

Proposed Residential Development
Coventry, Rhode Island

Village at Tiogue

TRAFFIC IMPACT STUDY



Civil • Transportation • Environmental • Site Planning •

Proposed Residential Development

Village at Tiogue

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TRAFFIC IMPACT STUDY



Prepared for:

Mr. Robert DeBlois
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Prepared by:

CROSSMAN ENGINEERING

April 2025

April 18, 2025

Mr. Robert DeBlois
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North Kingstown, RI 02852

Re: Proposed Residential Development
Village at Tiogue
Tiogue Avenue and Tiffany Road
Coventry, Rhode Island

Dear Mr. DeBlois:

Crossman Engineering, in accordance with our scope of services, has completed a traffic impact for a proposed residential development project in the Town of Coventry, Rhode Island. The site is located along the southerly side of Route 3 in the vicinity of Tiogue Lake, between Tiogue Avenue and Tiffany Road. The parcel is defined by Assessor's Plat 32, Lots 149, 150, 151 and 153 which together contain approximately 27 acres of undeveloped land.

Based upon information provided by the site engineer, *DiPrete Engineering*, and a review of the proposed development plan, it is our understanding that an existing wooded lot will be developed into a new residential neighborhood within three distinct development areas. The three areas will contain a mixture of single-family residential unit types including single and multiplex buildings for a total of 176 single family homes. The site access to the new homes is proposed from multiple locations including from Tiogue Avenue, East Shore Drive, Minglewood Drive, Old North Road and Tiffany Road.

The study included herein, was conducted to determine the adequacy of the existing servicing roadways to accommodate anticipated traffic to be generated by the residential development project. An analysis of potential impacts to the roadway capacity and safety has been completed and is discussed in the following report.

Very truly yours,
Crossman Engineering



Paul J. Bannon
Senior Project Director

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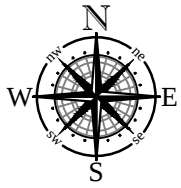
1.0 INTRODUCTION

The objective of the following study is to assess the potential traffic impacts associated with a proposed residential development project, *Village at Tiogue*, in the Town of Coventry, Rhode Island. The project is located on a property along the southerly side of Tiogue Avenue (Route 3) to the east of Tiogue Lake. The undeveloped 27-acre property will be subdivided into multiple residential lots within three distinct areas. Access/egress to the new homes will be provided through a network of residential streets forming the new neighborhood, with the primary site access proposed on Tiogue Avenue (Route 3) for Area 1, East Shore Drive and Old North Road for Area 2 and Tiffany Road for Area 3. Refer to the Figure 1, Project Vicinity Map, on the following page for the project location within the town.

The study summarized herein focused on both traffic flow efficiency and safety along the routes providing site access including Tiogue Avenue, New London Turnpike, East Shore Drive, Old North Road, Tiffany Road and the local neighborhood streets in the immediate project area. The review also included the new junctions of the site access points with Route 3, East Shore Drive, Minglewood Drive and Tiffany Road, and at the existing intersections of Tiogue Avenue with Old North Road and New London Turnpike with Angus Street. The impacts associated with the site-related traffic have been defined and evaluated in accordance with standard traffic engineering guidelines and procedures.

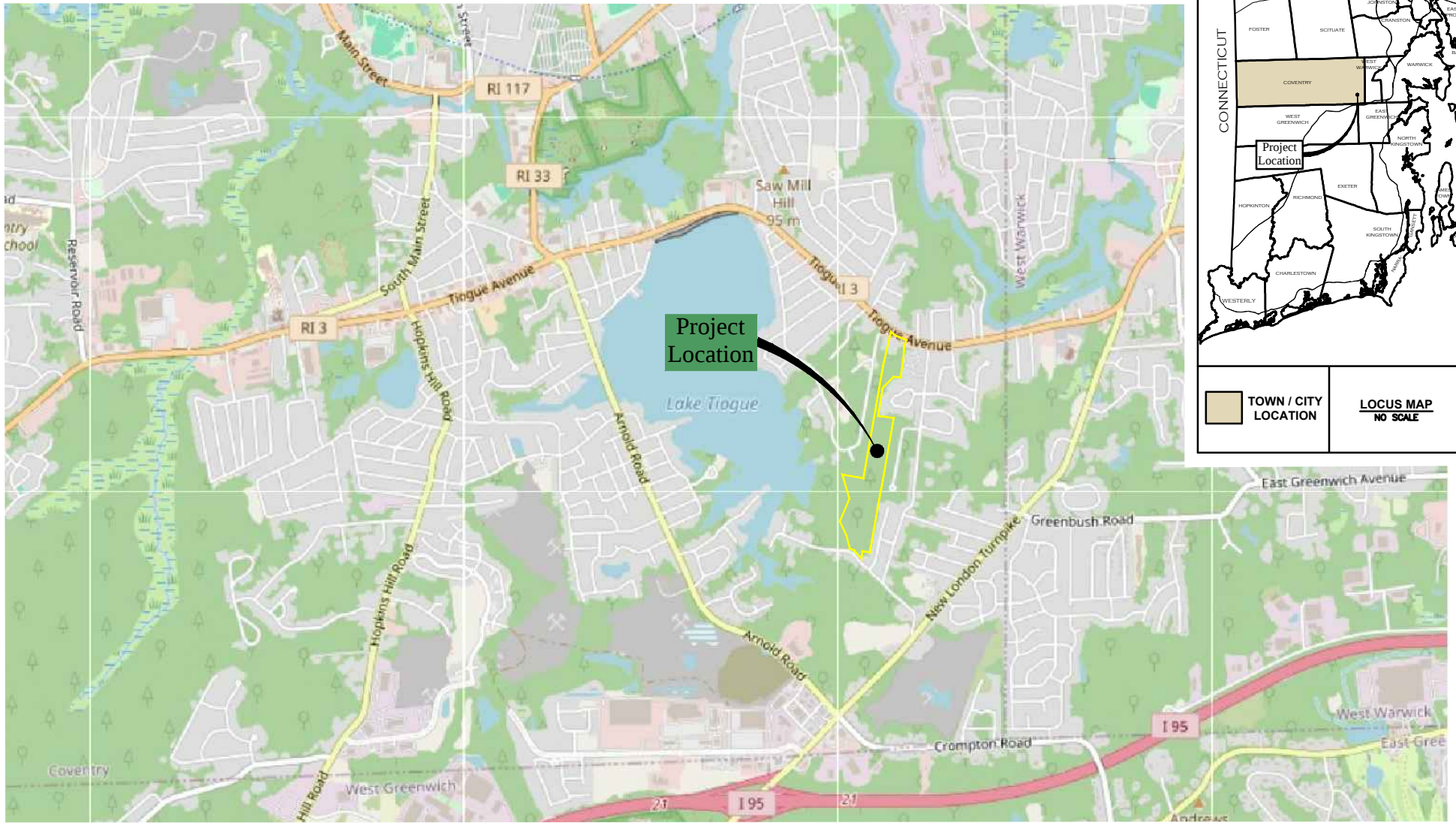
The traffic engineering study completed for this project included the following:

