0	49	2	19	4	0	25	177
Total	28	65	7	0	100	1	65	56	0	122	37	67	4	0	108	3	32	9	0	44	374
Grand Total	115	416	26	0	557	12	320	291	0	623	166	360	26	0	552	13	127	23	0	163	1895
Approach %	20.6	74.7	4.7	0.0		1.9	51.4	46.7	0.0		30.1	65.2	4.7	0.0		8.0	77.9	14.1	0.0		
Total %	6.1	22.0	1.4	0.0	29.4	0.6	16.9	15.4	0.0	32.9	8.8	19.0	1.4	0.0	29.1	0.7	6.7	1.2	0.0	8.6	
Exiting Leg Total					395					319					720					461	1895

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

	Route 116					Scituate Avenue (Route 12)					Route 116					Scituate Avenue (Route 12)					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	12	58	7	0	77	0	36	46	0	82	19	48	2	0	69	2	18	4	0	24	252
4:45 PM	14	58	3	0	75	1	35	40	0	76	26	59	4	0	89	2	18	2	0	22	262
5:00 PM	13	60	3	0	76	2	39	40	0	81	22	50	6	0	78	0	12	1	0	13	248
5:15 PM	20	65	3	0	88	0	45	47	0	92	23	51	4	0	78	2	11	3	0	16	274
Total Volume	59	241	16	0	316	3	155	173	0	331	90	208	16	0	314	6	59	10	0	75	1036
% Approach Total	18.7	76.3	5.1	0.0		0.9	46.8	52.3	0.0		28.7	66.2	5.1	0.0		8.0	78.7	13.3	0.0		
PHF	0.738	0.927	0.571	0.000	0.898	0.375	0.861	0.920	0.000	0.899	0.865	0.881	0.667	0.000	0.882	0.750	0.819	0.625	0.000	0.781	0.945
Entering Leg	59	241	16	0	316	3	155	173	0	331	90	208	16	0	314	6	59	10	0	75	1036
Exiting Leg					221					165					420					230	1036
Total					537					496					734					305	2072

PDI File #: **175824 (20) Tues-PM**
 Location: **N: Route 116 S: Route 116**
 Location: **E: Scituate Avenue (Route 12) W: Scituate Avenue (Route 12)**
 City, State: **Scituate, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **4:30 PM**
 End Time: **6:30 PM**
 Class:



Heavy Vehicles (Combined-Large Trucks and Buses)

	Route 116					Scituate Avenue (Route 12)					Route 116					Scituate Avenue (Route 12)					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	2	1	0	3	8
4:45 PM	0	0	0	0	0	0	0	1	0	1	0	6	0	0	6	0	1	0	0	1	8
Total	0	2	0	0	2	0	0	1	0	1	0	9	0	0	9	0	3	1	0	4	16
5:00 PM	0	1	0	0	1	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	4
5:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:45 PM	0	1	0	0	1	0	1	1	0	2	0	1	0	0	1	0	0	0	0	0	4
Total	3	5	0	0	8	0	1	2	0	3	0	3	0	0	3	0	0	0	0	0	14
6:00 PM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
6:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
Grand Total	3	10	0	0	13	0	2	3	0	5	0	12	0	0	12	0	3	1	0	4	34
Approach %	23.1	76.9	0.0	0.0		0.0	40.0	60.0	0.0		0.0	100.0	0.0	0.0		0.0	75.0	25.0	0.0		
Total %	8.8	29.4	0.0	0.0	38.2	0.0	5.9	8.8	0.0	14.7	0.0	35.3	0.0	0.0	35.3	0.0	8.8	2.9	0.0	11.8	
Exiting Leg Total	13					3					13					5					34
Large Trucks	3	10	0	0	13	0	2	3	0	5	0	11	0	0	11	0	3	1	0	4	33
% Large Trucks	100.0	100.0	0.0	0.0	100.0	0.0	100.0	100.0	0.0	100.0	0.0	91.7	0.0	0.0	91.7	0.0	100.0	100.0	0.0	100.0	97.1
Exiting Leg Total	12					3					13					5					33
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.3	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	2.9
Exiting Leg Total	1					0					0					0					1

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

	Route 116					Scituate Avenue (Route 12)					Route 116					Scituate Avenue (Route 12)					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	2	1	0	3	8
4:45 PM	0	0	0	0	0	0	0	1	0	1	0	6	0	0	6	0	1	0	0	1	8
5:00 PM	0	1	0	0	1	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	4
5:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	5	0	0	5	0	0	2	0	2	0	11	0	0	11	0	3	1	0	4	22
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		0.0	75.0	25.0	0.0		
PHF	0.000	0.625	0.000	0.000	0.625	0.000	0.000	0.500	0.000	0.500	0.000	0.458	0.000	0.000	0.458	0.000	0.375	0.250	0.000	0.333	0.688
Large Trucks	0	5	0	0	5	0	0	2	0	2	0	10	0	0	10	0	3	1	0	4	21
Large Trucks %	0.0	100.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	100.0	0.0	90.9	0.0	0.0	90.9	0.0	100.0	100.0	0.0	100.0	95.5
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.1	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	4.5
Trucks Enter Leg	0	5	0	0	5	0	0	2	0	2	0	10	0	0	10	0	3	1	0	4	21
Bus Enter Leg	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total Entering Leg	0	5	0	0	5	0	0	2	0	2	0	11	0	0	11	0	3	1	0	4	22
Trucks Exiting Leg	11					3					7					0					21
Buses Exiting Leg	1					0					0					0					1
Total Exiting Leg	12					3					7					0					22

PDI File #: **175824 (20) Tues-PM**
 Location: **N: Route 116 S: Route 116**
 Location: **E: Scituate Avenue (Route 12) W: Scituate Avenue (Route 12)**
 City, State: **Scituate, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **4:30 PM**
 End Time: **6:30 PM**
 Class:



Large Trucks

	Route 116					Scituate Avenue (Route 12)					Route 116					Scituate Avenue (Route 12)					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	2	1	0	3	8
4:45 PM	0	0	0	0	0	0	0	1	0	1	0	5	0	0	5	0	1	0	0	1	7
Total	0	2	0	0	2	0	0	1	0	1	0	8	0	0	8	0	3	1	0	4	15
5:00 PM	0	1	0	0	1	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	4
5:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:45 PM	0	1	0	0	1	0	1	1	0	2	0	1	0	0	1	0	0	0	0	0	4
Total	3	5	0	0	8	0	1	2	0	3	0	3	0	0	3	0	0	0	0	0	14
6:00 PM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
6:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
Grand Total	3	10	0	0	13	0	2	3	0	5	0	11	0	0	11	0	3	1	0	4	33
Approach %	23.1	76.9	0.0	0.0		0.0	40.0	60.0	0.0		0.0	100.0	0.0	0.0		0.0	75.0	25.0	0.0		
Total %	9.1	30.3	0.0	0.0	39.4	0.0	6.1	9.1	0.0	15.2	0.0	33.3	0.0	0.0	33.3	0.0	9.1	3.0	0.0	12.1	
Exiting Leg Total	12					3					13					5					33

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

	Route 116					Scituate Avenue (Route 12)					Route 116					Scituate Avenue (Route 12)					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	2	1	0	3	8
4:45 PM	0	0	0	0	0	0	0	1	0	1	0	5	0	0	5	0	1	0	0	1	7
5:00 PM	0	1	0	0	1	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	4
5:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	5	0	0	5	0	0	2	0	2	0	10	0	0	10	0	3	1	0	4	21
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		0.0	75.0	25.0	0.0		
PHF	0.000	0.625	0.000	0.000	0.625	0.000	0.000	0.500	0.000	0.500	0.000	0.500	0.000	0.000	0.500	0.000	0.375	0.250	0.000	0.333	0.656
Entering Leg	0	5	0	0	5	0	0	2	0	2	0	10	0	0	10	0	3	1	0	4	21
Exiting Leg	11					3					7					0					21
Total	16					5					17					4					42

PDI File #: **175824 (20) Tues-PM**
 Location: **N: Route 116 S: Route 116**
 Location: **E: Scituate Avenue (Route 12) W: Scituate Avenue (Route 12)**
 City, State: **Scituate, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **4:30 PM**
 End Time: **6:30 PM**
 Class:



Buses

	Route 116					Scituate Avenue (Route 12)					Route 116					Scituate Avenue (Route 12)					Total					
	North					East					South					West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						1						0						0						0	1	

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

	Route 116					Scituate Avenue (Route 12)					Route 116					Scituate Avenue (Route 12)					Total					
	North					East					South					West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg						1						0						0						1		
Total						1						0						1						0	2	

PDI File #: **175824 (20) Tues-PM**
 Location: **N: Route 116 S: Route 116**
 Location: **E: Scituate Avenue (Route 12) W: Scituate Avenue (Route 12)**
 City, State: **Scituate, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **4:30 PM**
 End Time: **6:30 PM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Route 116								Scituate Avenue (Route 12)								Route 116								Scituate Avenue (Route 12)								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:45 PM	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
Total	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Grand Total	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
Approach %	100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Total %	100.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Exiting Leg Total	0							0							0							2	2										

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

	Route 116								Scituate Avenue (Route 12)								Route 116								Scituate Avenue (Route 12)								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:45 PM	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total Volume	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
% Approach Total	100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0				
PHF	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250			
Entering Leg	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
Exiting Leg	0							0							0							2	2										
Total	2							0							0							2	4										

PDI File #: **175824 (21) Sat**
 Location: **N: Oakland Beach Avenue (Route 117A) S: Oakland Beach Avenue (Route 117)**
 Location: **E: West Shore Road (Route 117) W: West Shore Road (Route 117)**
 City, State: **Warwick, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Saturday, September 23, 2017**
 Start Time: **12:00 PM**
 End Time: **2:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:00 PM	35	44	7	0	86	10	84	7	0	101	7	31	42	0	80	29	101	35	0	165	432
12:15 PM	56	49	10	0	115	7	97	11	0	115	17	34	40	0	91	45	64	44	0	153	474
12:30 PM	41	37	15	0	93	11	102	14	0	127	22	38	39	0	99	48	114	50	0	212	531
12:45 PM	40	66	8	0	114	13	108	15	0	136	11	35	46	0	92	43	89	37	0	169	511
Total	172	196	40	0	408	41	391	47	0	479	57	138	167	0	362	165	368	166	0	699	1948
1:00 PM	35	54	10	0	99	14	95	13	0	122	5	36	46	0	87	55	92	26	0	173	481
1:15 PM	50	43	12	0	105	6	91	14	0	111	15	20	41	0	76	50	95	30	0	175	467
1:30 PM	36	37	12	0	85	11	96	11	0	118	19	22	44	0	85	43	89	35	0	167	455
1:45 PM	33	51	4	0	88	6	88	11	0	105	10	41	41	0	92	48	102	45	0	195	480
Total	154	185	38	0	377	37	370	49	0	456	49	119	172	0	340	196	378	136	0	710	1883
Grand Total	326	381	78	0	785	78	761	96	0	935	106	257	339	0	702	361	746	302	0	1409	3831
Approach %	41.5	48.5	9.9	0.0		8.3	81.4	10.3	0.0		15.1	36.6	48.3	0.0		25.6	52.9	21.4	0.0		
Total %	8.5	9.9	2.0	0.0	20.5	2.0	19.9	2.5	0.0	24.4	2.8	6.7	8.8	0.0	18.3	9.4	19.5	7.9	0.0	36.8	
Exiting Leg Total	637					930					838					1426					3831
Cars	321	379	77	0	777	78	754	96	0	928	104	254	337	0	695	357	731	299	0	1387	3787
% Cars	98.5	99.5	98.7	0.0	99.0	100.0	99.1	100.0	0.0	99.3	98.1	98.8	99.4	0.0	99.0	98.9	98.0	99.0	0.0	98.4	98.9
Exiting Leg Total	631					912					832					1412					3787
Heavy Vehicles	5	2	1	0	8	0	7	0	0	7	2	3	2	0	7	4	15	3	0	22	44
% Heavy Vehicles	1.5	0.5	1.3	0.0	1.0	0.0	0.9	0.0	0.0	0.7	1.9	1.2	0.6	0.0	1.0	1.1	2.0	1.0	0.0	1.6	1.1
Exiting Leg Total	6					18					6					14					44

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

12:15 PM	Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:15 PM	56	49	10	0	115	7	97	11	0	115	17	34	40	0	91	45	64	44	0	153	474
12:30 PM	41	37	15	0	93	11	102	14	0	127	22	38	39	0	99	48	114	50	0	212	531
12:45 PM	40	66	8	0	114	13	108	15	0	136	11	35	46	0	92	43	89	37	0	169	511
1:00 PM	35	54	10	0	99	14	95	13	0	122	5	36	46	0	87	55	92	26	0	173	481
Total Volume	172	206	43	0	421	45	402	53	0	500	55	143	171	0	369	191	359	157	0	707	1997
% Approach Total	40.9	48.9	10.2	0.0		9.0	80.4	10.6	0.0		14.9	38.8	46.3	0.0		27.0	50.8	22.2	0.0		
PHF	0.768	0.780	0.717	0.000	0.915	0.804	0.931	0.883	0.000	0.919	0.625	0.941	0.929	0.000	0.932	0.868	0.787	0.785	0.000	0.834	0.940
Cars	171	206	42	0	419	45	397	53	0	495	54	141	169	0	364	190	349	155	0	694	1972
Cars %	99.4	100.0	97.7	0.0	99.5	100.0	98.8	100.0	0.0	99.0	98.2	98.6	98.8	0.0	98.6	99.5	97.2	98.7	0.0	98.2	98.7
Heavy Vehicles	1	0	1	0	2	0	5	0	0	5	1	2	2	0	5	1	10	2	0	13	25
Heavy Vehicles %	0.6	0.0	2.3	0.0	0.5	0.0	1.2	0.0	0.0	1.0	1.8	1.4	1.2	0.0	1.4	0.5	2.8	1.3	0.0	1.8	1.3
Cars Enter Leg	171	206	42	0	419	45	397	53	0	495	54	141	169	0	364	190	349	155	0	694	1972
Heavy Enter Leg	1	0	1	0	2	0	5	0	0	5	1	2	2	0	5	1	10	2	0	13	25
Total Entering Leg	172	206	43	0	421	45	402	53	0	500	55	143	171	0	369	191	359	157	0	707	1997
Cars Exiting Leg	341					445					449					737					1972
Heavy Exiting Leg	4					12					1					8					25
Total Exiting Leg	345					457					450					745					1997

PDI File #: **175824 (21) Sat**
 Location: **N: Oakland Beach Avenue (Route 117A) S: Oakland Beach Avenue (Route 117)**
 Location: **E: West Shore Road (Route 117) W: West Shore Road (Route 117)**
 City, State: **Warwick, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Saturday, September 23, 2017**
 Start Time: **12:00 PM**
 End Time: **2:00 PM**
 Class:



Cars

	Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:00 PM	34	43	7	0	84	10	83	7	0	100	7	30	42	0	79	29	99	35	0	163	426
12:15 PM	55	49	10	0	114	7	96	11	0	114	17	34	39	0	90	44	59	44	0	147	465
12:30 PM	41	37	14	0	92	11	100	14	0	125	21	37	38	0	96	48	111	50	0	209	522
12:45 PM	40	66	8	0	114	13	107	15	0	135	11	35	46	0	92	43	88	35	0	166	507
Total	170	195	39	0	404	41	386	47	0	474	56	136	165	0	357	164	357	164	0	685	1920
1:00 PM	35	54	10	0	99	14	94	13	0	121	5	35	46	0	86	55	91	26	0	172	478
1:15 PM	48	43	12	0	103	6	91	14	0	111	15	20	41	0	76	49	93	30	0	172	462
1:30 PM	36	37	12	0	85	11	96	11	0	118	19	22	44	0	85	43	88	35	0	166	454
1:45 PM	32	50	4	0	86	6	87	11	0	104	9	41	41	0	91	46	102	44	0	192	473
Total	151	184	38	0	373	37	368	49	0	454	48	118	172	0	338	193	374	135	0	702	1867
Grand Total	321	379	77	0	777	78	754	96	0	928	104	254	337	0	695	357	731	299	0	1387	3787
Approach %	41.3	48.8	9.9	0.0		8.4	81.3	10.3	0.0		15.0	36.5	48.5	0.0		25.7	52.7	21.6	0.0		
Total %	8.5	10.0	2.0	0.0	20.5	2.1	19.9	2.5	0.0	24.5	2.7	6.7	8.9	0.0	18.4	9.4	19.3	7.9	0.0	36.6	
Exiting Leg Total	631					912					832					1412					3787

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

12:15 PM	Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:15 PM	55	49	10	0	114	7	96	11	0	114	17	34	39	0	90	44	59	44	0	147	465
12:30 PM	41	37	14	0	92	11	100	14	0	125	21	37	38	0	96	48	111	50	0	209	522
12:45 PM	40	66	8	0	114	13	107	15	0	135	11	35	46	0	92	43	88	35	0	166	507
1:00 PM	35	54	10	0	99	14	94	13	0	121	5	35	46	0	86	55	91	26	0	172	478
Total Volume	171	206	42	0	419	45	397	53	0	495	54	141	169	0	364	190	349	155	0	694	1972
% Approach Total	40.8	49.2	10.0	0.0		9.1	80.2	10.7	0.0		14.8	38.7	46.4	0.0		27.4	50.3	22.3	0.0		
PHF	0.777	0.780	0.750	0.000	0.919	0.804	0.928	0.883	0.000	0.917	0.643	0.953	0.918	0.000	0.948	0.864	0.786	0.775	0.000	0.830	0.944
Entering Leg	171	206	42	0	419	45	397	53	0	495	54	141	169	0	364	190	349	155	0	694	1972
Exiting Leg	341					445					449					737					1972
Total	760					940					813					1431					3944

PDI File #: **175824 (21) Sat**
 Location: **N: Oakland Beach Avenue (Route 117A) S: Oakland Beach Avenue (Route 117)**
 Location: **E: West Shore Road (Route 117) W: West Shore Road (Route 117)**
 City, State: **Warwick, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Saturday, September 23, 2017**
 Start Time: **12:00 PM**
 End Time: **2:00 PM**
 Class: **Heavy Vehicles (Combined-Large Trucks and Buses)**



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

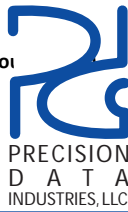
Heavy Vehicles (Combined-Large Trucks and Buses)

	Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:00 PM	1	1	0	0	2	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	6
12:15 PM	1	0	0	0	1	0	1	0	0	1	0	0	1	0	1	1	5	0	0	6	9
12:30 PM	0	0	1	0	1	0	2	0	0	2	1	1	1	0	3	0	3	0	0	3	9
12:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	2	0	3	4
Total	2	1	1	0	4	0	5	0	0	5	1	2	2	0	5	1	11	2	0	14	28
1:00 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	3
1:15 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	5
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1:45 PM	1	1	0	0	2	0	1	0	0	1	1	0	0	0	1	2	0	1	0	3	7
Total	3	1	0	0	4	0	2	0	0	2	1	1	0	0	2	3	4	1	0	8	16
Grand Total	5	2	1	0	8	0	7	0	0	7	2	3	2	0	7	4	15	3	0	22	44
Approach %	62.5	25.0	12.5	0.0		0.0	100.0	0.0	0.0		28.6	42.9	28.6	0.0		18.2	68.2	13.6	0.0		
Total %	11.4	4.5	2.3	0.0	18.2	0.0	15.9	0.0	0.0	15.9	4.5	6.8	4.5	0.0	15.9	9.1	34.1	6.8	0.0	50.0	
Exiting Leg Total	6					18					6					14					44
Large Trucks	5	0	0	0	5	0	7	0	0	7	2	2	2	0	6	4	14	3	0	21	39
% Large Trucks	100.0	0.0	0.0	0.0	62.5	0.0	100.0	0.0	0.0	100.0	100.0	66.7	100.0	0.0	85.7	100.0	93.3	100.0	0.0	95.5	88.6
Exiting Leg Total	5					16					4					14					39
Buses	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	5
% Buses	0.0	100.0	100.0	0.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	14.3	0.0	6.7	0.0	0.0	4.5	11.4
Exiting Leg Total	1					2					2					0					5

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

12:00 PM	Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:00 PM	1	1	0	0	2	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	6
12:15 PM	1	0	0	0	1	0	1	0	0	1	0	0	1	0	1	1	5	0	0	6	9
12:30 PM	0	0	1	0	1	0	2	0	0	2	1	1	1	0	3	0	3	0	0	3	9
12:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	2	0	3	4
Total Volume	2	1	1	0	4	0	5	0	0	5	1	2	2	0	5	1	11	2	0	14	28
% Approach Total	50.0	25.0	25.0	0.0		0.0	100.0	0.0	0.0		20.0	40.0	40.0	0.0		7.1	78.6	14.3	0.0		
PHF	0.500	0.250	0.250	0.000	0.500	0.000	0.625	0.000	0.000	0.625	0.250	0.500	0.500	0.000	0.417	0.250	0.550	0.250	0.000	0.583	0.778
Large Trucks	2	0	0	0	2	0	5	0	0	5	1	1	2	0	4	1	11	2	0	14	25
Large Trucks %	100.0	0.0	0.0	0.0	50.0	0.0	100.0	0.0	0.0	100.0	100.0	50.0	100.0	0.0	80.0	100.0	100.0	100.0	0.0	100.0	89.3
Buses	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Buses %	0.0	100.0	100.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	10.7
Trucks Enter Leg	2	0	0	0	2	0	5	0	0	5	1	1	2	0	4	1	11	2	0	14	25
Bus Enter Leg	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total Entering Leg	2	1	1	0	4	0	5	0	0	5	1	2	2	0	5	1	11	2	0	14	28
Trucks Exiting Leg	3					12					1					9					25
Buses Exiting Leg	1					1					1					0					3
Total Exiting Leg	4					13					2					9					28

PDI File #: **175824 (21) Sat**
 Location: **N: Oakland Beach Avenue (Route 117A) S: Oakland Beach Avenue (Route 117)**
 Location: **E: West Shore Road (Route 117) W: West Shore Road (Route 117)**
 City, State: **Warwick, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Saturday, September 23, 2017**
 Start Time: **12:00 PM**
 End Time: **2:00 PM**
 Class:



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

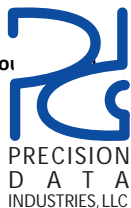
Large Trucks

	Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:00 PM	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	5
12:15 PM	1	0	0	0	1	0	1	0	0	1	0	0	1	0	1	1	5	0	0	6	9
12:30 PM	0	0	0	0	0	0	2	0	0	2	1	0	1	0	2	0	3	0	0	3	7
12:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	2	0	3	4
Total	2	0	0	0	2	0	5	0	0	5	1	1	2	0	4	1	11	2	0	14	25
1:00 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	3
1:15 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	5
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	1	0	0	0	1	0	1	0	0	1	1	0	0	0	1	2	0	1	0	3	6
Total	3	0	0	0	3	0	2	0	0	2	1	1	0	0	2	3	3	1	0	7	14
Grand Total	5	0	0	0	5	0	7	0	0	7	2	2	2	0	6	4	14	3	0	21	39
Approach %	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		33.3	33.3	33.3	0.0		19.0	66.7	14.3	0.0		
Total %	12.8	0.0	0.0	0.0	12.8	0.0	17.9	0.0	0.0	17.9	5.1	5.1	5.1	0.0	15.4	10.3	35.9	7.7	0.0	53.8	
Exiting Leg Total	5					16					4					14					39

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

	Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:00 PM	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	5
12:15 PM	1	0	0	0	1	0	1	0	0	1	0	0	1	0	1	1	5	0	0	6	9
12:30 PM	0	0	0	0	0	0	2	0	0	2	1	0	1	0	2	0	3	0	0	3	7
12:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	2	0	3	4
Total Volume	2	0	0	0	2	0	5	0	0	5	1	1	2	0	4	1	11	2	0	14	25
% Approach Total	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		25.0	25.0	50.0	0.0		7.1	78.6	14.3	0.0		
PHF	0.500	0.000	0.000	0.000	0.500	0.000	0.625	0.000	0.000	0.625	0.250	0.250	0.500	0.000	0.500	0.250	0.550	0.250	0.000	0.583	0.694
Entering Leg	2	0	0	0	2	0	5	0	0	5	1	1	2	0	4	1	11	2	0	14	25
Exiting Leg	3					12					1					9					25
Total	5					17					5					23					50

PDI File #: **175824 (21) Sat**
 Location: **N: Oakland Beach Avenue (Route 117A) S: Oakland Beach Avenue (Route 117)**
 Location: **E: West Shore Road (Route 117) W: West Shore Road (Route 117)**
 City, State: **Warwick, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Saturday, September 23, 2017**
 Start Time: **12:00 PM**
 End Time: **2:00 PM**
 Class:



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

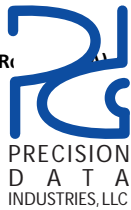
Buses

	Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Total					
	North					East					South					West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Grand Total	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	5
Approach %	0.0	66.7	33.3	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	40.0	20.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	20.0	
Exiting Leg Total	1					2					2					0					5					

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

	Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Total					
	North					East					South					West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
% Approach Total	0.0	50.0	50.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	
Entering Leg	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Exiting Leg	1					1					1					0					3					
Total	3					1					2					0					6					

PDI File #: **175824 (21) Sat**
 Location: **N: Oakland Beach Avenue (Route 117A) S: Oakland Beach Avenue (Route 117)**
 Location: **E: West Shore Road (Route 117) W: West Shore Road (Route 117)**
 City, State: **Warwick, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**



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

Count Date: **Saturday, September 23, 2017**
 Start Time: **12:00 PM**
 End Time: **2:00 PM**

Bicycles (on Roadway and Crosswalks)

	Oakland Beach Avenue (Route 117A)								West Shore Road (Route 117)								Oakland Beach Avenue (Route 117A)								West Shore Road (Route 117)								Total						
	North								East								South								West														
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total								
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	2	3	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	1	0	0	0	0	1	2	5								
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	1	0	1	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2								
Grand Total	0	1	0	0	0	0	1	0	1	0	0	0	1	2	0	2	0	0	0	0	0	2	0	1	0	0	0	0	1	2	7								
Approach %	0.0	100.0	0.0	0.0	0.0	0.0		0.0	50.0	0.0	0.0	0.0	50.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	50.0	0.0	0.0	0.0	50.0												
Total %	0.0	14.3	0.0	0.0	0.0	0.0	14.3	0.0	14.3	0.0	0.0	0.0	14.3	28.6	0.0	28.6	0.0	0.0	0.0	0.0	28.6		0.0	14.3	0.0	0.0	0.0	14.3	28.6										
Exiting Leg Total	2							2							1							2							7										

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

	Oakland Beach Avenue (Route 117A)								West Shore Road (Route 117)								Oakland Beach Avenue (Route 117A)								West Shore Road (Route 117)								Total						
	North								East								South								West														
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total								
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	2	3	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	2	0	1	0	0	0	0	1	2	5								
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	50.0	0.0	0.0	0.0	50.0												
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.500		0.000	0.250	0.000	0.000	0.000	0.250	0.250		0.417									
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	2	0	1	0	0	0	0	1	2	5								
Exiting Leg	2							2							0							1							5										
Total	2							3							2							3							10										

PDI File #: **175824 (21) Tues-AM**
 Location: **N: Oakland Beach Avenue (Route 117A) S: Oakland Beach Avenue (Route 117)**
 Location: **E: West Shore Road (Route 117) W: West Shore Road (Route 117)**
 City, State: **Warwick, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class: **Cars and Heavy Vehicles (Combined)**



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

Cars and Heavy Vehicles (Combined)

	Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	12	18	8	0	38	7	84	5	0	96	6	42	16	0	64	11	26	24	0	61	259
7:15 AM	20	25	8	0	53	12	90	6	0	108	4	12	38	0	54	15	45	28	0	88	303
7:30 AM	28	20	1	0	49	6	108	5	0	119	7	28	44	0	79	23	48	53	0	124	371
7:45 AM	29	34	3	0	66	19	84	9	0	112	11	37	30	0	78	26	71	70	0	167	423
Total	89	97	20	0	206	44	366	25	0	435	28	119	128	0	275	75	190	175	0	440	1356
8:00 AM	27	27	10	0	64	8	101	11	0	120	9	33	29	0	71	29	62	55	0	146	401
8:15 AM	24	17	6	0	47	12	75	11	0	98	11	41	33	0	85	11	52	36	0	99	329
8:30 AM	21	21	5	0	47	12	85	3	0	100	6	31	23	0	60	14	58	22	0	94	301
8:45 AM	24	19	9	0	52	6	79	5	0	90	6	19	22	0	47	21	73	24	0	118	307
Total	96	84	30	0	210	38	340	30	0	408	32	124	107	0	263	75	245	137	0	457	1338
Grand Total	185	181	50	0	416	82	706	55	0	843	60	243	235	0	538	150	435	312	0	897	2694
Approach %	44.5	43.5	12.0	0.0		9.7	83.7	6.5	0.0		11.2	45.2	43.7	0.0		16.7	48.5	34.8	0.0		
Total %	6.9	6.7	1.9	0.0	15.4	3.0	26.2	2.0	0.0	31.3	2.2	9.0	8.7	0.0	20.0	5.6	16.1	11.6	0.0	33.3	
Exiting Leg Total	637					545					386					1126					2694
Cars	167	173	47	0	387	81	671	52	0	804	53	230	227	0	510	143	405	300	0	848	2549
% Cars	90.3	95.6	94.0	0.0	93.0	98.8	95.0	94.5	0.0	95.4	88.3	94.7	96.6	0.0	94.8	95.3	93.1	96.2	0.0	94.5	94.6
Exiting Leg Total	611					505					368					1065					2549
Heavy Vehicles	18	8	3	0	29	1	35	3	0	39	7	13	8	0	28	7	30	12	0	49	145
% Heavy Vehicles	9.7	4.4	6.0	0.0	7.0	1.2	5.0	5.5	0.0	4.6	11.7	5.3	3.4	0.0	5.2	4.7	6.9	3.8	0.0	5.5	5.4
Exiting Leg Total	26					40					18					61					145

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

	Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:30 AM	28	20	1	0	49	6	108	5	0	119	7	28	44	0	79	23	48	53	0	124	371
7:45 AM	29	34	3	0	66	19	84	9	0	112	11	37	30	0	78	26	71	70	0	167	423
8:00 AM	27	27	10	0	64	8	101	11	0	120	9	33	29	0	71	29	62	55	0	146	401
8:15 AM	24	17	6	0	47	12	75	11	0	98	11	41	33	0	85	11	52	36	0	99	329
Total Volume	108	98	20	0	226	45	368	36	0	449	38	139	136	0	313	89	233	214	0	536	1524
% Approach Total	47.8	43.4	8.8	0.0		10.0	82.0	8.0	0.0		12.1	44.4	43.5	0.0		16.6	43.5	39.9	0.0		
PHF	0.931	0.721	0.500	0.000	0.856	0.592	0.852	0.818	0.000	0.935	0.864	0.848	0.773	0.000	0.921	0.767	0.820	0.764	0.000	0.802	0.901
Cars	98	96	19	0	213	45	349	35	0	429	32	133	132	0	297	85	215	207	0	507	1446
Cars %	90.7	98.0	95.0	0.0	94.2	100.0	94.8	97.2	0.0	95.5	84.2	95.7	97.1	0.0	94.9	95.5	92.3	96.7	0.0	94.6	94.9
Heavy Vehicles	10	2	1	0	13	0	19	1	0	20	6	6	4	0	16	4	18	7	0	29	78
Heavy Vehicles %	9.3	2.0	5.0	0.0	5.8	0.0	5.2	2.8	0.0	4.5	15.8	4.3	2.9	0.0	5.1	4.5	7.7	3.3	0.0	5.4	5.1
Cars Enter Leg	98	96	19	0	213	45	349	35	0	429	32	133	132	0	297	85	215	207	0	507	1446
Heavy Enter Leg	10	2	1	0	13	0	19	1	0	20	6	6	4	0	16	4	18	7	0	29	78
Total Entering Leg	108	98	20	0	226	45	368	36	0	449	38	139	136	0	313	89	233	214	0	536	1524
Cars Exiting Leg	385					266					216					579					1446
Heavy Exiting Leg	13					25					7					33					78
Total Exiting Leg	398					291					223					612					1524

PDI File #: **175824 (21) Tues-AM**
 Location: **N: Oakland Beach Avenue (Route 117A) S: Oakland Beach Avenue (Route 117)**
 Location: **E: West Shore Road (Route 117) W: West Shore Road (Route 117)**
 City, State: **Warwick, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



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

Cars

	Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	12	15	8	0	35	7	81	5	0	93	6	39	16	0	61	11	24	24	0	59	248
7:15 AM	19	23	8	0	50	11	83	5	0	99	4	11	37	0	52	14	42	27	0	83	284
7:30 AM	23	20	1	0	44	6	103	5	0	114	6	28	42	0	76	22	43	50	0	115	349
7:45 AM	27	33	3	0	63	19	77	9	0	105	8	36	30	0	74	26	67	68	0	161	403
Total	81	91	20	0	192	43	344	24	0	411	24	114	125	0	263	73	176	169	0	418	1284
8:00 AM	25	26	9	0	60	8	98	11	0	117	8	31	28	0	67	26	59	53	0	138	382
8:15 AM	23	17	6	0	46	12	71	10	0	93	10	38	32	0	80	11	46	36	0	93	312
8:30 AM	19	21	4	0	44	12	80	2	0	94	5	30	21	0	56	14	54	19	0	87	281
8:45 AM	19	18	8	0	45	6	78	5	0	89	6	17	21	0	44	19	70	23	0	112	290
Total	86	82	27	0	195	38	327	28	0	393	29	116	102	0	247	70	229	131	0	430	1265
Grand Total	167	173	47	0	387	81	671	52	0	804	53	230	227	0	510	143	405	300	0	848	2549
Approach %	43.2	44.7	12.1	0.0		10.1	83.5	6.5	0.0		10.4	45.1	44.5	0.0		16.9	47.8	35.4	0.0		
Total %	6.6	6.8	1.8	0.0	15.2	3.2	26.3	2.0	0.0	31.5	2.1	9.0	8.9	0.0	20.0	5.6	15.9	11.8	0.0	33.3	
Exiting Leg Total	611					505					368					1065					2549

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

	Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:30 AM	23	20	1	0	44	6	103	5	0	114	6	28	42	0	76	22	43	50	0	115	349
7:45 AM	27	33	3	0	63	19	77	9	0	105	8	36	30	0	74	26	67	68	0	161	403
8:00 AM	25	26	9	0	60	8	98	11	0	117	8	31	28	0	67	26	59	53	0	138	382
8:15 AM	23	17	6	0	46	12	71	10	0	93	10	38	32	0	80	11	46	36	0	93	312
Total Volume	98	96	19	0	213	45	349	35	0	429	32	133	132	0	297	85	215	207	0	507	1446
% Approach Total	46.0	45.1	8.9	0.0		10.5	81.4	8.2	0.0		10.8	44.8	44.4	0.0		16.8	42.4	40.8	0.0		
PHF	0.907	0.727	0.528	0.000	0.845	0.592	0.847	0.795	0.000	0.917	0.800	0.875	0.786	0.000	0.928	0.817	0.802	0.761	0.000	0.787	0.897
Entering Leg	98	96	19	0	213	45	349	35	0	429	32	133	132	0	297	85	215	207	0	507	1446
Exiting Leg	385					266					216					579					1446
Total	598					695					513					1086					2892

PDI File #: **175824 (21) Tues-AM**
 Location: **N: Oakland Beach Avenue (Route 117A) S: Oakland Beach Avenue (Route 117)**
 Location: **E: West Shore Road (Route 117) W: West Shore Road (Route 117)**
 City, State: **Warwick, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



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

Heavy Vehicles (Combined-Large Trucks and Buses)

	Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	3	0	0	3	0	3	0	0	3	0	3	0	0	3	0	2	0	0	2	11
7:15 AM	1	2	0	0	3	1	7	1	0	9	0	1	1	0	2	1	3	1	0	5	19
7:30 AM	5	0	0	0	5	0	5	0	0	5	1	0	2	0	3	1	5	3	0	9	22
7:45 AM	2	1	0	0	3	0	7	0	0	7	3	1	0	0	4	0	4	2	0	6	20
Total	8	6	0	0	14	1	22	1	0	24	4	5	3	0	12	2	14	6	0	22	72
8:00 AM	2	1	1	0	4	0	3	0	0	3	1	2	1	0	4	3	3	2	0	8	19
8:15 AM	1	0	0	0	1	0	4	1	0	5	1	3	1	0	5	0	6	0	0	6	17
8:30 AM	2	0	1	0	3	0	5	1	0	6	1	1	2	0	4	0	4	3	0	7	20
8:45 AM	5	1	1	0	7	0	1	0	0	1	0	2	1	0	3	2	3	1	0	6	17
Total	10	2	3	0	15	0	13	2	0	15	3	8	5	0	16	5	16	6	0	27	73
Grand Total	18	8	3	0	29	1	35	3	0	39	7	13	8	0	28	7	30	12	0	49	145
Approach %	62.1	27.6	10.3	0.0		2.6	89.7	7.7	0.0		25.0	46.4	28.6	0.0		14.3	61.2	24.5	0.0		
Total %	12.4	5.5	2.1	0.0	20.0	0.7	24.1	2.1	0.0	26.9	4.8	9.0	5.5	0.0	19.3	4.8	20.7	8.3	0.0	33.8	
Exiting Leg Total	26					40					18					61					145
Large Trucks	9	5	2	0	16	1	22	2	0	25	4	3	4	0	11	3	23	4	0	30	82
% Large Trucks	50.0	62.5	66.7	0.0	55.2	100.0	62.9	66.7	0.0	64.1	57.1	23.1	50.0	0.0	39.3	42.9	76.7	33.3	0.0	61.2	56.6
Exiting Leg Total	8					29					10					35					82
Buses	9	3	1	0	13	0	13	1	0	14	3	10	4	0	17	4	7	8	0	19	63
% Buses	50.0	37.5	33.3	0.0	44.8	0.0	37.1	33.3	0.0	35.9	42.9	76.9	50.0	0.0	60.7	57.1	23.3	66.7	0.0	38.8	43.4
Exiting Leg Total	18					11					8					26					63

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

	Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:15 AM	1	2	0	0	3	1	7	1	0	9	0	1	1	0	2	1	3	1	0	5	19
7:30 AM	5	0	0	0	5	0	5	0	0	5	1	0	2	0	3	1	5	3	0	9	22
7:45 AM	2	1	0	0	3	0	7	0	0	7	3	1	0	0	4	0	4	2	0	6	20
8:00 AM	2	1	1	0	4	0	3	0	0	3	1	2	1	0	4	3	3	2	0	8	19
Total Volume	10	4	1	0	15	1	22	1	0	24	5	4	4	0	13	5	15	8	0	28	80
% Approach Total	66.7	26.7	6.7	0.0		4.2	91.7	4.2	0.0		38.5	30.8	30.8	0.0		17.9	53.6	28.6	0.0		
PHF	0.500	0.500	0.250	0.000	0.750	0.250	0.786	0.250	0.000	0.667	0.417	0.500	0.500	0.000	0.813	0.417	0.750	0.667	0.000	0.778	0.909
Large Trucks	2	2	1	0	5	1	13	0	0	14	3	1	2	0	6	2	9	1	0	12	37
Large Trucks %	20.0	50.0	100.0	0.0	33.3	100.0	59.1	0.0	0.0	58.3	60.0	25.0	50.0	0.0	46.2	40.0	60.0	12.5	0.0	42.9	46.3
Buses	8	2	0	0	10	0	9	1	0	10	2	3	2	0	7	3	6	7	0	16	43
Buses %	80.0	50.0	0.0	0.0	66.7	0.0	40.9	100.0	0.0	41.7	40.0	75.0	50.0	0.0	53.8	60.0	40.0	87.5	0.0	57.1	53.8
Trucks Enter Leg	2	2	1	0	5	1	13	0	0	14	3	1	2	0	6	2	9	1	0	12	37
Bus Enter Leg	8	2	0	0	10	0	9	1	0	10	2	3	2	0	7	3	6	7	0	16	43
Total Entering Leg	10	4	1	0	15	1	22	1	0	24	5	4	4	0	13	5	15	8	0	28	80
Trucks Exiting Leg	3					13					4					17					37
Buses Exiting Leg	10					8					6					19					43
Total Exiting Leg	13					21					10					36					80

PDI File #: **175824 (21) Tues-AM**
 Location: **N: Oakland Beach Avenue (Route 117A) S: Oakland Beach Avenue (Route 117)**
 Location: **E: West Shore Road (Route 117) W: West Shore Road (Route 117)**
 City, State: **Warwick, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class: **Large Trucks**



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

	Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	8
7:15 AM	0	2	0	0	2	1	7	0	0	8	0	1	1	0	2	0	2	0	0	2	14
7:30 AM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	5
7:45 AM	1	0	0	0	1	0	4	0	0	4	1	0	0	0	1	0	1	0	0	1	7
Total	2	5	0	0	7	1	14	0	0	15	2	1	1	0	4	0	8	0	0	8	34
8:00 AM	0	0	1	0	1	0	2	0	0	2	1	0	1	0	2	2	3	1	0	6	11
8:15 AM	0	0	0	0	0	0	3	1	0	4	0	1	1	0	2	0	6	0	0	6	12
8:30 AM	2	0	0	0	2	0	2	1	0	3	1	0	1	0	2	0	4	2	0	6	13
8:45 AM	5	0	1	0	6	0	1	0	0	1	0	1	0	0	1	1	2	1	0	4	12
Total	7	0	2	0	9	0	8	2	0	10	2	2	3	0	7	3	15	4	0	22	48
Grand Total	9	5	2	0	16	1	22	2	0	25	4	3	4	0	11	3	23	4	0	30	82
Approach %	56.3	31.3	12.5	0.0		4.0	88.0	8.0	0.0		36.4	27.3	36.4	0.0		10.0	76.7	13.3	0.0		
Total %	11.0	6.1	2.4	0.0	19.5	1.2	26.8	2.4	0.0	30.5	4.9	3.7	4.9	0.0	13.4	3.7	28.0	4.9	0.0	36.6	
Exiting Leg Total	8					29					10					35					82

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

	Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:00 AM	0	0	1	0	1	0	2	0	0	2	1	0	1	0	2	2	3	1	0	6	11
8:15 AM	0	0	0	0	0	0	3	1	0	4	0	1	1	0	2	0	6	0	0	6	12
8:30 AM	2	0	0	0	2	0	2	1	0	3	1	0	1	0	2	0	4	2	0	6	13
8:45 AM	5	0	1	0	6	0	1	0	0	1	0	1	0	0	1	1	2	1	0	4	12
Total Volume	7	0	2	0	9	0	8	2	0	10	2	2	3	0	7	3	15	4	0	22	48
% Approach Total	77.8	0.0	22.2	0.0		0.0	80.0	20.0	0.0		28.6	28.6	42.9	0.0		13.6	68.2	18.2	0.0		
PHF	0.350	0.000	0.500	0.000	0.375	0.000	0.667	0.500	0.000	0.625	0.500	0.500	0.750	0.000	0.875	0.375	0.625	0.500	0.000	0.917	0.923
Entering Leg	7	0	2	0	9	0	8	2	0	10	2	2	3	0	7	3	15	4	0	22	48
Exiting Leg	6					19					5					18					48
Total	15					29					12					40					96

PDI File #: **175824 (21) Tues-AM**
 Location: **N: Oakland Beach Avenue (Route 117A) S: Oakland Beach Avenue (Route 117)**
 Location: **E: West Shore Road (Route 117) W: West Shore Road (Route 117)**
 City, State: **Warwick, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



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

Buses

	Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
7:15 AM	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	1	1	1	0	3	5
7:30 AM	4	0	0	0	4	0	5	0	0	5	0	0	2	0	2	1	2	3	0	6	17
7:45 AM	1	1	0	0	2	0	3	0	0	3	2	1	0	0	3	0	3	2	0	5	13
Total	6	1	0	0	7	0	8	1	0	9	2	4	2	0	8	2	6	6	0	14	38
8:00 AM	2	1	0	0	3	0	1	0	0	1	0	2	0	0	2	1	0	1	0	2	8
8:15 AM	1	0	0	0	1	0	1	0	0	1	1	2	0	0	3	0	0	0	0	0	5
8:30 AM	0	0	1	0	1	0	3	0	0	3	0	1	1	0	2	0	0	1	0	1	7
8:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	1	1	0	0	2	5
Total	3	2	1	0	6	0	5	0	0	5	1	6	2	0	9	2	1	2	0	5	25
Grand Total	9	3	1	0	13	0	13	1	0	14	3	10	4	0	17	4	7	8	0	19	63
Approach %	69.2	23.1	7.7	0.0		0.0	92.9	7.1	0.0		17.6	58.8	23.5	0.0		21.1	36.8	42.1	0.0		
Total %	14.3	4.8	1.6	0.0	20.6	0.0	20.6	1.6	0.0	22.2	4.8	15.9	6.3	0.0	27.0	6.3	11.1	12.7	0.0	30.2	
Exiting Leg Total	18					11					8					26					63

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

	Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:15 AM	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	1	1	1	0	3	5
7:30 AM	4	0	0	0	4	0	5	0	0	5	0	0	2	0	2	1	2	3	0	6	17
7:45 AM	1	1	0	0	2	0	3	0	0	3	2	1	0	0	3	0	3	2	0	5	13
8:00 AM	2	1	0	0	3	0	1	0	0	1	0	2	0	0	2	1	0	1	0	2	8
Total Volume	8	2	0	0	10	0	9	1	0	10	2	3	2	0	7	3	6	7	0	16	43
% Approach Total	80.0	20.0	0.0	0.0		0.0	90.0	10.0	0.0		28.6	42.9	28.6	0.0		18.8	37.5	43.8	0.0		
PHF	0.500	0.500	0.000	0.000	0.625	0.000	0.450	0.250	0.000	0.500	0.250	0.375	0.250	0.000	0.583	0.750	0.500	0.583	0.000	0.667	0.632
Entering Leg	8	2	0	0	10	0	9	1	0	10	2	3	2	0	7	3	6	7	0	16	43
Exiting Leg	10					8					6					19					43
Total	20					18					13					35					86

PDI File #: 175824 (21) Tues-AM
 Location: N: Oakland Beach Avenue (Route 117A) S: Oakland Beach Avenue (Route 117)
 Location: E: West Shore Road (Route 117) W: West Shore Road (Route 117)
 City, State: Warwick, RI
 Client: VHB/ J. Wanat
 Site Code: TBA
 Count Date: Tuesday, September 26, 2017
 Start Time: 7:00 AM
 End Time: 9:00 AM
 Class:



Bicycles (on Roadway and Crosswalks)

	Oakland Beach Avenue (Route 117A)								West Shore Road (Route 117)								Oakland Beach Avenue (Route 117A)								West Shore Road (Route 117)								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0					
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Exiting Leg Total	0								2								0								0	2							

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

	Oakland Beach Avenue (Route 117A)								West Shore Road (Route 117)								Oakland Beach Avenue (Route 117A)								West Shore Road (Route 117)								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0					
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500			
Entering Leg	0								2								0								0	2							
Exiting Leg	0								2								0								0	2							
Total	0								4								0								0	4							

PDI File #: 175824 (21) Tues-AM
 Location: N: Oakland Beach Avenue (Route 117A) S: Oakland Beach Avenue (Route 117)
 Location: E: West Shore Road (Route 117) W: West Shore Road (Route 117)
 City, State: Warwick, RI
 Client: VHB/ J. Wanat
 Site Code: TBA
 Count Date: Tuesday, September 26, 2017
 Start Time: 7:00 AM
 End Time: 9:00 AM
 Class: Pedestrians



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

Pedestrians

	Oakland Beach Avenue (Route 117A)								West Shore Road (Route 117)								Oakland Beach Avenue (Route 117A)								West Shore Road (Route 117)								Total						
	North								East								South								West														
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total								
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Approach %	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	66.7	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	2							0							1							0							3										

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

	Oakland Beach Avenue (Route 117A)								West Shore Road (Route 117)								Oakland Beach Avenue (Route 117A)								West Shore Road (Route 117)								Total						
	North								East								South								West														
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total								
7:15 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
% Approach Total	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	
Entering Leg	0							0							0							0							3										
Exiting Leg	2							0							1							0							3										
Total	4							0							2							0							6										

PDI File #: **175824 (21) Tues-PM**
 Location: **N: Oakland Beach Avenue (Route 117A) S: Oakland Beach Avenue (Ro**
 Location: **E: West Shore Road (Route 117) W: West Shore Road (Route 117)**
 City, State: **Warwick, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **4:30 PM**
 End Time: **6:30 PM**
 Class:



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

Cars and Heavy Vehicles (Combined)

	Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	40	61	12	0	113	5	74	13	0	92	18	42	46	0	106	46	108	37	0	191	502
4:45 PM	38	48	13	0	99	9	82	11	0	102	22	48	29	0	99	46	109	26	0	181	481
Total	78	109	25	0	212	14	156	24	0	194	40	90	75	0	205	92	217	63	0	372	983
5:00 PM	40	42	18	0	100	11	73	24	0	108	13	39	28	0	80	52	99	32	0	183	471
5:15 PM	49	60	21	0	130	8	92	18	0	118	20	35	44	0	99	52	110	38	0	200	547
5:30 PM	49	74	11	0	134	8	87	20	0	115	15	38	35	0	88	50	94	30	0	174	511
5:45 PM	53	40	10	0	103	12	91	11	0	114	16	32	42	0	90	56	110	41	0	207	514
Total	191	216	60	0	467	39	343	73	0	455	64	144	149	0	357	210	413	141	0	764	2043
6:00 PM	41	63	17	0	121	7	67	26	0	100	17	41	50	0	108	48	91	19	0	158	487
6:15 PM	41	60	7	0	108	17	69	15	0	101	14	35	33	0	82	66	84	37	0	187	478
Total	82	123	24	0	229	24	136	41	0	201	31	76	83	0	190	114	175	56	0	345	965
Grand Total	351	448	109	0	908	77	635	138	0	850	135	310	307	0	752	416	805	260	0	1481	3991
Approach %	38.7	49.3	12.0	0.0		9.1	74.7	16.2	0.0		18.0	41.2	40.8	0.0		28.1	54.4	17.6	0.0		
Total %	8.8	11.2	2.7	0.0	22.8	1.9	15.9	3.5	0.0	21.3	3.4	7.8	7.7	0.0	18.8	10.4	20.2	6.5	0.0	37.1	
Exiting Leg Total	647					1049					1002					1293					3991
Cars	350	442	108	0	900	77	623	136	0	836	133	308	303	0	744	416	799	254	0	1469	3949
% Cars	99.7	98.7	99.1	0.0	99.1	100.0	98.1	98.6	0.0	98.4	98.5	99.4	98.7	0.0	98.9	100.0	99.3	97.7	0.0	99.2	98.9
Exiting Leg Total	639					1040					994					1276					3949
Heavy Vehicles	1	6	1	0	8	0	12	2	0	14	2	2	4	0	8	0	6	6	0	12	42
% Heavy Vehicles	0.3	1.3	0.9	0.0	0.9	0.0	1.9	1.4	0.0	1.6	1.5	0.6	1.3	0.0	1.1	0.0	0.7	2.3	0.0	0.8	1.1
Exiting Leg Total	8					9					8					17					42

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

	Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
5:15 PM	49	60	21	0	130	8	92	18	0	118	20	35	44	0	99	52	110	38	0	200	547
5:30 PM	49	74	11	0	134	8	87	20	0	115	15	38	35	0	88	50	94	30	0	174	511
5:45 PM	53	40	10	0	103	12	91	11	0	114	16	32	42	0	90	56	110	41	0	207	514
6:00 PM	41	63	17	0	121	7	67	26	0	100	17	41	50	0	108	48	91	19	0	158	487
Total Volume	192	237	59	0	488	35	337	75	0	447	68	146	171	0	385	206	405	128	0	739	2059
% Approach Total	39.3	48.6	12.1	0.0		7.8	75.4	16.8	0.0		17.7	37.9	44.4	0.0		27.9	54.8	17.3	0.0		
PHF	0.906	0.801	0.702	0.000	0.910	0.729	0.916	0.721	0.000	0.947	0.850	0.890	0.855	0.000	0.891	0.920	0.920	0.780	0.000	0.893	0.941
Cars	191	235	59	0	485	35	332	74	0	441	67	145	168	0	380	206	403	123	0	732	2038
Cars %	99.5	99.2	100.0	0.0	99.4	100.0	98.5	98.7	0.0	98.7	98.5	99.3	98.2	0.0	98.7	100.0	99.5	96.1	0.0	99.1	99.0
Heavy Vehicles	1	2	0	0	3	0	5	1	0	6	1	1	3	0	5	0	2	5	0	7	21
Heavy Vehicles %	0.5	0.8	0.0	0.0	0.6	0.0	1.5	1.3	0.0	1.3	1.5	0.7	1.8	0.0	1.3	0.0	0.5	3.9	0.0	0.9	1.0
Cars Enter Leg	191	235	59	0	485	35	332	74	0	441	67	145	168	0	380	206	403	123	0	732	2038
Heavy Enter Leg	1	2	0	0	3	0	5	1	0	6	1	1	3	0	5	0	2	5	0	7	21
Total Entering Leg	192	237	59	0	488	35	337	75	0	447	68	146	171	0	385	206	405	128	0	739	2059
Cars Exiting Leg	303					529					515					691					2038
Heavy Exiting Leg	6					3					3					9					21
Total Exiting Leg	309					532					518					700					2059

PDI File #: **175824 (21) Tues-PM**
 Location: **N: Oakland Beach Avenue (Route 117A) S: Oakland Beach Avenue (Ro**
 Location: **E: West Shore Road (Route 117) W: West Shore Road (Route 117)**
 City, State: **Warwick, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **4:30 PM**
 End Time: **6:30 PM**
 Class:



Cars

	Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	40	60	12	0	112	5	72	13	0	90	17	42	46	0	105	46	106	37	0	189	496
4:45 PM	38	48	12	0	98	9	80	11	0	100	22	48	29	0	99	46	108	26	0	180	477
Total	78	108	24	0	210	14	152	24	0	190	39	90	75	0	204	92	214	63	0	369	973
5:00 PM	40	41	18	0	99	11	72	23	0	106	13	38	27	0	78	52	98	31	0	181	464
5:15 PM	48	60	21	0	129	8	89	18	0	115	19	35	43	0	97	52	109	38	0	199	540
5:30 PM	49	73	11	0	133	8	85	20	0	113	15	38	34	0	87	50	93	29	0	172	505
5:45 PM	53	39	10	0	102	12	91	10	0	113	16	31	42	0	89	56	110	38	0	204	508
Total	190	213	60	0	463	39	337	71	0	447	63	142	146	0	351	210	410	136	0	756	2017
6:00 PM	41	63	17	0	121	7	67	26	0	100	17	41	49	0	107	48	91	18	0	157	485
6:15 PM	41	58	7	0	106	17	67	15	0	99	14	35	33	0	82	66	84	37	0	187	474
Total	82	121	24	0	227	24	134	41	0	199	31	76	82	0	189	114	175	55	0	344	959
Grand Total	350	442	108	0	900	77	623	136	0	836	133	308	303	0	744	416	799	254	0	1469	3949
Approach %	38.9	49.1	12.0	0.0		9.2	74.5	16.3	0.0		17.9	41.4	40.7	0.0		28.3	54.4	17.3	0.0		
Total %	8.9	11.2	2.7	0.0	22.8	1.9	15.8	3.4	0.0	21.2	3.4	7.8	7.7	0.0	18.8	10.5	20.2	6.4	0.0	37.2	
Exiting Leg Total	639					1040					994					1276					3949

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

	Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
5:15 PM	48	60	21	0	129	8	89	18	0	115	19	35	43	0	97	52	109	38	0	199	540
5:30 PM	49	73	11	0	133	8	85	20	0	113	15	38	34	0	87	50	93	29	0	172	505
5:45 PM	53	39	10	0	102	12	91	10	0	113	16	31	42	0	89	56	110	38	0	204	508
6:00 PM	41	63	17	0	121	7	67	26	0	100	17	41	49	0	107	48	91	18	0	157	485
Total Volume	191	235	59	0	485	35	332	74	0	441	67	145	168	0	380	206	403	123	0	732	2038
% Approach Total	39.4	48.5	12.2	0.0		7.9	75.3	16.8	0.0		17.6	38.2	44.2	0.0		28.1	55.1	16.8	0.0		
PHF	0.901	0.805	0.702	0.000	0.912	0.729	0.912	0.712	0.000	0.959	0.882	0.884	0.857	0.000	0.888	0.920	0.916	0.809	0.000	0.897	0.944
Entering Leg	191	235	59	0	485	35	332	74	0	441	67	145	168	0	380	206	403	123	0	732	2038
Exiting Leg	303					529					515					691					2038
Total	788					970					895					1423					4076

PDI File #: **175824 (21) Tues-PM**
 Location: **N: Oakland Beach Avenue (Route 117A) S: Oakland Beach Avenue (Route 117)**
 Location: **E: West Shore Road (Route 117) W: West Shore Road (Route 117)**
 City, State: **Warwick, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **4:30 PM**
 End Time: **6:30 PM**
 Class: **Heavy Vehicles (Combined-Large Trucks and Buses)**



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

	Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	0	1	0	0	1	0	2	0	0	2	1	0	0	0	1	0	2	0	0	2	6
4:45 PM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	4
Total	0	1	1	0	2	0	4	0	0	4	1	0	0	0	1	0	3	0	0	3	10
5:00 PM	0	1	0	0	1	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	7
5:15 PM	1	0	0	0	1	0	3	0	0	3	1	0	1	0	2	0	1	0	0	1	7
5:30 PM	0	1	0	0	1	0	2	0	0	2	0	0	1	0	1	0	1	1	0	2	6
5:45 PM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	3	0	3	6
Total	1	3	0	0	4	0	6	2	0	8	1	2	3	0	6	0	3	5	0	8	26
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	2
6:15 PM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
Total	0	2	0	0	2	0	2	0	0	2	0	0	1	0	1	0	0	1	0	1	6
Grand Total	1	6	1	0	8	0	12	2	0	14	2	2	4	0	8	0	6	6	0	12	42
Approach %	12.5	75.0	12.5	0.0		0.0	85.7	14.3	0.0		25.0	25.0	50.0	0.0		0.0	50.0	50.0	0.0		
Total %	2.4	14.3	2.4	0.0	19.0	0.0	28.6	4.8	0.0	33.3	4.8	4.8	9.5	0.0	19.0	0.0	14.3	14.3	0.0	28.6	
Exiting Leg Total	8					9					8					17					42
Large Trucks	1	3	1	0	5	0	11	0	0	11	0	0	4	0	4	0	6	5	0	11	31
% Large Trucks	100.0	50.0	100.0	0.0	62.5	0.0	91.7	0.0	0.0	78.6	0.0	0.0	100.0	0.0	50.0	0.0	100.0	83.3	0.0	91.7	73.8
Exiting Leg Total	5					7					3					16					31
Buses	0	3	0	0	3	0	1	2	0	3	2	2	0	0	4	0	0	1	0	1	11
% Buses	0.0	50.0	0.0	0.0	37.5	0.0	8.3	100.0	0.0	21.4	100.0	100.0	0.0	0.0	50.0	0.0	0.0	16.7	0.0	8.3	26.2
Exiting Leg Total	3					2					5					1					11

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

	Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
5:00 PM	0	1	0	0	1	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	7
5:15 PM	1	0	0	0	1	0	3	0	0	3	1	0	1	0	2	0	1	0	0	1	7
5:30 PM	0	1	0	0	1	0	2	0	0	2	0	0	1	0	1	0	1	1	0	2	6
5:45 PM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	3	0	3	6
Total Volume	1	3	0	0	4	0	6	2	0	8	1	2	3	0	6	0	3	5	0	8	26
% Approach Total	25.0	75.0	0.0	0.0		0.0	75.0	25.0	0.0		16.7	33.3	50.0	0.0		0.0	37.5	62.5	0.0		
PHF	0.250	0.750	0.000	0.000	1.000	0.000	0.500	0.500	0.000	0.667	0.250	0.500	0.750	0.000	0.750	0.000	0.750	0.417	0.000	0.667	0.929
Large Trucks	1	1	0	0	2	0	5	0	0	5	0	0	3	0	3	0	3	5	0	8	18
Large Trucks %	100.0	33.3	0.0	0.0	50.0	0.0	83.3	0.0	0.0	62.5	0.0	0.0	100.0	0.0	50.0	0.0	100.0	100.0	0.0	100.0	69.2
Buses	0	2	0	0	2	0	1	2	0	3	1	2	0	0	3	0	0	0	0	0	8
Buses %	0.0	66.7	0.0	0.0	50.0	0.0	16.7	100.0	0.0	37.5	100.0	100.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	30.8
Trucks Enter Leg	1	1	0	0	2	0	5	0	0	5	0	0	3	0	3	0	3	5	0	8	18
Bus Enter Leg	0	2	0	0	2	0	1	2	0	3	1	2	0	0	3	0	0	0	0	0	8
Total Entering Leg	1	3	0	0	4	0	6	2	0	8	1	2	3	0	6	0	3	5	0	8	26
Trucks Exiting Leg	5					3					1					9					18
Buses Exiting Leg	2					1					4					1					8
Total Exiting Leg	7					4					5					10					26

PDI File #: **175824 (21) Tues-PM**
 Location: **N: Oakland Beach Avenue (Route 117A) S: Oakland Beach Avenue (Ro**
 Location: **E: West Shore Road (Route 117) W: West Shore Road (Route 117)**
 City, State: **Warwick, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **4:30 PM**
 End Time: **6:30 PM**
 Class:



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

Large Trucks

	Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	5
4:45 PM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	4
Total	0	1	1	0	2	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	9
5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	1	1	0	2	4
5:15 PM	1	0	0	0	1	0	3	0	0	3	0	0	1	0	1	0	1	0	0	1	6
5:30 PM	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	0	1	1	0	2	5
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
Total	1	1	0	0	2	0	5	0	0	5	0	0	3	0	3	0	3	5	0	8	18
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
6:15 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
Total	0	1	0	0	1	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	4
Grand Total	1	3	1	0	5	0	11	0	0	11	0	0	4	0	4	0	6	5	0	11	31
Approach %	20.0	60.0	20.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	54.5	45.5	0.0		
Total %	3.2	9.7	3.2	0.0	16.1	0.0	35.5	0.0	0.0	35.5	0.0	0.0	12.9	0.0	12.9	0.0	19.4	16.1	0.0	35.5	
Exiting Leg Total	5					7					3					16					31

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

	Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	5
4:45 PM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	4
5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	1	1	0	2	4
5:15 PM	1	0	0	0	1	0	3	0	0	3	0	0	1	0	1	0	1	0	0	1	6
Total Volume	1	1	1	0	3	0	8	0	0	8	0	0	2	0	2	0	5	1	0	6	19
% Approach Total	33.3	33.3	33.3	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	83.3	16.7	0.0		
PHF	0.250	0.250	0.250	0.000	0.750	0.000	0.667	0.000	0.000	0.667	0.000	0.000	0.500	0.000	0.500	0.000	0.625	0.250	0.000	0.750	0.792
Entering Leg	1	1	1	0	3	0	8	0	0	8	0	0	2	0	2	0	5	1	0	6	19
Exiting Leg	1					6					1					11					19
Total	4					14					3					17					38

PDI File #: **175824 (21) Tues-PM**
 Location: **N: Oakland Beach Avenue (Route 117A) S: Oakland Beach Avenue (Route 117)**
 Location: **E: West Shore Road (Route 117) W: West Shore Road (Route 117)**
 City, State: **Warwick, RI**
 Client: **VHB/ J. Wanat**
 Site Code: **TBA**
 Count Date: **Tuesday, September 26, 2017**
 Start Time: **4:30 PM**
 End Time: **6:30 PM**
 Class:



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

Buses

	Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Total					
	North					East					South					West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Total	0	2	0	0	2	0	1	2	0	3	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	8
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
6:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
Grand Total	0	3	0	0	3	0	1	2	0	3	2	2	0	0	4	0	0	1	0	1	0	0	0	0	0	11
Approach %	0.0	100.0	0.0	0.0		0.0	33.3	66.7	0.0		50.0	50.0	0.0	0.0		0.0	0.0	100.0	0.0							
Total %	0.0	27.3	0.0	0.0	27.3	0.0	9.1	18.2	0.0	27.3	18.2	18.2	0.0	0.0	36.4	0.0	0.0	9.1	0.0	9.1						
Exiting Leg Total	3					2					5					1					11					

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

	Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Oakland Beach Avenue (Route 117A)					West Shore Road (Route 117)					Total					
	North					East					South					West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	0	1	0	0	1	0	1	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	5
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		66.7	33.3	0.0	0.0		0.0	0.0	0.0	0.0							
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.250	0.500	0.250	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000						0.417
Entering Leg	0	1	0	0	1	0	0	1	0	1	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	5
Exiting Leg	1					2					2					0					5					
Total	2					3					5					0					10					

PDI File #: 175824 (21) Tues-PM
 Location: N: Oakland Beach Avenue (Route 117A) S: Oakland Beach Avenue (Route 117)
 Location: E: West Shore Road (Route 117) W: West Shore Road (Route 117)
 City, State: Warwick, RI
 Client: VHB/ J. Wanat
 Site Code: TBA
 Count Date: Tuesday, September 26, 2017
 Start Time: 4:30 PM
 End Time: 6:30 PM
 Class:



Bicycles (on Roadway and Crosswalks)

	Oakland Beach Avenue (Route 117A)								West Shore Road (Route 117)								Oakland Beach Avenue (Route 117A)								West Shore Road (Route 117)								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:30 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	2		0	0	0	0	0	0	0		0	0	0	0	0	0	1	1	3	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1		0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	1	
Total	0	0	0	0	0	0	0	0	2	0	0	0	1	3		0	0	0	0	0	0	0		0	0	0	0	0	0	1	1	4	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	1	1	1	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	1	1	1	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		1	0	0	0	0	0	0	1	0	0	0	0	1	0	1	2		
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0		1	0	0	0	0	0	0	1	0	0	0	0	1	0	1	2		
Grand Total	0	0	0	0	0	0	0	0	2	0	0	0	1	3		1	0	0	0	0	0	0	1	0	0	0	0	1	2	3	7		
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	66.7	0.0	0.0	0.0	33.3		100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	33.3	66.7						
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.6	0.0	0.0	0.0	14.3	42.9	14.3	0.0	0.0	0.0	0.0	0.0	14.3	0.0	0.0	0.0	0.0	14.3	28.6	42.9					
Exiting Leg Total	0								2								0								5								7

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

	Oakland Beach Avenue (Route 117A)								West Shore Road (Route 117)								Oakland Beach Avenue (Route 117A)								West Shore Road (Route 117)								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:30 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	2		0	0	0	0	0	0	0		0	0	0	0	0	0	1	1	3	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1		0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	1	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	1	1	1	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	2	0	0	0	1	3		0	0	0	0	0	0	0		0	0	0	0	0	0	2	2	5	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	66.7	0.0	0.0	0.0	33.3		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0						
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.417				
Entering Leg	0								0								0								2								5
Exiting Leg	0								1								0								4								5
Total	0								4								0								6								10



▶ RHODE ISLAND
**MOVING
FORWARD**

STATEWIDE BICYCLE
MOBILITY PLAN

APPENDIX
A4. Barrier Maps

1.1 Barriers to Bicycling

The barriers to bicycling analysis maps were generated using input from the public meetings, the online interactive bicycle map, comments made during stakeholder meetings, and the planning team’s analysis. Over 170 elements were added to the Barriers Analysis Maps and tables on the following pages, with a description of each barrier. The analysis included three categories among the barriers: Challenging Corridors, Challenging Intersections and Physical Barriers.

The **Challenging Corridor Barrier** type describes scenarios that typically include one or more of the following:

- Wide roadways that encourage high motorist speeds
- Lack of bicycle facilities
- Heavy traffic volume, especially trucks
- Busy roadways that represent gaps between shared use path or bike lane segments



Although Allens Avenue/Rt. 1 in Providence has a striped bike lane, it is a challenging corridor for many bicyclists due to the volume of truck traffic and high vehicle speeds

The **Challenging Intersection Barrier** type describes a barrier that typically includes one or more of the following:

- Lack of bicycle-facility continuity through the intersection
- Crossing of railroad tracks at non-right angles with a roadway
- Large corner radii that can lead to high speed turns by motorists
- Narrow road bridges or underpasses to cross highways, rivers or railroad tracks



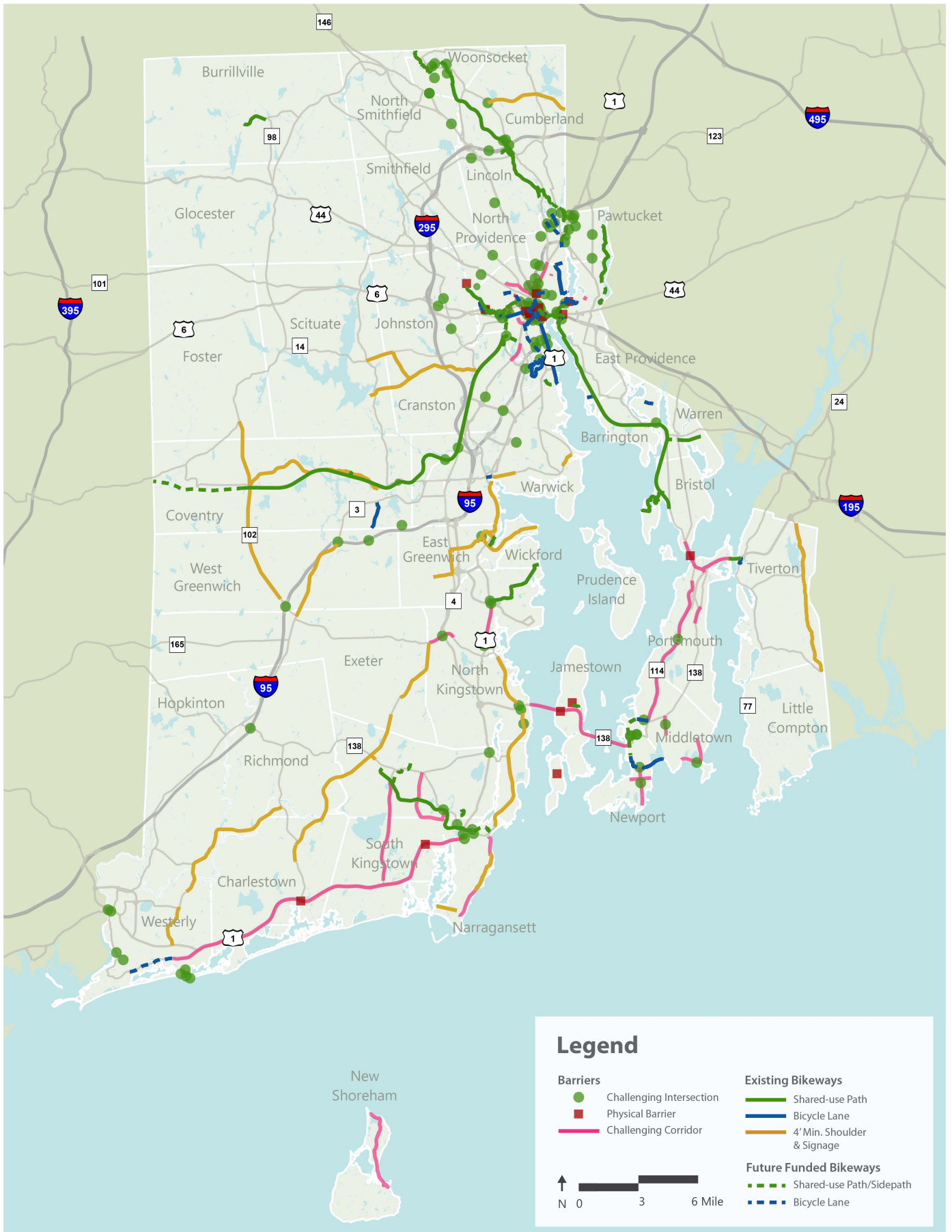
Large curb radii, vehicle slip lanes and discontinuous bicycle lanes at the intersection of Memorial Blvd and Bellevue Avenue creates a challenging intersection for bicyclists in Newport

The **Physical Barrier** type describes how existing transportation infrastructure, land uses, or other factors can impede a desired travel route for bicyclists:

- Large bridges that either prohibit bicycling or otherwise create an uncomfortable environment for riders
- Above or below grade highways and roadways with heavy traffic
- Stairs and steep ramps
- Active rail lines with few crossing points
- Environmental or geographic features such as lakes, rivers or steep slopes



The Jamestown Verrazzano Bridge is legally open to bicyclists but is a significant barrier between Jamestown and North Kingstown



Barriers from Online Input Map

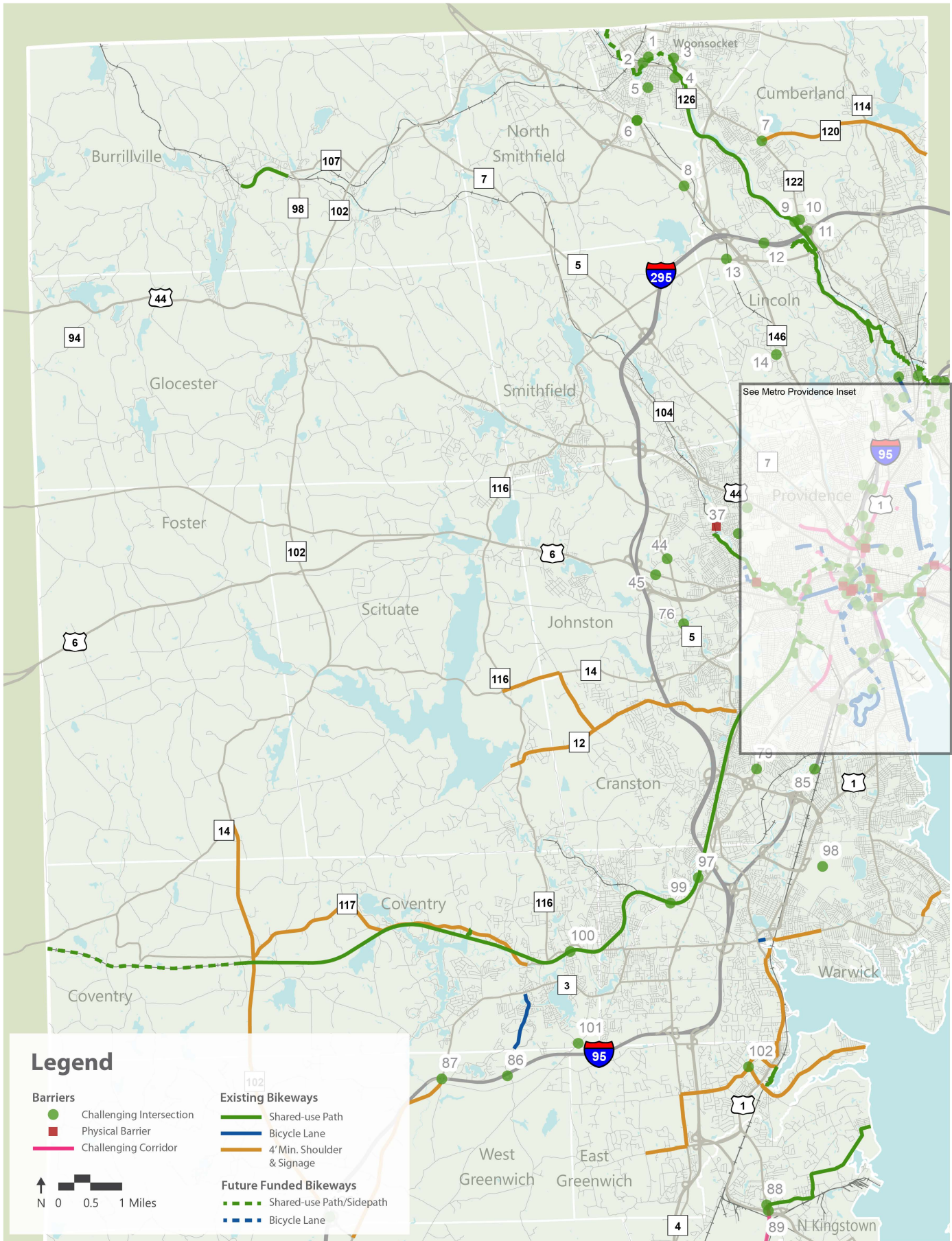
ID	Barrier Description	Municipality	Map 1
94	narrow road, fast driving, poor pavement, poor drainage: barrier to bicycling	Jamestown	East
96	narrow road with high-speed driving is a barrier to biking to Beavertail State Park	Jamestown	East
103	Sharp curve and no shoulder on key road access to East Bay Bike Path.	Barrington	East
104	Uncomfortable bridge crossing due to 2 lanes of high speed traffic. Best access to Aquidneck Island from the East Bay Bike Path.	Bristol	East
105	Safer crossing needed from West Main Road to Mill Lane.	Portsmouth	East
106	rotary is a barrier to cycling	Newport	East
107	challenging intersection is a barrier	Newport	East
108	Cyclists should have access to the sidewalks on the Jamestown bridge	North Kingstown	East
128	Very uncomfortable crossing here (if headed to points north via Burma Road.)	Middletown	East
129	There are so many great local businesses on this road, but no bike facilities exist and speeds are too high.	Middletown	East
130	No bikes allowed on Pell Bridge creates major barrier to cycling through or around Jamestown or Newport.	Jamestown	East
131	The rotary is uncomfortable for bicycling, preventing many north/south connections.	Newport	East
132	This intersection could be greatly improved, as it is currently very unfriendly to bicycling.	Newport	East
133	Dangerous intersection - needs signal improvements, bike infrastructure including painted bike boxes and lanes.	Newport	East
134	Barrier here on Bellevue Avenue is the concrete substrate is badly deteriorated and puts bicyclists at risk of crashing.	Newport	East
135	Narrow roads quite uncomfortable for cycling. Need side paths here!	Middletown	East
C18	Extremely uncomfortable bridge crossing due to no bicycle infrastructure	Bristol, Portsmouth	East
C19	From Sakonnet river bridge heading west, no good connection to continue cycling south on Aquidneck	Portsmouth	East
C20	Stafford Rd has high traffic speeds and no bike infra.	Tiverton	East
C23	Challenging corridor to travel N-S at all on Aquidneck Island	Portsmouth, Middletown	East
C24	Rte 138 from Church Ln to Middle rd is uncomfortable.	Portsmouth	East
C25	Aquidneck Ae from East Main Rd to Green End Ave has many destinations, but unsafe for bikes.	Middletown	East
C26	Challenging corridor due to bicycles not being allowed on bridges between Newport and N Kingstown	Jamestown, Newport	East
C27	Third Beach Rd and Sachuset Point Rd both uncomfortable for bicycling.	Middletown	East
C32	Bellevue Ave is in disrepair. Substrate puts many cyclists at risk of crashing.	Newport	East
C33	Narragansett Ave uncomfortable due to width. Reduce width by adding BLs.	Newport	East
15	Cottage St at Hunt St is a tough intersection with bad sightlines and no bike infra.	Central Falls	Metro
16	Wayfinding needed at uncomfortable intersection to guide novice cyclists to bike path.	Central Falls	Metro
17	Middle Street is a great connection for N-S bicyclists but has no bike infra. Plenty of space here at Fountain St intersection for bike lan	Pawtucket	Metro
18	Off-set intersection and train tracks crossing make this intersection uncomfortable.	Pawtucket	Metro
19	Extremely busy off-set intersection has bad geometry. Uncomfortable for bicycling. Great candidate for roundabout with bike lanes.	Pawtucket	Metro
20	Illinois St at Summer St has no travel lane definition, crosswalks, or bike infra at this important intersection adjacent to High School.	Central Falls	Metro
21	Pine St at Park St is an uncomfortable intersection that needs travel lane definition.	Central Falls	Metro
22	Uncomfortable intersection geometry on desirable N-S bike corridor.	Central Falls	Metro
23	Armistice Blvd at Newport Rd has no bike infra. All roads could use a road diet.	Pawtucket	Metro
24	Central Ave here is extremely wide and unwelcoming for bicyclists. Large concrete / paved central median could be removed for bike l	Pawtucket	Metro
25	Space exists for BL's here. This is a high demand corridor for bicyclists.	Pawtucket	Metro
26	No bike infra on central E-W corridor at intersection with heavy tractor trailer turn movements.	Pawtucket	Metro
27	Walcott St has unnecessary raised median over I-95. Removing median and replacing it with small roundabout would enhance bicyclin	Pawtucket	Metro
28	Water St represents a desirable N-S connection for bicycling and could be improved by reducing the turning radii on this corner.	Pawtucket	Metro
29	Uncomfortable, busy intersection with no bike infrastructure.	North Providence	Metro
30	Important E-W and N-S corridors cross here at intersection with wide geometry and potentially unnecessary slip lane.	Pawtucket	Metro
31	Wide and busy intersection at Smithfield at Silver Spring. Uncomfortable for bikes.	Providence	Metro
32	on-ramps and off-ramps make Smithfield Ave bridge ovr I-95 a barrier to bicycling	Providence	Metro
33	No bike infra through this neighborhood roundabout.	North Providence	Metro
34	Intersection has inadequate sidewalks (only one side) no safe way for people walking or biking to cross the highway.	Providence	Metro
35	Extremely uncomfortable crossing of N. Main.	Providence	Metro
36	No bike lanes through this challenging intersection.	Providence	Metro
37	Consider bike/ped bridge to access N. Prov	North Providence	Metro
38	Extremely wide intersection with unnecessary slip lane to Rhode Island College needs travel lane striping and bike infrastructure.	North Providence	Metro
39	Intersection improvements needed at this uncomfortable crossing on North Main.	Providence	Metro
40	Difficult to cross I-95 here. Difficult to get from E Side/downtown to Home Depot/Wal-Mart area.	Providence	Metro
40	lack of connection from Olney St westbound onto Benefit St or N Main southbound is a barrier	Providence	Metro
41	Left turns from westbound Olney onto North Main are not currently possible. With bike infrastructure coming to Olney, bicyclists sho	Providence	Metro
42	There are 2 very uneven pavement areas along the right shoulder. Very difficult to avoid because of drivers passing close and fast.	Providence	Metro
43	Pavement condition very rough with frequent potholes results in barrier to cycling here.	Providence	Metro
46	Crossing Glenbridge feels unsafe.	Providence	Metro
47	The slip lane coming off the highway encourages motorists to enter Providence Place at high speed, very dangerous / uncomfortable f	Providence	Metro
48	Intersection of Francis and Memorial is a barrier to bicycling between downtown and the Mall & state offices	Providence	Metro
49	Barrier here is Woonasquatucket Bike Lane abrupt ending at the mall. There is no connection or infrastructure on Francis St. the angle	Providence	Metro
50	Bicyclist desire to take left onto N Main. Intersection improvements needed for this critical upgrade.	Providence	Metro
51	No signage or indication of where/how to connect to Blackstone Blvd bike path when traveling north. Wayfinding needed.	Providence	Metro
52	Motor vehicle traffic too fast, too close.	Providence	Metro
53	Bike-friendly pavement markings for overpasses would reduce crossing I-95 barriers on Broadway and Atwells Ave.	Providence	Metro
53	lack of bike lanes on this bridge, are a barrier to bicycling for those who feel unsafe riding without dedicated space	Providence	Metro
54	Challenging intersection to cross to get to Fountain St. Merging across Empire to reach the left turn lane is very daunting with lots of f	Providence	Metro
55	stairs here are a barrier to cycling	Providence	Metro
56	stairs here are a barrier to bicycling	Providence	Metro

Barriers from Online Input Map

ID	Barrier Description	Municipality	Map 1
57	stairs: a barrier to bicycling through	Providence	Metro
58	Wide intersection and wide turn lanes onto Page Street. Consider bike lanes here.	Providence	Metro
59	steps here interrupt the Canal Walk / Riverwalk route for bicyclists	Providence	Metro
60	Cars park illegally here on Hopkins sidewalk at night.	Providence	Metro
61	Large bump at bottom of hill.	Providence	Metro
61	The intersection of Manton and Aleppo are a barrier to safely cycling between sections of the Woony Bike Path	Providence	Metro
62	No safe connection from Gano Park bike path to India Point Park.	Providence	Metro
63	Expand north as E. Prov develops	East Providence	Metro
64	Intersection improvements needed at uncomfortable crossing.	Providence	Metro
65	Hartford Ave at Manton Ave in Prov. has wide slip lanes for cars, but no bike infrastructure.	Providence	Metro
66	Difficult left turn. Cyclists have to take over the lane and vehicles do not stop at the cross walk.	Providence	Metro
67	Tobey Street / bridge should be for pedestrians, bicyclists, and local traffic only. Close Tobey St Rte 6 SB on-ramp. Drivers have other a	Providence	Metro
68	Uncomfortable bridge crossing.	Providence	Metro
69	Clifford St bridge needs to be fixed to provide safe bicycle infrastructure.	Providence	Metro
70	This is the most direct bike access from South Side to East Side / East Bay Bike Path, but the Point St. intersection and bridge crossing I	Providence	Metro
71	complicated intersection and highway entrance/exit are barriers to biking to the Cranston Bike Path	Providence	Metro
72	Uncomfortable crossing over from Eddy St towards Allens Ave. Install skip lane striping.	Providence	Metro
73	Uncomfortable bridge crossing.	Providence	Metro
74	Confusing transition, feels dangerous	Providence	Metro
75	Site lines for both bicyclists and drivers are bad. Driver tends to look left while bicyclist is coming from right. This uncomfortable gap n	Providence	Metro
77	Challenging intersection.	Providence	Metro
78	Significant motorist pressure on this intersection to beat the light to access I-95 makes this Thurbers Avenue intersection uncomforta	Providence	Metro
80	Railroad tracks represent a barrier to cycling, especially on rainy days, since when flooding occurs, crashing lands you in a busy interse	Providence	Metro
81	Car dealer parks vehicles on sidewalk obstructing bike and pedestrian travel. Makes this intersection unsafe for bikes and pedestrians.	Providence	Metro
82	Barrier to bicycling here include old rail road track crossings at tough angle, and car parking in bike lanes.	Providence	Metro
83	Crossing improvements needed to make entry to Roger Williams Park greenway safe and obvious.	Providence	Metro
84	Lower Elmwood Ave uncomfortable due to 6-10 on-ramp. No bicycle facilities exist here.	Providence	Metro
C1	North Main St uncomfortable for bicycling. does not need 3 lanes / parking northbound.	Pawtucket, Providence	Metro
C2	Hope Street bump-outs leave no room for bike lanes from 4th to Burlington.	Providence	Metro
C3	Steep hill on N Main St from Star St to Olney St has no bike lanes, and is a big barrier.	Providence	Metro
C4	conditions here (hwy on-ramps, high speeds, lane configurations) are barriers to bicycling between Smith St and Home Depot	Providence	Metro
C5	Westminster Promenade has multiple sets of stairs, terrible surface condition - would otherwise be a great, safe part of a route to ride	Providence	Metro
C6	westbound Henderson Bridge bike lanes full of grit and garbage, high speeds, terrible bridge joints	Providence, East Providence	Metro
C7	Henderson Bridge eastbound: grit and garbage, high speeds, horrible bridge joints	Providence, East Providence	Metro
C8	North Broadway frm Center to Massasoit needs bike facilities.	Providence	Metro
C9	Davis Park path from Raymond St to Chalkstone Ave needs formalizing.	Providence	Metro
C10	Eagle St entire extents uncomfortable, good location for protected bike infra.	Providence	Metro
C11	Dean St from Atwells Ave to Kinsley Ave is unsafe. Complete Streets redesign badly needed.	Providence	Metro
C12	Waterman St hill from N Main St to Prospect St is uncomfortable, needs bike lanes.	Providence	Metro
C13	South Main St from College St to Point St is uncomfortable for biking.	Providence	Metro
C14	Bridgham St from Westminster St to Elmwood Ave is too wide, encouraging speeding. Add BLs.	Providence	Metro
C15	Allens Ave BL from Globe St to Thurbers Ave feels unsafe, angled RR tracks and fast moving cars.	Providence	Metro
C16	Rte 2 / Reservoir Ave needs bike infra for Alvarez High School students.	Providence	Metro
C36	Douglas Ave from downtown to Eaton St needs bike lanes.	Providence	Metro
C37	Eaton St from River Ave to Douglas Ave needs bike lanes.	Providence	Metro
1	Clinton St at Truman Dr is uncomfortable for cycling.	Woonsocket	North
2	Uncomfortable intersection for bicycling through.	Woonsocket	North
3	Cass Ave at Cumberland St is an uncomfortable intersection to bike through.	Woonsocket	North
4	Bernon St at Manville Rd has tough sight lines, and motorists don't always stop at Bernon St stop sign.	Woonsocket	North
5	Wide lanes have plenty of space for bike lanes. Motorists speed here.	Woonsocket	North
6	Busy roadway with long crossing distance and no bike facilities make this intersection uncomfortable.	North Smithfield	North
6	complex intersection is a barrier to bicycling	North Smithfield	North
7	Unnecessary striped median could be remove and replaced with Bike Lanes here on Mendon Road.	Cumberland	North
8	Tough intersection for bicyclists	North Smithfield	North
9	Unnecessarily wide intersection encourages motorist speeding. Striped median could be removed for bike lanes.	Cumberland	North
10	Re-paving needed here due to root upheaval.	Cumberland	North
11	Mendon Rd overpass over I-295 is crumbling with many potholes. Wide concrete center median could be removed for bike lanes. Min	Cumberland	North
12	Old River Road is important bike connection for Lincoln High School students. The bridge over I-295 is quite narrow. Bikes May Use Fu	Lincoln	North
13	Important retail destination has no bike infra on George Washington Hwy.	Lincoln	North
14	Unnecessarily wide intersection with large turning radii encourages motorist speeding at turns at traffic light. No bike infra at this loca	Lincoln	North
44	Tough intersection to cross by bike to access High School. Atwood Ave could use a road diet. No bike infra here.	Johnston	North
45	Memorial Ave is a great connection for bicyclists to get to Johnston High School, but there is no travel lane definition or bike lanes.	Johnston	North
45	Conditions on Glenbridge are a barrier to safely connecting two sections of the Woony bike path	Johnston	North
76	Busy intersection with narrow right-of-way needs road diet for bike lanes.	Johnston	North
79	challenging intersection is a barrier to biking to Chapel View and Garden City shopping	Cranston	North
85	There is no bicycle/pedestrian crossing of I-95 for nearly 4 miles in Warwick/Cranston, from Greenwich Avenue to Woodbine St.	Warwick	North
86	highway crossing is a barrier to riding through on Hopkins Hill Rd: residential to the north, recreational destinations to the south	West Warwick	North
87	on-ramps and off-ramps are a barrier to cycling this section of Nooseneck Hill Rd	West Warwick	North

Barriers from Online Input Map

ID	Barrier Description	Municipality	Map 1
88	generous shoulders replaced by turn-only lanes make this a barrier intersection	North Kingstown	North
89	slip lanes and vanishing shoulders make this intersection a barrier	North Kingstown	North
97	Sight lines could be opened up by removing 1-2 small trees and fencing. Crossing would be enhanced by an RRFB.	Warwick	North
98	Needs better transit and bike access.	Warwick	North
99	Path is offset from intersection and crosswalks. No curb ramps for bike path users on west edge of Providence Street and curb cut is t	West Warwick	North
100	Unnecessarily wide turning radii for southbound traffic turning from Laurel onto Pilgrim encourages motorist speeding at important p	Coventry	North
101	Wide, busy intersection has no bike infra.	Coventry	North
102	Uncomfortable intersection.	East Greenwich	North
90	highway ramps and shopping center access are barriers to biking to Wickford Junction RR Station	North Kingstown	West
91	slip lanes make this intersection challenging	North Kingstown	West
92	on-ramps, off-ramps, and local street make this a challenging spot	North Kingstown	West
93	on-ramps, off-ramps, and parking lot driveway make this a challenging spot	North Kingstown	West
95	complex multi-lane intersection is a barrier to bicycling	South Kingstown	West
109	The bike lane is cluttered with debris., and there are cracks and potholes that represent major hazards for cyclists.	North Kingstown	West
110	Dangerous intersection	South Kingstown	West
111	Dangerous intersection	Narragansett	West
112	Dangerous, offset intersection used by bicyclists to access South County Bike Path at Mumford Road. Blind curve to the west of this irr	Narragansett	West
113	This intersection is extremely uncomfortable.	Westerly	West
114	Uncomfortable intersection with no bicycle infrastructure.	Westerly	West
115	complex multi-lane intersection is a barrier to bicycling	South Kingstown	West
116	rotary + hwy on-ramps and off-ramps make this a barrier for bicycling	Narragansett	West
117	very complex intersection	Narragansett	West
118	no easy/safe way to cross US1 on Post Road	South Kingstown	West
119	US1 is a barrier for cyclists living in communities to the north who wish to visit the beach	Charlestown	West
121	on-ramps and off-ramps are a barrier to cycling through this section of Rt 138	Richmond	West
122	Uncomfortable intersection--motorists often do not stop at stop sign.	Westerly	West
123	Wide shoulder, but deep sand is often present and represents a barrier to cycling here.	Westerly	West
124	Intersection has a stop sign that is frequently ignored. Uncomfortable intersection is a barrier to cycling.	Westerly	West
125	Poor visibility for cyclists and drivers due to slope, curve and two offset intersections in same spot.	Westerly	West
126	Traveling downhill into Noyes Neck traffic is uncomfortable. Poor visibility/sightlines make intersection very uncomfortable.	Westerly	West
127	Large intersection with few roadway markings and much confusion between motorists and cyclists in this intersection.	Westerly	West
C17	challenging corridor for connecting Wickford to Quonset	North Kingstown	West
C21	Lack of bike infra on Rte 102 is a barrier to accessing Wickford Junction area.	North Kingstown	West
C22	Boston Neck Rd from Beach St to Annaquatucket Rd is extremely uncomfortable for families.	North Kingstown	West
C28	Ministerial Rd from Rte 1 to the bike path is busy, narrow, and in need of bike lanes.	South Kingstown	West
C29	S Rd, from Kingstown Rd to bike path is busy and narrow.	South Kingstown	West
C30	Wayfinding needed on South Rd, Allen Ave, and High St to bike path.	South Kingstown	West
C31	Boston Neck Rd from South Ferry Rd to Mettatuxet Rd unsafe due to parking and lots of driveways.	Narragansett	West
C34	Challenging corridor to get from Narragansett to Westerly and points in between	Westerly, Charlestown, South Kingst	West
C35	Ocean Rd in Narragansett needs additional signage, and wayfinding and skip lane striping at Xings.	Narragansett	West
C38	Corn Neck Road should include bike lanes or a path from the ferry to lighthouse	New Shoreham	West
120	Not Used.	n/a	



Barriers from Online Input Map

ID	Barrier Description	Municipality
1	Clinton St at Truman Dr is uncomfortable for cycling.	Woonsocket
2	Uncomfortable intersection for bicycling through.	Woonsocket
3	Cass Ave at Cumberland St is an uncomfortable intersection to bike through.	Woonsocket
4	Bernon St at Manville Rd has tough sight lines, and motorists don't always stop at Bernon St stop sign.	Woonsocket
5	Wide lanes have plenty of space for bike lanes. Motorists speed here.	Woonsocket
6	Busy roadway with long crossing distance and no bike facilities make this intersection uncomfortable.	North Smithfield
6	complex intersection is a barrier to bicycling	North Smithfield
7	Unnecessary striped median could be remove and replaced with Bike Lanes here on Mendon Road.	Cumberland
8	Tough intersection for bicyclists	North Smithfield
9	Unnecessarily wide intersection encourages motorist speeding. Striped median could be removed for bike lanes.	Cumberland
10	Re-paving needed here due to root upheaval.	Cumberland
11	Mendon Rd overpass over I-295 is crumbling with many potholes. Wide concrete center median could be removed for bike lanes. Minimal shoulder / fog line uncomfortable for bikes.	Cumberland
12	Old River Road is important bike connection for Lincoln High School students. The bridge over I-295 is quite narrow. Bikes May Use Full Lane signage recommended.	Lincoln
13	Important retail destination has no bike infra on George Washington Hwy.	Lincoln
14	Unnecessarily wide intersection with large turning radii encourages motorist speeding at turns at traffic light. No bike infra at this location.	Lincoln
44	Tough intersection to cross by bike to access High School. Atwood Ave could use a road diet. No bike infra here.	Johnston
45	Memorial Ave is a great connection for bicyclists to get to Johnston High School, but there is no travel lane definition or bike lanes.	Johnston
45	Conditions on Glenbridge are a barrier to safely connecting two sections of the Woony bike path	Johnston
76	Busy intersection with narrow right-of-way needs road diet for bike lanes.	Johnston
79	challenging intersection is a barrier to biking to Chapel View and Garden City shopping	Cranston
85	There is no bicycle/pedestrian crossing of I-95 for nearly 4 miles in Warwick/Cranston, from Greenwich Avenue to Woodbine St.	Warwick
86	highway crossing is a barrier to riding through on Hopkins Hill Rd: residential to the north, recreational destinations to the south	West Warwick
87	on-ramps and off-ramps are a barrier to cycling this section of Nooseneck Hill Rd	West Warwick
88	generous shoulders replaced by turn-only lanes make this a barrier intersection	North Kingstown
89	slip lanes and vanishing shoulders make this intersection a barrier	North Kingstown
97	Sight lines could be opened up by removing 1-2 small trees and fencing. Crossing would be enhanced by an RRFB.	Warwick
98	Needs better transit and bike access.	Warwick
99	Path is offset from intersection and crosswalks. No curb ramps for bike path users on west edge of Providence Street and curb cut is too narrow on east side of Providence Street. Reorient crosswalk to align with bike path.	West Warwick
100	Unnecessarily wide turning radii for southbound traffic turning from Laurel onto Pilgrim encourages motorist speeding at important path crossing.	Coventry
101	Wide, busy intersection has no bike infra.	Coventry
102	Uncomfortable intersection.	East Greenwich

Legend

Barriers

- Challenging Intersection
- Physical Barrier
- Challenging Corridor

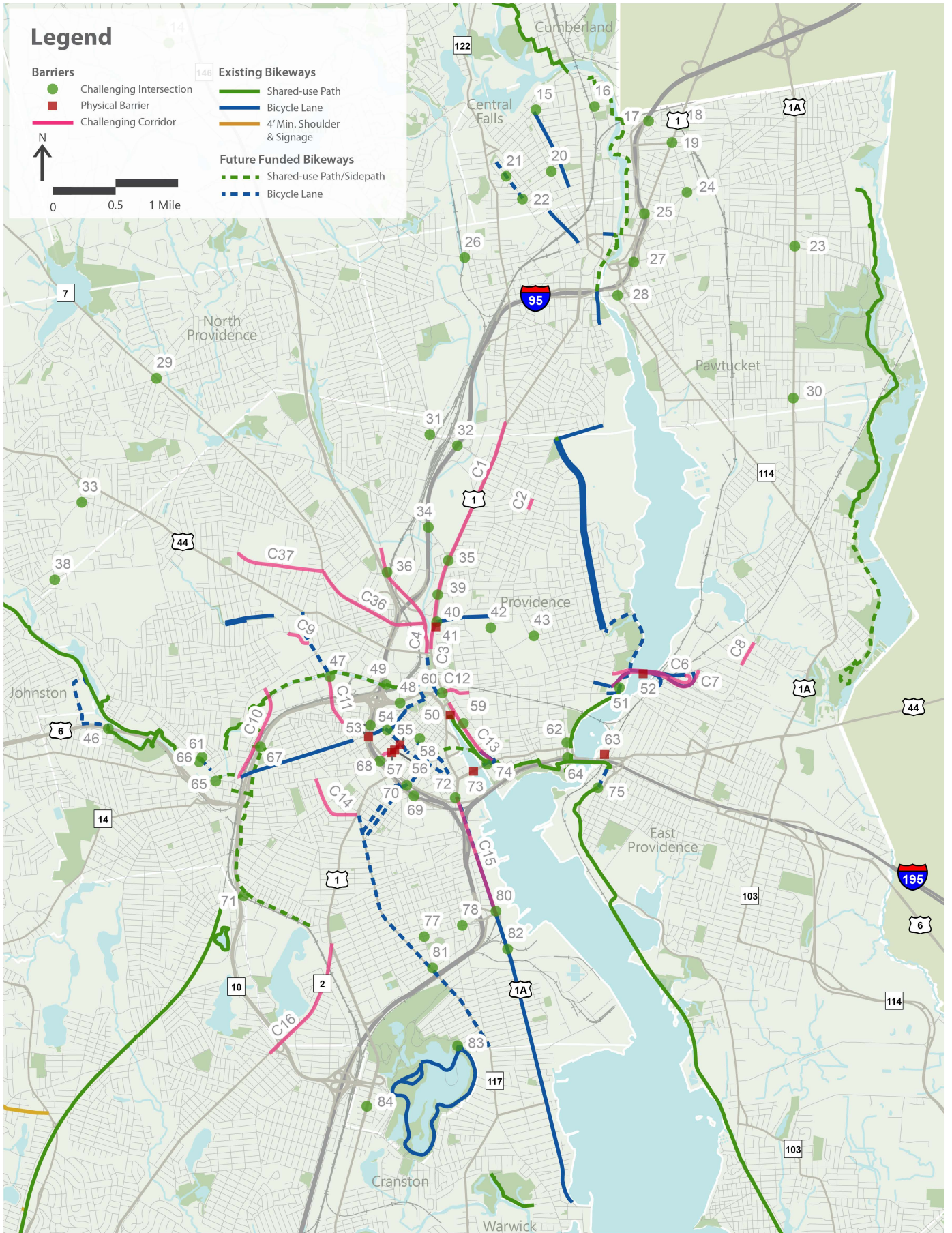


Existing Bikeways

- Shared-use Path
- Bicycle Lane
- 4' Min. Shoulder & Signage

Future Funded Bikeways

- - - Shared-use Path/Sidepath
- - - Bicycle Lane



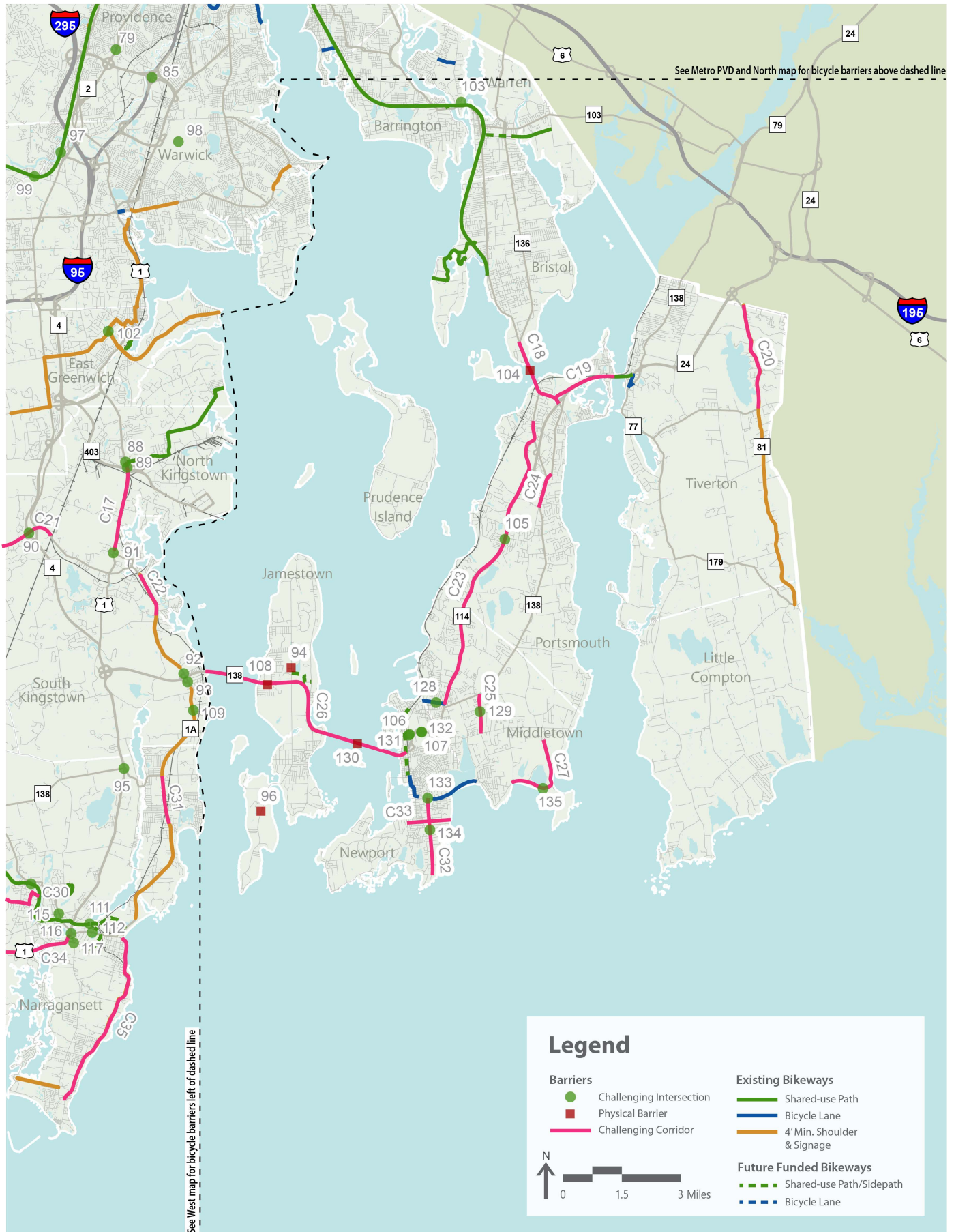
Barriers from Online Input Map

ID	Barrier Description	Municipality
15	Cottage St at Hunt St is a tough intersection with bad sightlines and no bike infra.	Central Falls
16	Wayfinding needed at uncomfortable intersection to guide novice cyclists to bike path.	Central Falls
17	Middle Street is a great connection for N-S bicyclists but has no bike infra. Plenty of space here at Fountain St intersection for bike lanes.	Pawtucket
18	Off-set intersection and train tracks crossing make this intersection uncomfortable.	Pawtucket
19	Extremely busy off-set intersection has bad geometry. Uncomfortable for bicycling. Great candidate for roundabout with bike lanes.	Pawtucket
20	Illinois St at Summer St has no travel lane definition, crosswalks, or bike infra at this important intersection adjacent to High School.	Central Falls
21	Pine St at Park St is an uncomfortable intersection that needs travel lane definition.	Central Falls
22	Uncomfortable intersection geometry on desirable N-S bike corridor.	Central Falls
23	Armistice Blvd at Newport Rd has no bike infra. All roads could use a road diet.	Pawtucket
24	Central Ave here is extremely wide and unwelcoming for bicyclists. Large concrete / paved central median could be removed for bike lanes.	Pawtucket
25	Space exists for BL's here. This is a high demand corridor for bicyclists.	Pawtucket
26	No bike infra on central E-W corridor at intersection with heavy tractor trailer turn movements.	Pawtucket
27	Walcott St has unnecessary raised median over I-95. Removing median and replacing it with small roundabout would enhance bicycling here.	Pawtucket
28	Water St represents a desirable N-S connection for bicycling and could be improved by reducing the turning radii on this corner.	Pawtucket
29	Uncomfortable, busy intersection with no bike infrastructure.	North Providence
30	Important E-W and N-S corridors cross here at intersection with wide geometry and potentially unnecessary slip lane.	Pawtucket
31	Wide and busy intersection at Smithfield at Silver Spring. Uncomfortable for bikes.	Providence
32	on-ramps and off-ramps make Smithfield Ave bridge ovr I-95 a barrier to bicycling	Providence
33	No bike infra through this neighborhood roundabout.	North Providence
34	Intersection has inadequate sidewalks (only one side) no safe way for people walking or biking to cross the highway.	Providence
35	Extremely uncomfortable crossing of N. Main.	Providence
36	No bike lanes through this challenging intersection.	Providence
37	Consider bike/ped bridge to access N. Prov	North Providence
38	Extremely wide intersection with unnecessary slip lane to Rhode Island College needs travel lane striping and bike infrastructure.	North Providence
39	Intersection improvements needed at this uncomfortable crossing on North Main.	Providence
40	Difficult to cross I-95 here. Difficult to get from E Side/downtown to Home Depot/Wal-Mart area.	Providence
40	lack of connection from Olney St westbound onto Benefit St or N Main southbound is a barrier	Providence
41	Left turns from westbound Olney onto North Main are not currently possible. With bike infrastructure coming to Olney, bicyclists should be given an option to turn left on N. Main to reach downtown. New cycle path frequently blocked by parked cars.	Providence
42	There are 2 very uneven pavement areas along the right shoulder. Very difficult to avoid because of drivers passing close and fast.	Providence
43	Pavement condition very rough with frequent potholes results in barrier to cycling here.	Providence
46	Crossing Glenbridge feels unsafe.	Providence
47	The slip lane coming off the highway encourages motorists to enter Providence Place at high speed, very dangerous / uncomfortable for bicyclists. Dean St renovation leaves bicycle wayfinding confusing.	Providence
48	Intersection of Francis and Memorial is a barrier to bicycling between downtown and the Mall & state offices	Providence
49	Barrier here is Woonasquatucket Bike Lane abrupt ending at the mall. There is no connection or infrastructure on Francis St. the angle of the ramp / stairs is a barrier for cycling.	Providence
50	Bicyclist desire to take left onto N Main. Intersection improvements needed for this critical upgrade.	Providence
51	No signage or indication of where/how to connect to Blackstone Blvd bike path when traveling north. Wayfinding needed.	Providence
52	Motor vehicle traffic too fast, too close.	Providence
53	Bike-friendly pavement markings for overpasses would reduce crossing I-95 barriers on Broadway and Atwells Ave.	Providence
53	lack of bike lanes on this bridge, are a barrier to bicycling for those who feel unsafe riding without dedicated space	Providence
54	Challenging intersection to cross to get to Fountain St. Merging across Empire to reach the left turn lane is very daunting with lots of fast moving cars.	Providence
55	stairs here are a barrier to cycling	Providence
56	stairs here are a barrier to bicycling	Providence
57	stairs: a barrier to bicycling through	Providence
58	Wide intersection and wide turn lanes onto Page Street. Consider bike lanes here.	Providence
59	steps here interrupt the Canal Walk / Riverwalk route for bicyclists	Providence
60	Cars park illegally here on Hopkins sidewalk at night.	Providence
61	Large bump at bottom of hill.	Providence
61	The intersection of Manton and Aleppo are a barrier to safely cycling between sections of the Woony Bike Path	Providence

Barriers from Online Input Map

ID	Barrier Description	Municipality
62	No safe connection from Gano Park bike path to India Point Park.	Providence
63	Expand north as E. Prov develops	East Providence
64	Intersection improvements needed at uncomfortable crossing.	Providence
65	Hartford Ave at Manton Ave in Prov. has wide slip lanes for cars, but no bike infrastructure.	Providence
66	Difficult left turn. Cyclists have to take over the lane and vehicles do not stop at the cross walk.	Providence
67	Tobey Street / bridge should be for pedestrians, bicyclists, and local traffic only. Close Tobey St Rte 6 SB on-ramp. Drivers have other access points.	Providence
68	Uncomfortable bridge crossing.	Providence
69	Clifford St bridge needs to be fixed to provide safe bicycle infrastructure.	Providence
70	This is the most direct bike access from South Side to East Side / East Bay Bike Path, but the Point St. intersection and bridge crossing I-95 are not bike friendly.	Providence
71	complicated intersection and highway entrance/exit are barriers to biking to the Cranston Bike Path	Providence
72	Uncomfortable crossing over from Eddy St towards Allens Ave. Install skip lane striping.	Providence
73	Uncomfortable bridge crossing.	Providence
74	Confusing transition, feels dangerous	Providence
75	Site lines for both bicyclists and drivers are bad. Driver tends to look left while bicyclist is coming from right. This uncomfortable gap needs a continuation of bike path onto 1st Street so cyclists can safely proceed from bike path.	Providence
77	Challenging intersection.	Providence
78	Significant motorist pressure on this intersection to beat the light to access I-95 makes this Thurbers Avenue intersection uncomfortable.	Providence
80	Railroad tracks represent a barrier to cycling, especially on rainy days, since when flooding occurs, crashing lands you in a busy intersection.	Providence
81	Car dealer parks vehicles on sidewalk obstructing bike and pedestrian travel. Makes this intersection unsafe for bikes and pedestrians.	Providence
82	Barrier to bicycling here include old rail road track crossings at tough angle, and car parking in bike lanes.	Providence
83	Crossing improvements needed to make entry to Roger Williams Park greenway safe and obvious.	Providence
84	Lower Elmwood Ave uncomfortable due to 6-10 on-ramp. No bicycle facilities exist here.	Providence

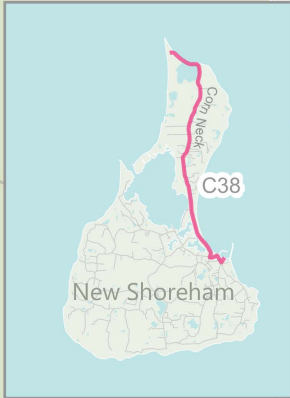
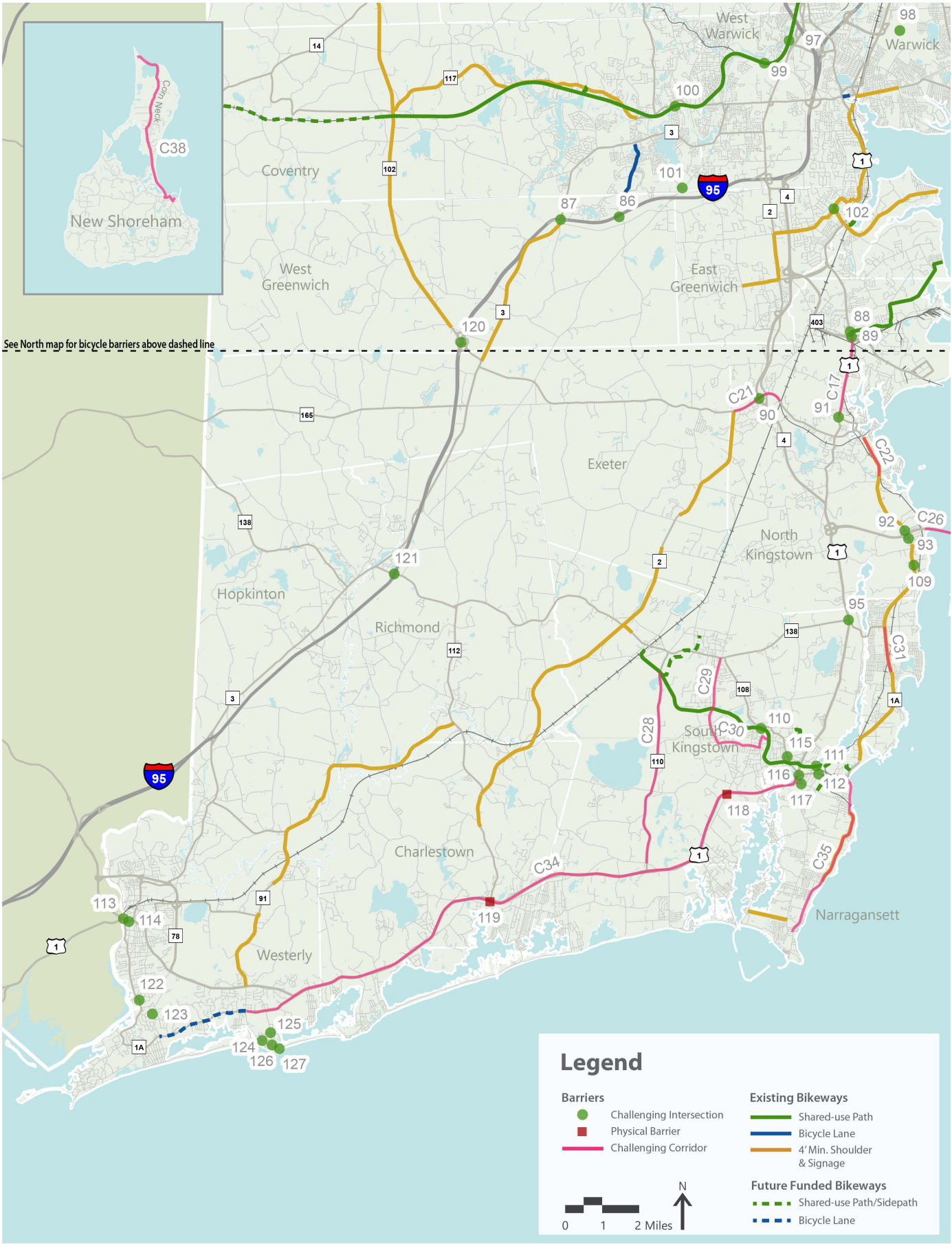
ID	Challenging Corridor Description	Municipality
C1	North Main St uncomfortable for bicycling. does not need 3 lanes / parking northbound.	Pawtucket, Providence
C2	Hope Street bump-outs leave no room for bike lanes from 4th to Burlington.	Providence
C3	Steep hill on N Main St from Star St to Olney St has no bike lanes, and is a big barrier.	Providence
C4	conditions here (hwy on-ramps, high speeds, lane configurations) are barriers to bicycling between Smith St and Home Depot	Providence
C5	Westminster Promenade has multiple sets of stairs, terrible surface condition - would otherwise be a great, safe part of a route to ride from downtown to the West Side	Providence
C6	westbound Henderson Bridge bike lanes full of grit and garbage, high speeds, terrible bridge joints	Providence, East Providence
C7	Henderson Bridge eastbound: grit and garbage, high speeds, horrible bridge joints	Providence, East Providence
C8	North Broadway from Center to Massasoit needs bike facilities.	Providence
C9	Davis Park path from Raymond St to Chalkstone Ave needs formalizing.	Providence
C10	Eagle St entire extents uncomfortable, good location for protected bike infra.	Providence
C11	Dean St from Atwells Ave to Kinsley Ave is unsafe. Complete Streets redesign badly needed.	Providence
C12	Waterman St hill from N Main St to Prospect St is uncomfortable, needs bike lanes.	Providence
C13	South Main St from College St to Point St is uncomfortable for biking.	Providence
C14	Bridgham St from Westminster St to Elmwood Ave is too wide, encouraging speeding. Add BLs.	Providence
C15	Allens Ave BL from Globe St to Thurbers Ave feels unsafe, angled RR tracks and fast moving cars.	Providence
C16	Rte 2 / Reservoir Ave needs bike infra for Alvarez High School students.	Providence
C36	Douglas Ave from downtown to Eaton St needs bike lanes.	Providence
C37	Eaton St from River Ave to Douglas Ave needs bike lanes.	Providence



Barriers from Online Input Map

ID	Barrier Description	Municipality
94	narrow road, fast driving, poor pavement, poor drainage: barrier to bicycling	Jamestown
96	narrow road with high-speed driving is a barrier to biking to Beavertail State Park	Jamestown
103	Sharp curve and no shoulder on key road access to East Bay Bike Path.	Barrington
104	Uncomfortable bridge crossing due to 2 lanes of high speed traffic. Best access to Aquidneck Island from the East Bay Bike Path.	Bristol
105	Safer crossing needed from West Main Road to Mill Lane.	Portsmouth
106	rotary is a barrier to cycling	Newport
107	challenging intersection is a barrier	Newport
108	Cyclists should have access to the sidewalks on the Jamestown bridge	North Kingstown
128	Very uncomfortable crossing here (if headed to points north via Burma Road.)	Middletown
129	There are so many great local businesses on this road, but no bike facilities exist and speeds are too high.	Middletown
130	No bikes allowed on Pell Bridge creates major barrier to cycling through or around Jamestown or Newport.	Jamestown
131	The rotary is uncomfortable for bicycling, preventing many north/south connections.	Newport
132	This intersection could be greatly improved, as it is currently very unfriendly to bicycling.	Newport
133	Dangerous intersection - needs signal improvements, bike infrastructure including painted bike boxes and lanes.	Newport
134	Barrier here on Bellevue Avenue is the concrete substrate is badly deteriorated and puts bicyclists at risk of crashing.	Newport
135	Narrow roads quite uncomfortable for cycling. Need side paths here!	Middletown

ID	Challenging Corridor Description	Municipality
C18	Extremely uncomfortable bridge crossing due to no bicycle infrastructure	Bristol, Portsmouth
C19	From Sakonnet river bridge heading west, no good connection to continue cycling south on Aquidneck	Portsmouth
C20	Stafford Rd has high traffic speeds and no bike infra.	Tiverton
C23	Challenging corridor to travel N-S at all on Aquidneck Island	Portsmouth, Middletown
C24	Rte 138 from Church Ln to Middle rd is uncomfortable.	Portsmouth
C25	Aquidneck Ae from East Main Rd to Green End Ave has many destinations, but unsafe for bikes.	Middletown
C26	Challenging corridor due to bicycles not being allowed on bridges between Newport and N Kingstown	Jamestown, Newport
C27	Third Beach Rd and Sachuset Point Rd both uncomfortable for bicycling.	Middletown
C32	Bellevue Ave is in disrepair. Substrate puts many cyclists at risk of crashing.	Newport
C33	Narragansett Ave uncomfortable due to width. Reduce width by adding BLs.	Newport



See North map for bicycle barriers above dashed line

Legend

Barriers

- Challenging Intersection
- Physical Barrier
- Challenging Corridor

Existing Bikeways

- Shared-use Path
- Bicycle Lane
- 4' Min. Shoulder & Signage

Future Funded Bikeways

- - - Shared-use Path/Sidepath
- - - Bicycle Lane



Barriers from Online Input Map

ID	Barrier Description	Municipality
90	highway ramps and shopping center access are barriers to biking to Wickford Junction RR Station	North Kingstown
91	slip lanes make this intersection challenging	North Kingstown
92	on-ramps, off-ramps, and local street make this a challenging spot	North Kingstown
93	on-ramps, off-ramps, and parking lot driveway make this a challenging spot	North Kingstown
95	complex multi-lane intersection is a barrier to bicycling	South Kingstown
109	The bike lane is cluttered with debris., and there are cracks and potholes that represent major hazards for	North Kingstown
110	Dangerous intersection	South Kingstown
111	Dangerous intersection	Narragansett
112	Dangerous, offset intersection used by bicyclists to access South County Bike Path at Mumford Road. Blind curve to the west of this irregular intersection. No signage or crosswalk. Wayfinding needed.	Narragansett
113	This intersection is extremely uncomfortable.	Westerly
114	Uncomfortable intersection with no bicycle infrastructure.	Westerly
115	complex multi-lane intersection is a barrier to bicycling	South Kingstown
116	rotary + hwy on-ramps and off-ramps make this a barrier for bicycling	Narragansett
117	very complex intersection	Narragansett
118	no easy/safe way to cross US1 on Post Road	South Kingstown
119	US1 is a barrier for cyclists living in communities to the north who wish to visit the beach	Charlestown
121	on-ramps and off-ramps are a barrier to cycling through this section of Rt 138	Richmond
122	Uncomfortable intersection--motorists often do not stop at stop sign.	Westerly
123	Wide shoulder, but deep sand is often present and represents a barrier to cycling here.	Westerly
124	Intersection has a stop sign that is frequently ignored. Uncomfortable intersection is a barrier to cycling.	Westerly
125	Poor visibility for cyclists and drivers due to slope, curve and two offset intersections in same spot.	Westerly
126	Traveling downhill into Noyes Neck traffic is uncomfortable. Poor visibility/sightlines make intersection very uncomfortable.	Westerly
127	Large intersection with few roadway markings and much confusion between motorists and cyclists in this	Westerly

ID	Challenging Corridor Description	Municipality
C17	challenging corridor for connecting Wickford to Quonset	North Kingstown
C21	Lack of bike infra on Rte 102 is a barrier to accessing Wickford Junction area.	North Kingstown
C22	Boston Neck Rd from Beach St to Annaquatucket Rd is extremely uncomfortable for families.	North Kingstown
C28	Ministerial Rd from Rte 1 to the bike path is busy, narrow, and in need of bike lanes.	South Kingstown
C29	S Rd, from Kingstown Rd to bike path is busy and narrow.	South Kingstown
C30	Wayfinding needed on South Rd, Allen Ave, and High St to bike path.	South Kingstown
C31	Boston Neck Rd from South Ferry Rd to Mettatuxet Rd unsafe due to parking and lots of driveways.	Narragansett
C34	Challenging corridor to get from Narragansett to Westerly and points in between	Westerly, Charlestown, South Kingstown
C35	Ocean Rd in Narragansett needs additional signage, and wayfinding and skip lane striping at Xings.	Narragansett
C38	Corn Neck Road should include bike lanes or a path from the ferry to lighthouse	New Shoreham
120	Not Used.	n/a



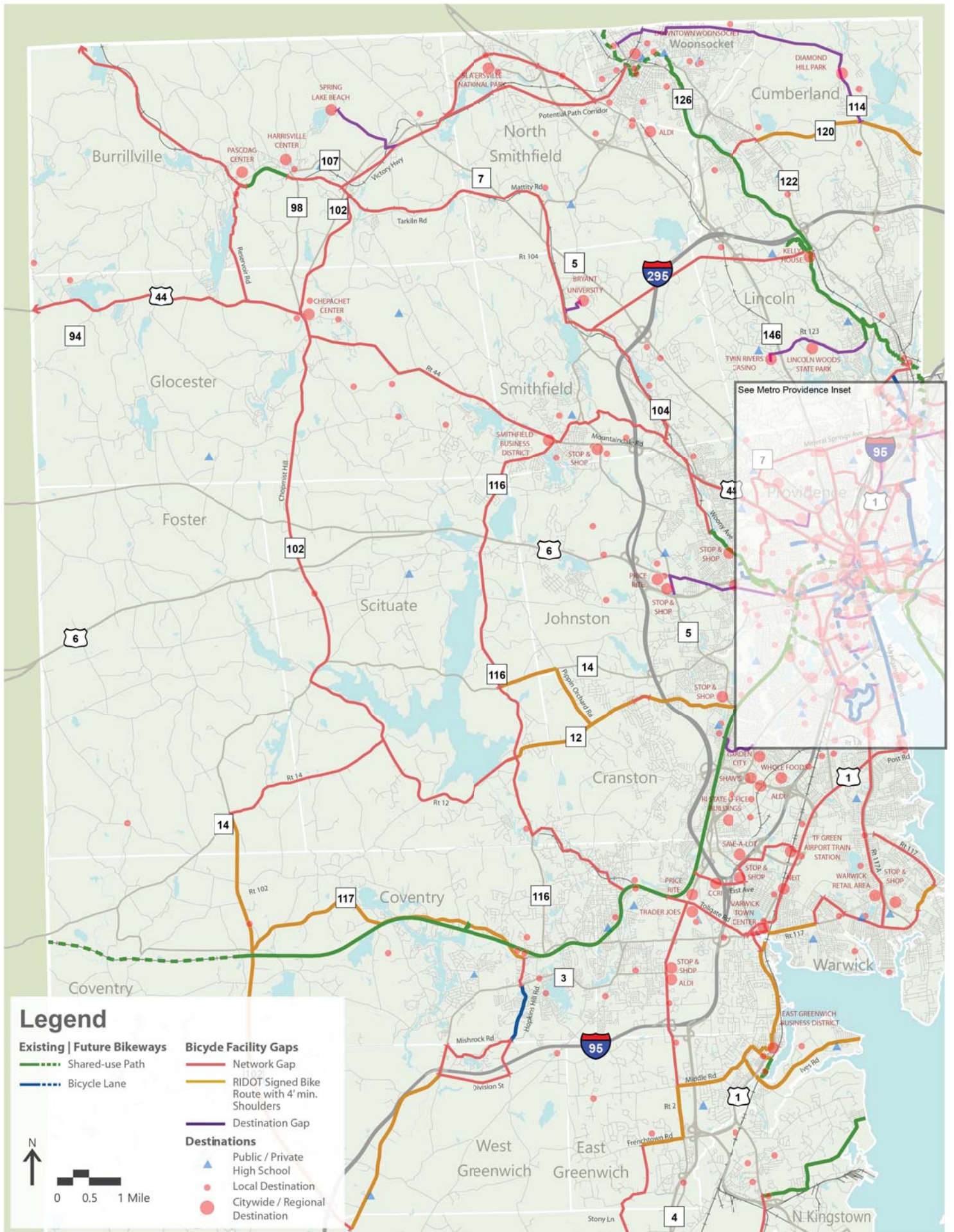
▶ RHODE ISLAND
**MOVING
FORWARD**

STATEWIDE BICYCLE
MOBILITY PLAN

APPENDIX

A5. Gap/Destination Maps





Legend

Existing | Future Bikeways

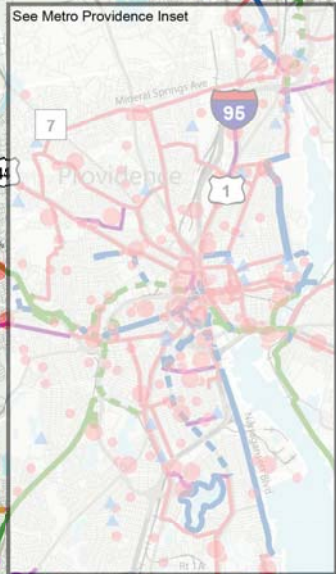
- Shared-use Path
- Bicycle Lane

Bicycle Facility Gaps

- Network Gap
- RIDOT Signed Bike Route with 4' min. Shoulders
- Destination Gap

Destinations

- ▲ Public / Private High School
- Local Destination
- Citywide / Regional Destination



Legend

Existing | Funded Bikeways

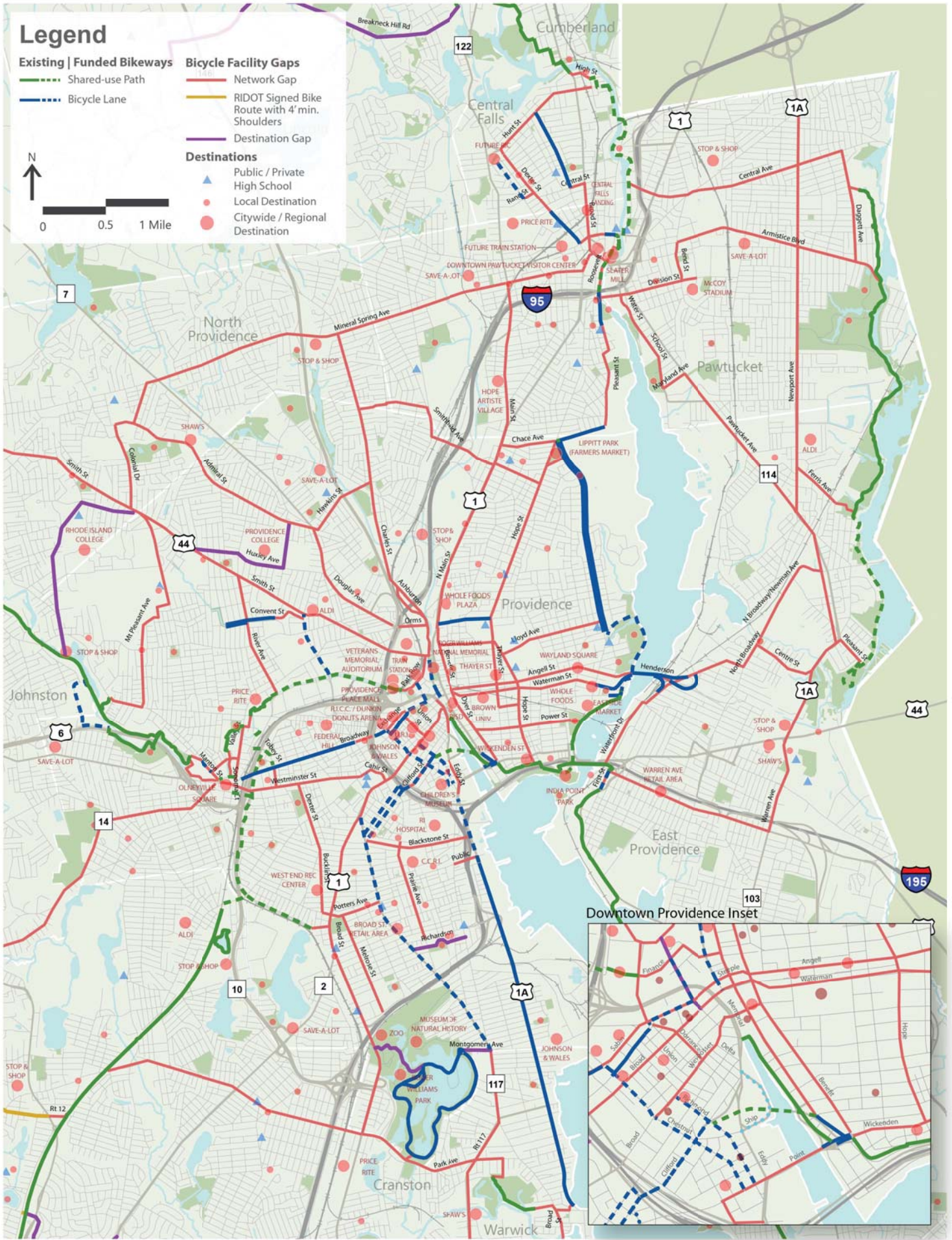
- Shared-use Path
- Bicycle Lane

Bicycle Facility Gaps

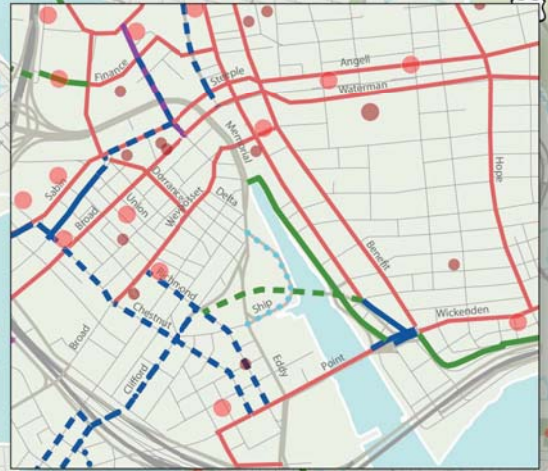
- Network Gap
- RIDOT Signed Bike Route with 4' min. Shoulders
- Destination Gap

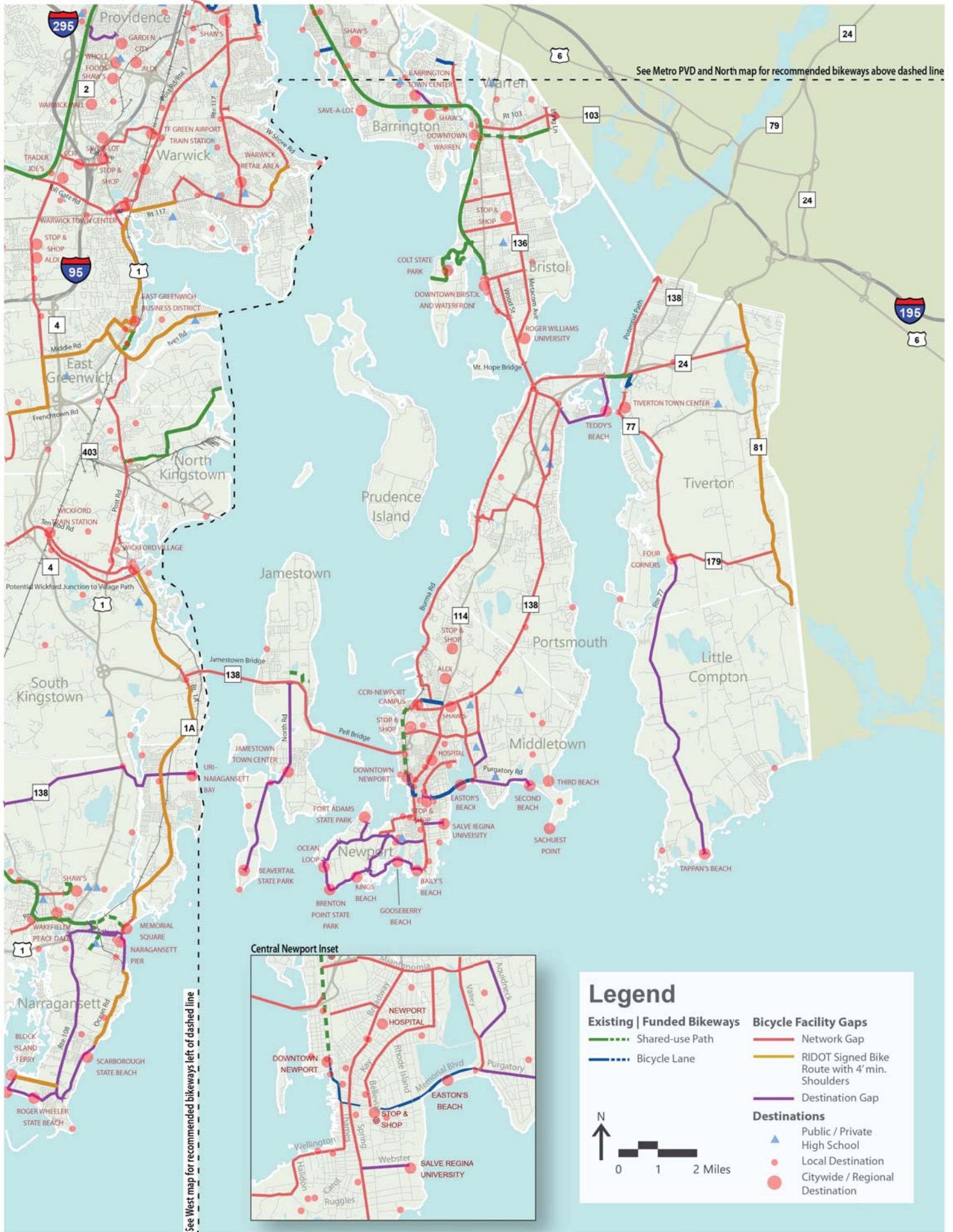
Destinations

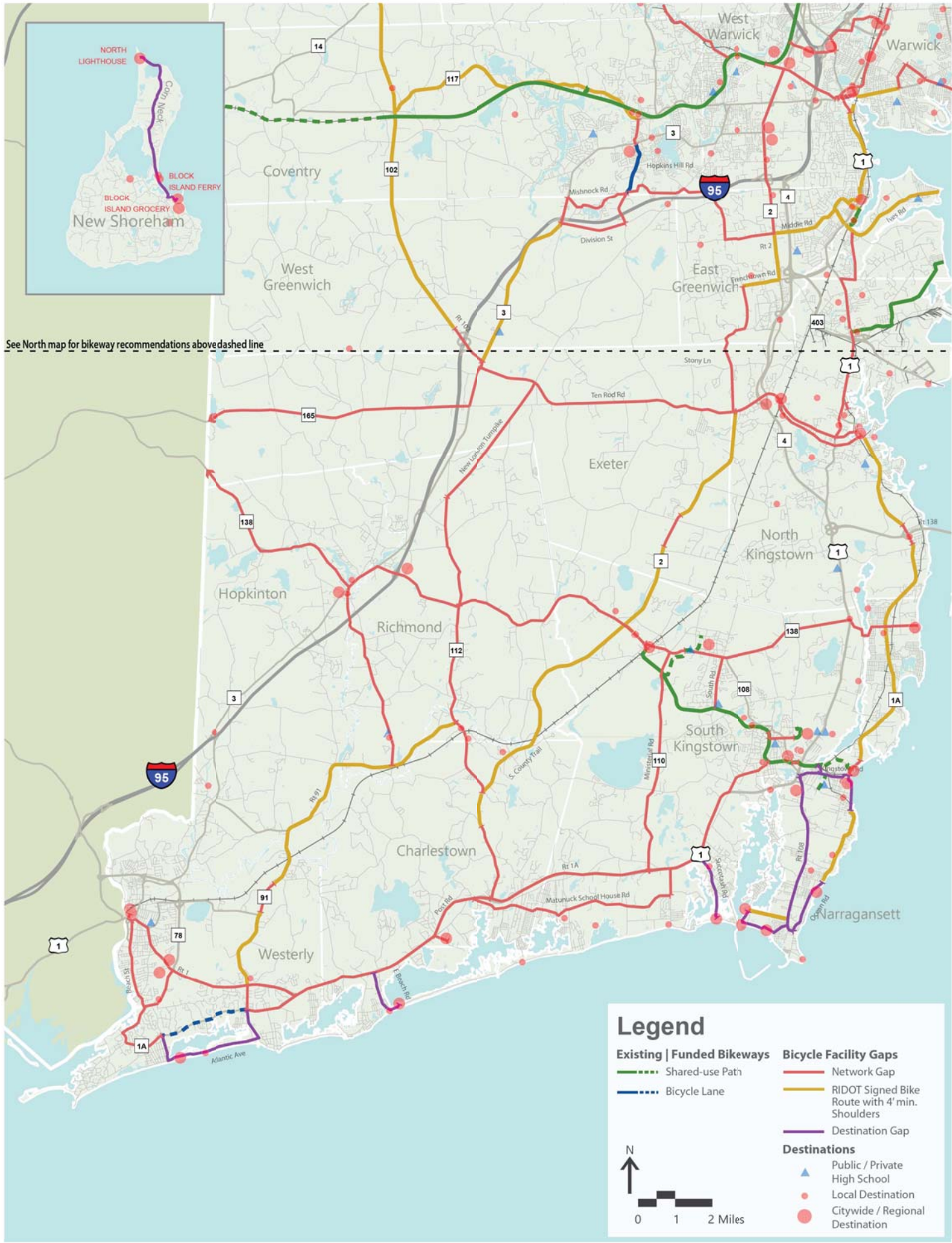
- ▲ Public / Private High School
- Local Destination
- Citywide / Regional Destination



Downtown Providence Inset







See North map for bikeway recommendations above dashed line

Legend

Existing | Funded Bikeways

- · — · — · Shared-use Path
- · — · — · Bicycle Lane

Bicycle Facility Gaps

- Network Gap
- RIDOT Signed Bike Route with 4' min. Shoulders
- Destination Gap

Destinations

- ▲ Public / Private High School
- Local Destination
- Citywide / Regional Destination





▶ RHODE ISLAND
**MOVING
FORWARD**

STATEWIDE BICYCLE
MOBILITY PLAN

APPENDIX

A6. Summary of Public Input

Rhode Island Moving Forward Long-Range Transportation Plan 2040
 Discovery Public Workshop Series
 www.PlanRI.com | PlanRI2040@gmail.com

**Discovery Public Workshop Series
 Staff Overview – Working Draft**

Date/time: Thursday, Sept. 21 st , 2017 6:30 PM to 8:30 PM Location: Blackstone Valley Visitor Center 175 Main Street Pawtucket, RI	Date/time: Monday, Sept. 25 th , 2017 6:30 PM to 8:30 PM Location: Narragansett Town Hall 25 5 th Avenue Narragansett, RI	Date/time: Thursday, Sept. 28 th , 2017 6:30 PM to 8:30 PM Location: Burnside Memorial Building 400 Hope Street Bristol, RI
--	---	--

The Discovery Public Workshop was intended to give the public an opportunity to comment on the upcoming Long-Range Transportation Plan and Bicycle Mobility Plan efforts and to tell the project team about the state transportation system from a user perspective. This public workshop series was held in three locations around the state in geographically diverse areas: Metro Providence, South County, and East Bay. The same agenda and activities were completed at each workshop.

The workshop was set up in an open house format, allowing visitors to freely circulate and visit seven different input stations throughout the evening. Stations used dot voting, open comment boards (complete the sentence), and similar activities to gain feedback from participants.

A summary of the workshop findings is attached.

Station 1- Why are you here?

- A brief overview of the RI Moving Forward project including the purpose and expectations for the Long-Range Transportation Plan and Bicycle Mobility Plan.
- Participants were provided with a handout describing each station and a scorecard that they could complete as they visited each station. Completed score cards were used as an entry in a raffle for one of three \$10.00 Dunkin’ Donuts gift cards.

Station 2- Choices, Choices...

- Participants had the opportunity to provide feedback about different modes of transportation they use in Rhode Island and what their experiences are while traveling. This station also included a display describing evolving transportation technologies and asked for public views of such technology and the future.

Station 3- Tell us about yourself

- An opportunity to take two anonymous surveys on general transportation and bicycle-specific behavior, habits, and mobility. Both surveys were made available on tablets and on paper.

Station 4- All about bikes

- A station dedicated to cycling throughout Rhode Island. Visitors discussed bicycle facility use, cycling comfort, areas for improvement, and system gaps and needs.

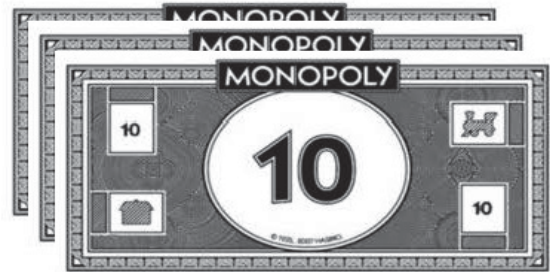


Station 5- All aboard!

- A station dedicated to public transportation. Participants shared their thoughts on public transportation in Rhode Island including facility gaps and amenities, service needs, enhancements to existing systems and opportunities to expand transit networks.

Station 6- You're the Governor

- The goal of this station was to learn how the public would invest in transportation. At this station, visitors were asked to consider how they would spend transportation funds if they were the Governor. Each person was given \$100 to invest across eight different categories in any way they wished. All of the money could be placed in a single category or invested in various areas. The investment areas were: Improving Roadways and Easing Congestion, Bicycle and Pedestrian Facilities, Improving Existing Public Transportation, Climate Change and Resiliency, Maintaining Existing Systems, Safety, Future Technologies, and New/Expanded Public Transportation Options.



Station 7- What are your #TransportationGoals?

- The final station gave participants an opportunity to share additional thoughts that may not have been captured elsewhere on an open comment board and encouraged them to stay connected to the project through social media and the project website.

A brief overview of the findings and observations at each station follows. No findings or observations are reported for Station 1 as the purpose of this station was to provide introductory and background information about the workshop.

Did you know?

- In 2016, 25% of bridges in Rhode Island were found to be structurally deficient compared to 20% in 2015.
- Outside of the City of Boston, Providence Station has the highest commuter rail ridership in the Northeast Corridor.

Stations

- Station 1 – Why are you here?**
Learn more about RI Moving Forward and how you can help us.
- Station 2 – Choices, Choices...**
Transportation is full of choices. Learn more about your options—including some you didn't know you had.
- Station 3 – Tell us about yourself**
Take a few minutes to take our transportation survey.
- Station 4 – All about bikes**
A station dedicated to cycling in Rhode Island.
- Station 5 – All aboard!**
Share your thoughts on public transportation in Rhode Island.
- Station 6 – You're the Governor**
How would you spend your money on transportation?
- Station 7 – What are your #TransportationGoals?**
Share your goals here or on social media to keep the conversation going.

Comments

Thanks for participating!
Please add your score card and number so we can contact you if we need to.

Score Card

Contribute to our Long-Range Transportation Plan by visiting all of our stations. Collect a dot at each station, then return your score card to be entered into a raffle. Three \$100 Amazon.com gift cards will be raffled off at the end of the workshop. Please share your email/telephone number to be contacted if you win!

Name: _____
Email/Telephone: _____

1	2
3	4
5	6
7	Leave a Comment

Please add your comments to the back of this score card.

Station 2- Choices, choices...

My commute is...

A sample of some comments shared at this station is below.

- Quick ride down I-95. Would love more bike/bus options
- Dangerous. I'm a bike commuter, and even though I like 1 mile from my office, it's still sketchy
- MBTA to Boston from Warwick- better Wifi. 1 hour 20 minutes, 3 days a week, 2 days at home
- Short, but frustrating- lots of congestion on 95
- By car but I would love to take the bus to North Kingstown and Providence
- I'm a lucky one... 5-minute commute by bike on bike path! "Be the change you want to see".
- About 20 minutes, provided the Mount Hope Bridge is clear (this feels reasonable and isn't bad).
- Trips to Providence during rush hour are exhausting

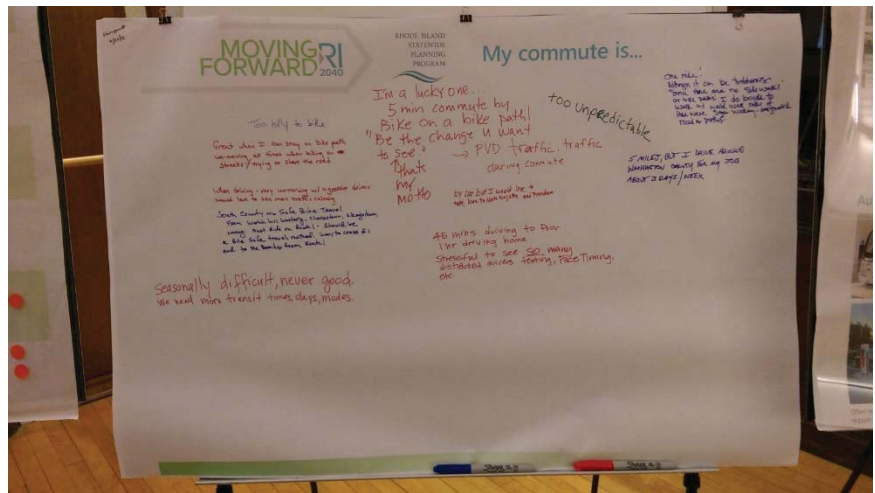
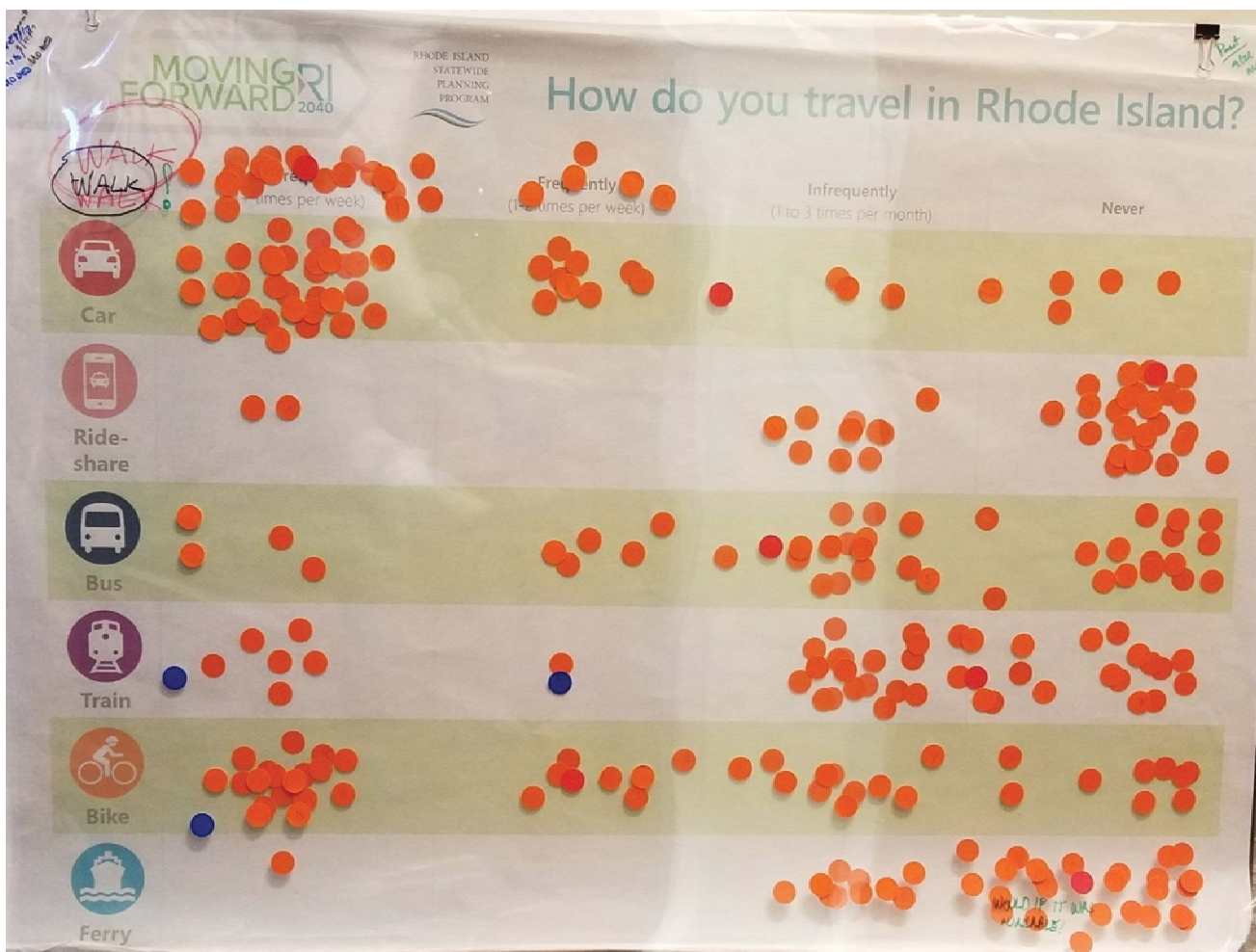


Figure 1 Bristol Public Workshop, September 28, 2017

How do you travel in Rhode Island?

Participants identified their use of each mode as one of the following frequencies: Most Frequently (greater than 3 times per week), Frequently (1-2 times per week), Infrequently (1-3 times per month), or Never

- Many workshop participants identified that they use a personal automobile very frequently to travel in Rhode Island. This was followed next by bicycle.
- Bus, train, and ferry use were most commonly used 'Infrequently'.
- It should be noted that ferry service is provided year round to Block Island and Prudence Island and seasonally between Providence and Newport; therefore, only specific populations would be able to use Ferry service Very Frequently or Frequently.
- Most participants indicated that they never use rideshare services.



Connected and Autonomous Vehicles

Participants identified how interested they would be in operating connected or driverless vehicles or riding in connected or “driverless vehicles”.

- Through conversations with participants it was observed that most people were not aware of connected vehicles and prior to this discussion would not have distinguished them as different from autonomous or “driverless” vehicles, which are more commonly discussed in the media.
- Less familiarity with connected vehicles likely lead to a more mixed response to the thought of operating or riding in a connected vehicle.
- Through discussion, participants often voiced clear support or rejection of autonomous vehicles.
- Feedback from the dot voting exercise indicated that participants are mostly receptive to operating or riding in connected vehicles. However, participants showed more reservations to autonomous vehicles.

Connected Vehicles

- **Vehicle-Vehicle (V2V)** communication between multiple vehicles. This allows vehicles to work cooperatively.
- **Vehicle-Infrastructure (V2I)** communication between a vehicle and nearby infrastructure (sign, traffic light, work zone) to share information.
- **Vehicle-Anytime (V2X)** communication between a vehicle and a mobile device (smart phone) to open up communication between a vehicle and a person (pedestrian, cyclist).
- **Benefits**
 - Enhance safety.
 - Improve mobility and efficiency.
 - Reduce environmental impacts through congestion reduction.
 - Increase data availability to enhance decision-making.

Autonomous Vehicles

- Autonomous vehicles have started to arrive on roadways around the world. At this time they are not fully autonomous. Tasks are slowly being transitioned from the driver to the vehicle.
- Manufacturers around the world are partnering with the tech industry to provide autonomous vehicles, some promising fully autonomous vehicles on the road as soon as 2020.
- **Current Applications**
 - **Truck Platooning** could utilize a lead vehicle with multiple driverless following vehicles to turn typical trucks into a train on highways to improve the efficiency of shipping and goods movement.
 - **Shuttles** operating on a fixed route could operate without drivers.
 - **Rideshare** companies (i.e. Uber) have begun experimenting with driverless applications that could change rideshare and taxi services.

often referred to as "driverless cars"—would not

Connected and Autonomous Vehicles

Would you ever **operate** a connected vehicle?

0 Never Absolutely! 10

Would you ever **ride** in a connected vehicle?

Would you ever **operate** a driverless vehicle?

0 Never Absolutely! 10

Would you ever **ride** in a driverless vehicle?

Brooklyn CAW 9/26

By 2040, transportation technology could...

A sample of some representative comments shared at this station is below.

- Make my commute effortless
- Be a distraction from emissions and traffic reduction of a good public and intermodal transit system
- Mean flying drone vehicles
- Be run on renewable energy
- Automatically correct course for accidents to reduce congestion at critical junctions

Station 3- Tell us about yourself

Two surveys were available for participants to answer, one concerning general transportation habits, behavior, and needs across all modes geared toward informing the Long-Range Transportation Plan and one specific to cycling habits, behaviors, and needs geared toward informing the Bicycle Mobility Plan. In addition to encouraging participants to answer the survey it has also been made available on the project website, socialized through twitter and facebook and distributed electronically with assistance from stakeholders.

As of October 4, 2017 the Long-Range Transportation Plan survey has been answered 60 times and the Bicycle Mobility Plan survey has been answered 115 times.

Station 4- All about bikes

I use my bike to...

A sample of some representative comments shared at this station is below.

- Exercise/recreation
- Short commutes to the train station
- Explore the state
- Engage with the community
- Run Errands

Where's your comfort level?

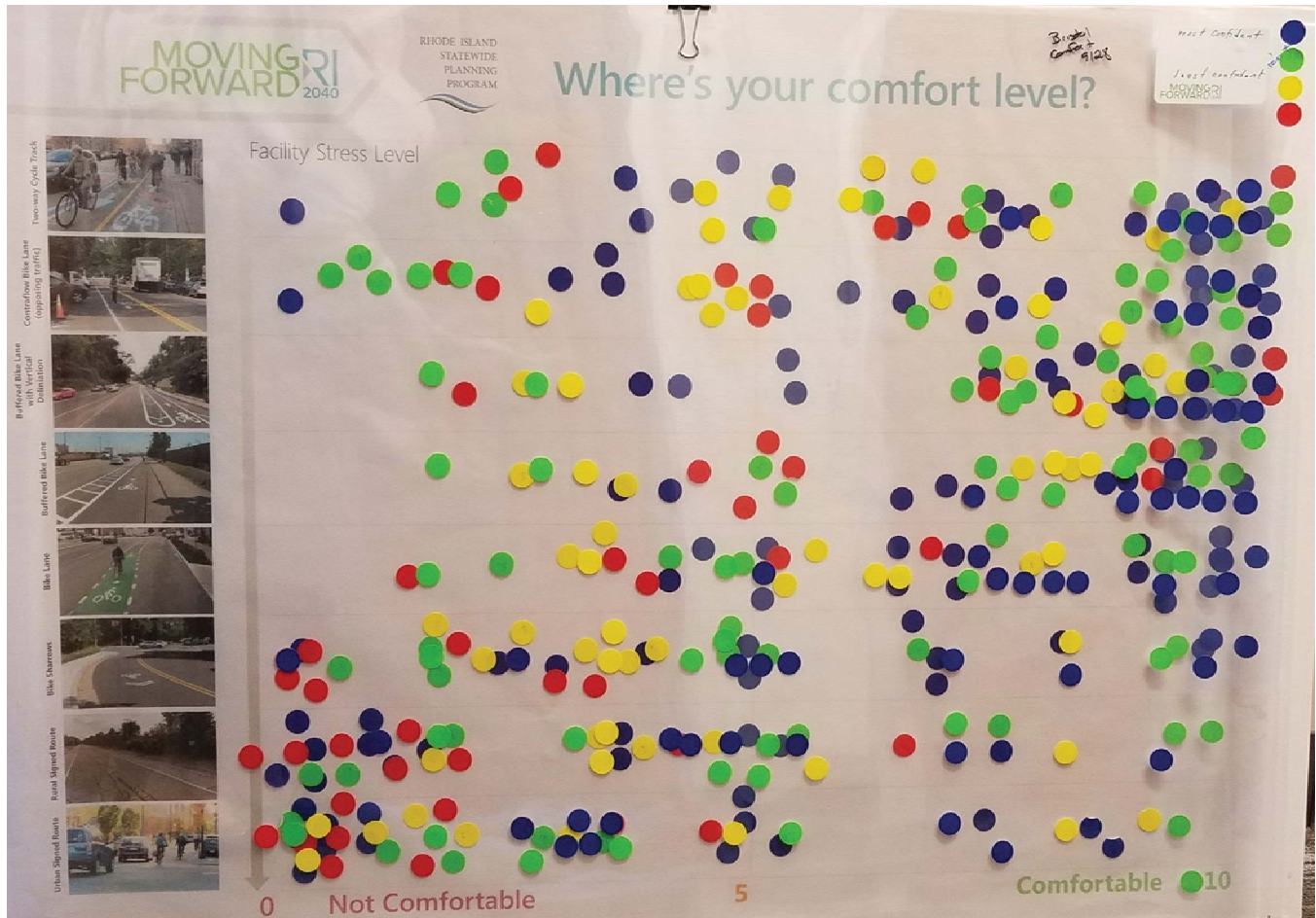
Participants identified their level of comfort riding on various types of bicycle facilities on a scale from 0 (not comfortable) to 10 (comfortable). The colored dot used to by each participant indicates the individual's strength as a cyclist with red indicating someone is not confident. Confidence increased from red to yellow to green and to blue for the strongest cyclists.

Working from top to bottom, the facilities evaluated were: Two-way cycle track, Contraflow bicycle lane (opposing traffic), Buffered bicycle lane with vertical delineation, buffered bicycle lane, bicycle lane, bike sharrows (share the road), rural signed bicycle route, and urban signed bicycle route.

- The majority of participants would be comfortable using a two-way cycle track, buffered bicycle lanes with vertical delineators, and buffered bicycle lanes without vertical delineation.
- Contraflow bicycle lanes and typical bicycle lanes were found to be comfortable for over half of participants, and most participants indicated they were at least somewhat comfortable on each of these facilities.
- Many participants suggested they would be comfortable in a bicycle lane or a contraflow bicycle lane but feedback was mixed. RI has had little exposure to contraflow lanes, one recently opened in Central Falls.
- Comfort using shared bicycle facilities (sharrows) was mixed across all comfort levels.
- Signed bicycle routes (rural and urban) were found to be not comfortable by about half of participants.



*Figure 2 Narragansett Public Workshop
September 25, 2017*



Facility Type	TOTAL	Not interested 0	1	2	3	4	Somewhat Comfortable 5	6	7	8	9	Comfortable 10
Two way	50	0	1	0	2	5	5	2	7	8	5	15
Contraflow	45	0	3	1	3	3	8	1	4	6	5	11
Buffered, Vertical delineation	48	0	0	0	2	4	2	0	0	9	11	20
Buffered bike lane	42	0	0	0	2	5	3	3	3	5	7	14
Bike Lane	46	0	0	1	2	7	6	4	6	7	3	10
Bike Sharrows	48	0	6	4	6	8	9	1	5	2	2	5
Rural Signed route	50	1	9	10	1	7	11	2	3	3	1	2
Urban signed route	50	0	14	9	2	9	7	0	1	3	2	3

I would like to use my bike to...

A sample of some representative comments shared at this station is below.

- Commute to work
- Make connections to peak trains on Amtrak and MBTA
- Ride on safer and contiguous bike infrastructure
- Recreation/exercise
- Explore the state (including the beaches and coast)

Network gaps and needs

Finally, participants were given an opportunity to illustrate and comment on network gaps, needs, and opportunities on statewide maps. The five county maps used for this exercise are attached to this deliverable.

Station 5- All aboard!

Public Transportation is...

A sample of some representative comments shared at this station is below.

- Essential but network can be improved (route coverage and frequency)
- Not very popular
- Freedom from having to drive and park
- Essential to reducing greenhouse gas emissions and climate change impacts
- Needed in Washington County
- Unknown by many- need more public awareness i.e. 6 o'clock news, MBTA commuter line



I would like to use public transportation to...

A sample of some representative comments shared at this station is below.

- Reduce car dependency
- Light rail in Providence and surrounding towns
- In general more ferries crossing the Bay from east to west, north to south
- Hop on/hop off bus in Providence for winter nights out.
- Expand my choices
- Serve health centers, put health clinics on transit routes

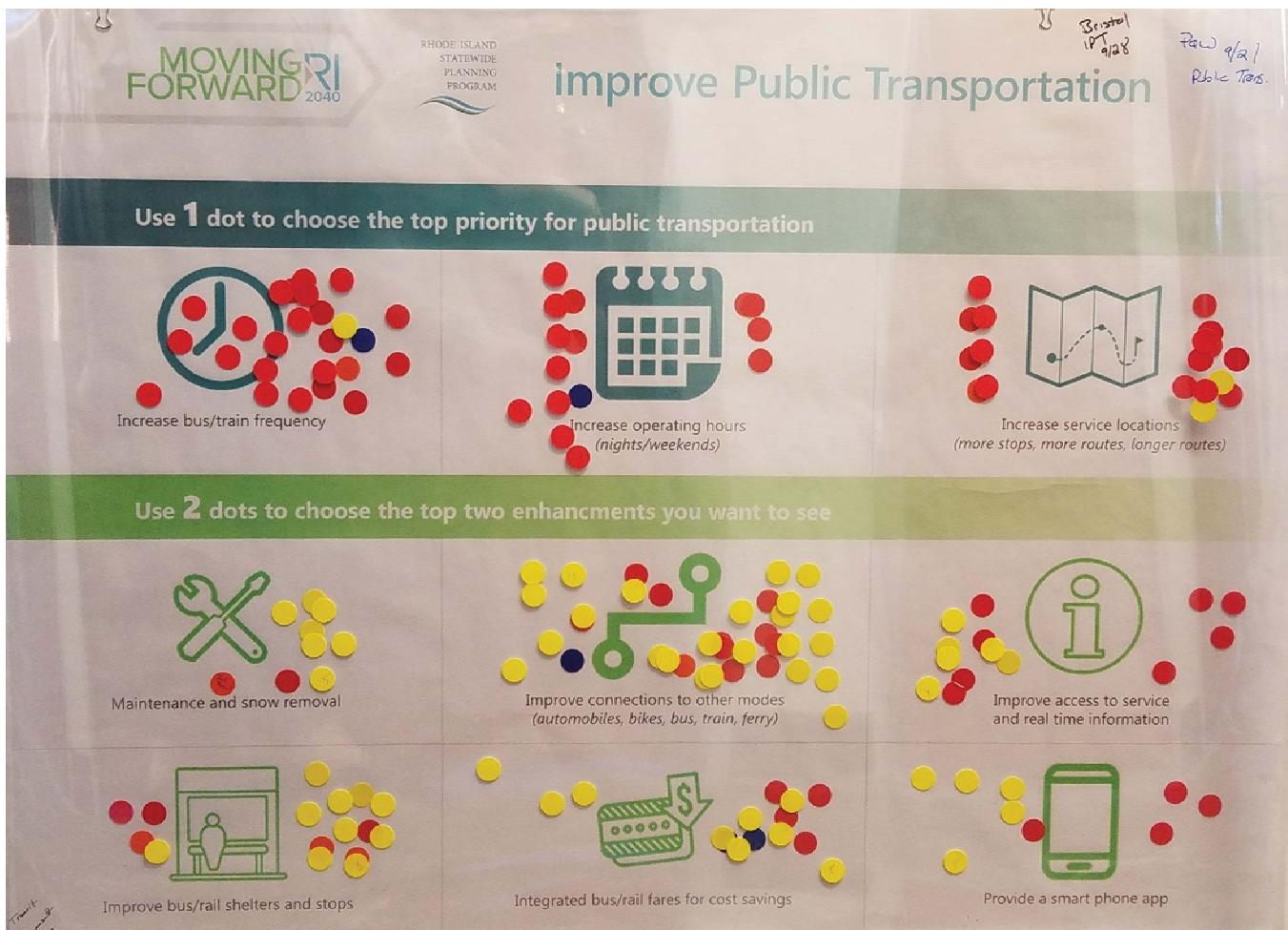
Network gaps and needs

Finally, participants were given an opportunity to illustrate and comment on network gaps, needs, and opportunities on a statewide map. The map used for this exercise is attached to this deliverable.

Improving Public Transportation

Participants identified how they would improve public transportation service and amenities through dot voting and discussion with facilitators.

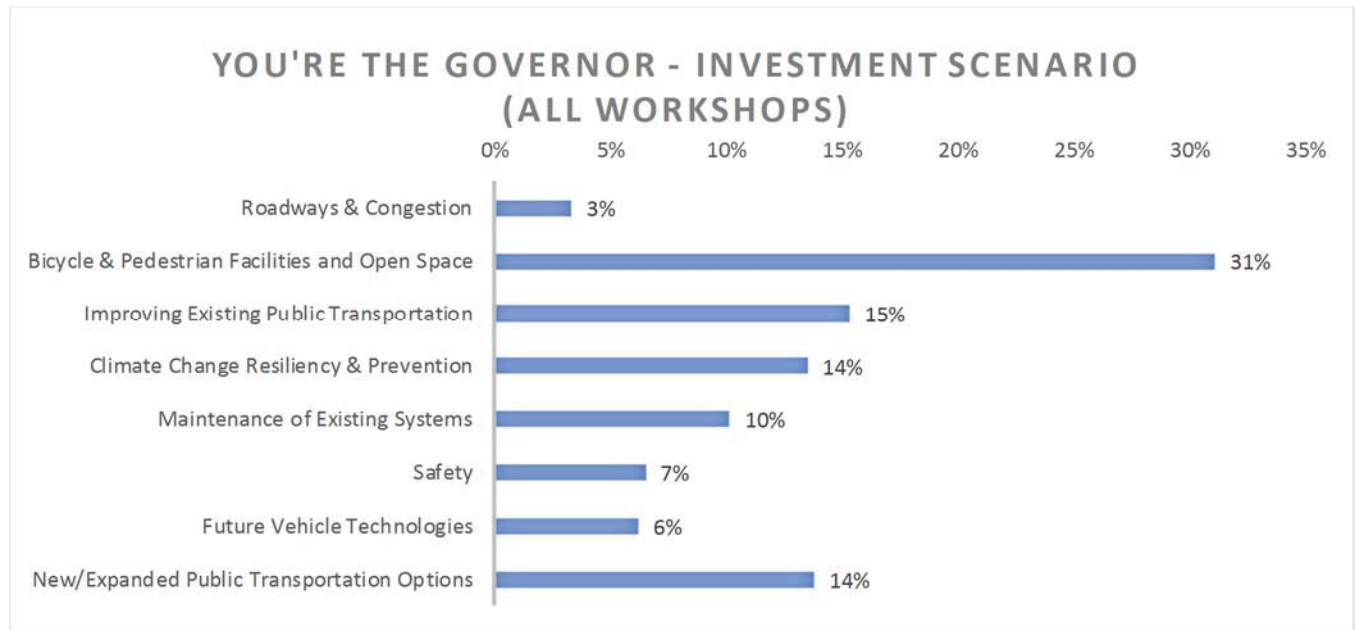
- Increasing service frequency was the most common top priority identified.
- Improving intermodal connections was the top enhancement identified by participants while improved access to information, improved bus shelters and stops, and integrated fares all ranked closely as a second priority. Maintenance/snow removal and a smart phone application ranked as the lowest priorities.
- New public transportation hubs, where riders could access major residential and employment areas were a commonly identified need.
- Improved access to rural communities through some form of public service
- Improving linkages during planning between housing and transportation to ensure adequate access by public transportation.



Station 6 - You're the Governor

This station challenges participants to choose between various transportation needs by investing in each improvement in a fiscally constrained exercise

- Bicycle and pedestrian needs ranked highest with 31 percent of funds.
- Improving existing public transportation and expanded public transportation received 15 percent and 14 percent respectively, summing to 29 percent of funds.
- Climate change and resiliency received 14 percent of funds.



If I were Governor I would build...

A sample of some representative comments shared at this station is below.

- Connections from neighborhoods to shopping/businesses
- Ride the Bus campaign to increase ridership
- Dedicated right-of-way for bikes/pedestrians/bus- shifted over from roads
- Convene stakeholders to get sidewalks and bus stops cleared of snow
- Pedestrian district in Providence
- Enforce speeding violations and improve pedestrian safety
- A southern bus hub that allows folks of all incomes the freedom to work and travel freely
- Additional pathways specifically to ease congestion south of Providence during rush hour
- Improve safety and comfort for non-automobile traffic

Station 7- What are your Transportation Goals?

The final comment board gave participants an opportunity to share any remaining thoughts that had not been addressed at prior stations and encourages everyone to think toward the future of the big picture of transportation. Finally, this station tries to connect with the public online to keep the conversation going. Key takeaways from this station are summarized below.

What are your Transportation Goals?

A sample of some representative comments shared at this station is below.

- Connectivity with no congestion (roads, bridges for bikes, cars, etc.)
- Walkable communities
- Safer mobility
- Reduce environmental impacts
- Car-free future
- More bike friendly businesses
- Expanded routes in the northern and western parts of Rhode Island
- Safe comprehensive RI Intermodal transit system



Attendees were encouraged to visit the project website www.PlanRI.com or to contact the project lead if they have any questions or additional comments.

MOVING FORWARD

RI
2040

Long Range
Transportation Plan &
Bicycle Mobility Plan

Discovery Workshop Summary

October 2017

September Discovery Workshops



Stations

Station 1 – Why are you here?

Learn more about RI Moving Forward and how you can help us.

Station 2 – Choices, Choices...

Transportation is full of choices. Learn more about your options—including some you didn't know you had.

Station 3 – Tell us about yourself

Take a few minutes to take our transportation survey.

Station 4 – All about bikes

A station dedicated to cycling in Rhode Island.

Station 5 – All aboard!

Share your thoughts on public transportation in Rhode Island.

Station 6 – You're the Governor

How would you spend your money on transportation?

Station 7 – What are your #TransportationGoals?

Share your goals here or on social media to keep the conversation going.

Station 1 – Why are you here?



Station 2 – Choices, Choices



- Many workshop participants identified that they use a personal automobile very frequently to travel in Rhode Island. This was followed next by bicycle.
- Bus, train, and ferry use 'Infrequently'.
- Most participants indicated that they never use rideshare services.

My commute is...

one mile! Although it can be tedious since there are no sidewalks on these roads. I do bicycle to work but would love to take the bus more often. I have a car but it's not always the best option.

I'm a lucky one... 5 min commute by bike. Be the change you want to see!

- Short, but frustrating- lots of congestion on 95
- Quick ride down I-95. Would love more bike/bus options
- Bike to train station, train to Boston. Wish I had bus option when it rains or when working late. Bus schedule is limited.
- Walking/taking RIPTA, about 1/2 hour
- Drive solo only 5 miles. Should but don't bike more. Downtown traffic
- MBTA to Boston
- Work from home in Pawtucket
- Mostly walking with some biking (where its flat) and Lyft when it's over 2 miles. I wish I took the bus more often!
- Too hilly to bike
- I'm a lucky one... 5-minute commute by bike on bike path! "Be the change you want to see".
- 45 minutes driving to Providence, 1 hour driving home by car but I would love to take the bus to North Kingstown and Providence
- Too unpredictable
- Is it worthwhile to use smaller buses rather than huge (i.e. 1 size does not fit all or cost is prohibitive)
- Slow, unbearably long
- A delightful 10 minute bike ride punctuated by 2 minutes of horror on Elmwood Ave.
- Trips to Providence during rush hour are exhausting

Too unpredictable

45 min drive home

1 hr drive home

45 min drive home

1 hr drive home

45 min drive home



Station 2 – Choices, Choices

MOVING FORWARD 2040
RHODE ISLAND STATEWIDE PLANNING PROGRAM

Connected and Autonomous Vehicles

Connected Vehicles
Vehicles equipped with computing and communications equipment that allow them to "talk" to one another.

- Vehicle-Vehicle (V2V) communication between multiple vehicles. This allows vehicles to work cooperatively.
- Vehicle-Infrastructure (V2I) communication between a vehicle and nearby infrastructure (sign, traffic light, work zone) to share information.
- Vehicle-Anytime (V2X) communication between a vehicle and a mobile device (smart phone) to open up communication between a vehicle and a person (pedestrian, cyclist).

Benefits

- Enhance safety.
- Improve mobility and efficiency.
- Reduce environmental impacts through congestion reduction.
- Increase data availability to enhance decision-making.

Autonomous Vehicles
Autonomous vehicles have started to...

Survey Results:

Would you ever operate a connected vehicle?
0 Never Absolutely! 10

Would you ever ride in a connected vehicle?
0 Never Absolutely! 10

Would you ever operate a driverless vehicle?
0 Never Absolutely! 10

- Most people were not aware of connected vehicles and would not have distinguished them as different from autonomous or "driverless" vehicles.
- Less familiarity with connected vehicles resulted in a mixed response to operating a connected vehicle.
- No grey area....participants noted either total support or total rejection of driverless vehicles.
- Participants are mostly receptive to operating or riding in connected vehicles. However, more reservations toward driverless vehicles.

Station 3

Tell us about
yourself

Station 3: Tell Us About Yourself..

- Long-Range Transportation Plan and Bicycle Mobility Plan surveys available online
- Check the Documents Page for survey results

1. www.PlanRI.com

2. **Get Involved**

3. Take both surveys!

Station 4 – All about bikes



- Get more kids off the bus or car and pedaling or walking to school
- Explore this gorgeous state!
- Teach others how to stay healthy and fit.
- Run errands or get to work
- Make me healthy
- Ride my bike to work more
- Bike to local paths, local shops, recreate, enjoy nature, to great eateries, local events
- Errands if communities were smaller, stores closer
- Get on peak trains on Amtrak and MBTA
- Connect EBBP to Mt. Hope Bridge

- Use rail line from Fall River, MA to Newport (rails to trails)
- Ride everywhere- but feel safe doing it!
- Go from Narragansett to Newport. Create bike paths or bike lanes on the 2 bridges.
- Ride to work
- Ride an entire loop around the State: from Newport to Bristol to Providence to Narragansett to Jamestown back to Newport
- Ride to Newport and Cape Cod using the Tiverton Bike Path (Greenway)!!
- Safely transit around RI
- Ride on Tiverton Bike Path

Station 5 – Improving Public Transit



- New public transportation hubs, where riders could access major residential and employment areas were a commonly identified need.
- Improved access to rural communities through some form of public service
- Improving linkages during planning between housing and transportation to ensure adequate access by public transportation.

*Bus stops -
at 18 are visible -
on green in sidewalk*

*Bring RIPTA #14 up Narragansett
Ave + Kingston Rd, with
Stop Senior Center*

*Some people would like to
take the Wickford Train on weekends*

*Some in town + Senior Center w/ bus
clearance between Peck + Av A*

How to cross state lines for medical trips

*Flex is not clear to form
understand. Confusing. Seizing
small. Pickups coming*

I would like to use public transportation to...

- Reduce my car use
- Provide light rail in Providence and surrounding towns
- Promote the use of more sustainable travel alternatives
- Increase choices for people to get where they need to go, especially for an aging population that wants to maintain independence but should be driving anywhere
- Improve the quality of life in our cities, and increase opportunities for people to interact with our diverse populations
- Greatly expand my choices
- Align public/affordable housing money with transit. Make sure there is transit and sidewalks near housing
- Ride the Wickford Train on weekends.
- Need year round Newport to Providence ferry
- In general more ferries crossing the Bay from east to west, north to south, particularly in the upper bay.
- Get around RI w/out a car- intermodal in all ways
- Get from Newport to Washington County efficiently by bus (or train!) and by bike (bike path on the Pell Bridge)
- Hop on/hop off bus in Providence for winter nights out.



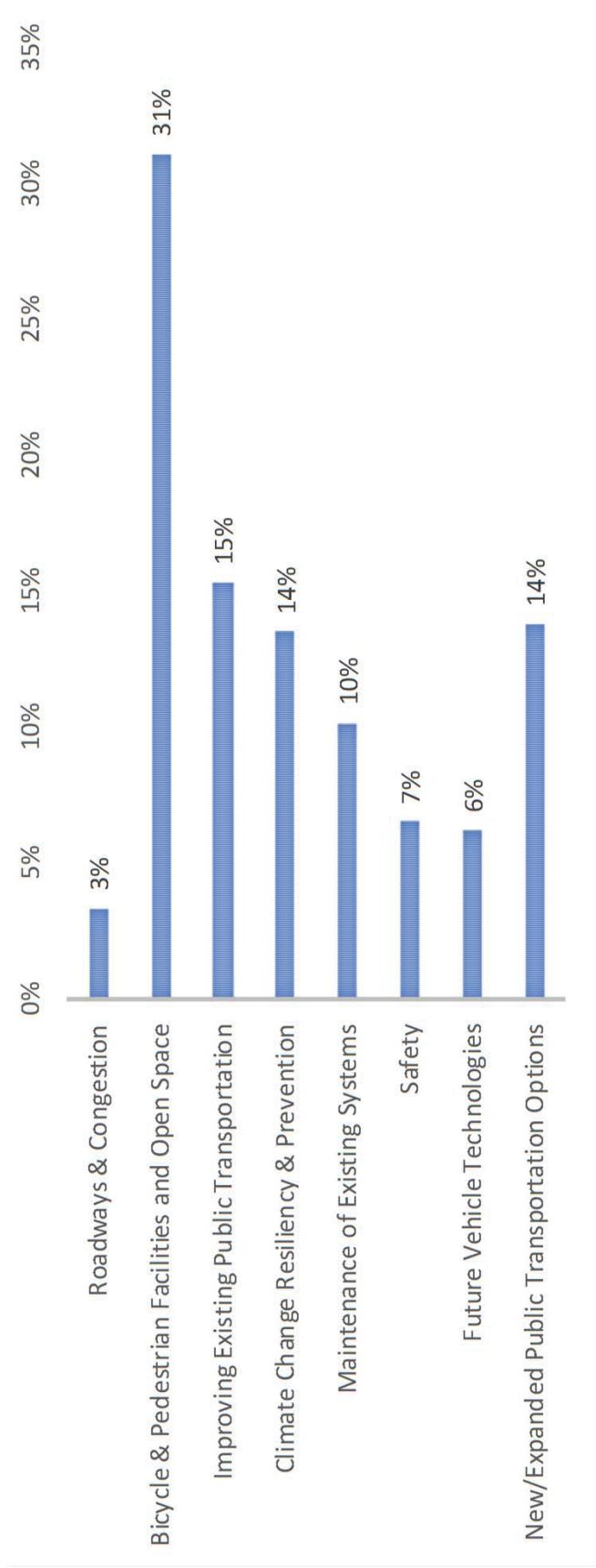
Station 6 – You're the Governor



Station 6 – You’re the Governor

You’re the Governor Investment Station - All Workshops

#	Category	Pawt	Narr	Bristol	Total	
1	Roadways & Congestion	\$120	\$70	\$30	\$220	3%
2	Bicycle & Pedestrian Facilities and Open Space	\$730	\$510	\$810	\$2,050	31%
3	Improving Existing Public Transportation	\$660	\$150	\$200	\$1,010	15%
4	Climate Change Resiliency & Prevention	\$430	\$280	\$180	\$890	14%
5	Maintenance of Existing Systems	\$270	\$190	\$210	\$670	10%
6	Safety	\$180	\$120	\$130	\$430	7%
7	Future Vehicle Technologies	\$140	\$110	\$160	\$410	6%
8	New/Expanded Public Transportation Options	\$440	\$290	\$180	\$910	14%
		\$2,970	\$1,720	\$1,900	\$6,590	100%



If I were Governor, I would build...

less re-development + more eco-systems along our coastline (dunes, etc.)
Climate change protection/resiliency

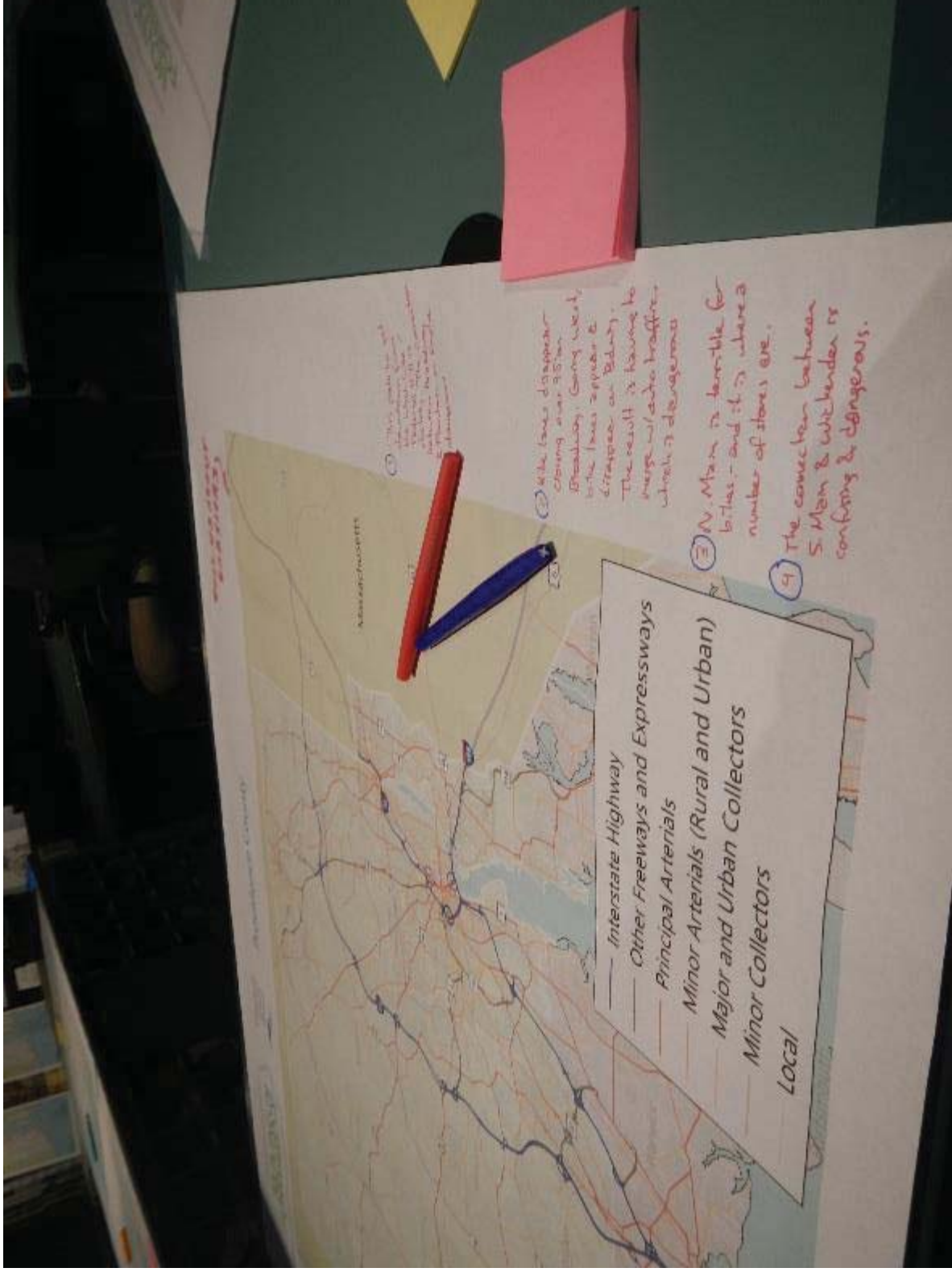
a Southern Bus Hub that allows folks of all incomes the freedom to move

- Connections from neighborhoods to shopping/business
- Build an intra-state rail system
- Create a Ride the Bus campaign to encourage bus riding
- Electric ferry service on the upper Bay (Providence, Quonset, Bristol, Barrington....)
- Build a system of rapid bus transit throughout the State
- Convene stakeholders to get sidewalks and bus stops cleared of snow
- Create open spaces and green spaces that draw people to them
- A southern bus hub that allows folks of all incomes the freedom to work and travel freely

- Bike paths leading to all the Charlestown Beaches and all beaches on the southern coast to connect with safe roadways
- More bridge cross-over bike/walk accessibility
- Climate change protection/resiliency
- Carpool/HOV lanes on I-95, Route, 4, Route 1
- The Mount Hope Bay Greenway Bike/Pedestrian rail trail (Sakonnet bridge to MA state line)
- Intermodal System/Stations around RI
- Connect East Bay Bike Path to Blackstone, West Bay paths. (Bristol through Providence to Narragansett)
- A public/private funded train system (subway or light rail) to reach major cities and Providence commuters



Station 7 – What are your transportation goals?



What are your #TransportationGoals?

Share your #TransportationGoals with us here, on Facebook, and on Twitter.

Don't let the conversation end here!

- Connectivity with no congestion (roads, bridges for bikes, cars, etc.)
50% - Increase amount of school age children walking and walking to/from school
- Economic development/transit oriented development
More direct routes from Narragansett Bay via RIPTA
- Revitalize Narragansett Bay as RI asset
- Walkable communities
Walkable food station should be amtrak
- I want to be able to safely bike in the city I live in
STAY IN MAINTAIN WHAT YOU BUILT
- Transit seen as an economic, environmental and mobility opportunity
MAKE SPACE MORE PEDESTRIAN & BIKE SAFE
- Reduce carbon emissions
DEVELOP TRANSPORTATION AROUND WASHINGTON
- Bike paths that connect to one another and to cities
Impass and connect existing bike paths
- Maintain what you build. Project management is cheaper than new.
Connect the walk station from Paw to Westerly
- Prioritize complete streets
- Increase by 50% the number of school age children biking and walking to/from school
- Commuter rail that is state run, more frequent, and State-wide
- Network of charging stations for electrical vehicles
- Safety- distracted driving/biking
- More use of technology to enforce driving laws e.g., speed cameras on Pell Bridge
- Educated driving public: safety, distracted driving, public transportation
Create a southern hub
- More sustainable transportation
- A self-driving electric carshare

Project Next Steps

- Public Outreach
 - Farmers Markets
 - 10/12/2017-Armory
 - 10/22/2017-Slater Park
 - Aquidneck Island "One Island" Meeting (10/12/2017)
 - Stakeholder Topic Area groups - October/November
 - Baseline Conditions Reporting - November
 - Trends Analysis – November
 - Round 2 Public Workshops - January