- A traffic counting program to define the existing traffic patterns and operational characteristics along the servicing roadways. The data collection included Automatic Traffic Recorder (ATR) counts on Tiogue Avenue and New London Turnpike, and Manual Turning Movement Counts (TMC) at the intersections of New London Turnpike with Angus Street, Old North Road at Minglewood Drive and the Tiogue Avenue intersections with Old North Road and East Shore Drive. A review of historical counts from previous studies conducted in the general vicinity of the subject property and from the Rhode Island Department of Transportation (RIDOT), was also completed.
- An inventory of the physical roadway characteristics of Tiogue Avenue, East Shore Drive, Old North Road, Minglewood Drive, Tiffany Road, Angus Street and New London Turnpike in the immediate site vicinity to determine the adequacy of the existing roadway geometric features in reference to safety and operations.
- An analysis of crash records obtained from the Coventry Police Department to determine if there are any safety concerns relative to the frequency, severity, or pattern of crashes in the project area.
- An estimate of future traffic volumes for the proposed residential development was calculated using data from the *Trip Generation Manual*, an informational report published by the Institute of Transportation Engineers (ITE).
- Evaluation and analysis of the traffic safety and operations for existing and future build traffic conditions and development of recommendations where necessary, that would be required to maintain safe and efficient traffic flow in the project area.



Village at Tiogue

COVENTRY, RHODE ISLAND



2.0 PROJECT AREA

As noted in the previous section, the subject property is situated along the section of Tiogue Avenue (Route 3) between Arnold Road and New London Turnpike extending south to Tiffany Road to the immediate east of Tiogue Lake. The subject property is currently undeveloped and wooded. Access to the new *Village at Tiogue* neighborhood will be provided from multiple locations including Tiogue Avenue, East Shore Drive, Minglewood Drive and Tiffany Road. Figure 2 on the following page depicts the general project area, and the boundary lines of the subject property.

Land use in the immediate area can be described as predominately residential in nature along the Route 3 corridor consisting of medium density residential properties. Immediately abutting the property are medium density single-family residential properties to the south and east, with two apartment complexes to the north on Old North Road. The two apartment complexes include the *Coventry Housing Authority* and *Coventry Crossroads Apartments* between Deerfield Road and Route 3. Further east and west along Route 3 are commercial properties including restaurants, gas stations, banks, retail stores, and small commercial plazas which service the residential neighborhoods in this area. New London Turnpike in the immediate area north of Arnold Road is predominately residential with numerous intersecting side streets providing access to medium density residential neighborhoods and apartment complexes.

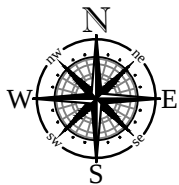
Tiogue Avenue and New London Turnpike will serve as the primary access routes to the proposed residential neighborhood, *Village at Tiogue*, with the local neighborhood streets of East Shore Drive, Old North Road, Minglewood Drive, Angus Street and Tiffany Road providing a link to the new residential streets within each defined internal site neighborhood area providing immediate local access. Based upon the good operating characteristics of these roadways, and the amount of additional traffic anticipated with the new homes during peak daily traffic conditions, a study impact area was defined for this project. The limits of our analysis focused on Tiogue Avenue and New London Turnpike in the immediate area of the points of access to the existing neighborhood and the local neighborhood streets providing direct access to the subject property.

3.0 EXISTING CONDITIONS

3.1 ROADWAYS

Tiogue Avenue (Route 3)

Tiogue Avenue (Route 3) is classified as a principal arterial extending from Route 95 to the southwest and New London Turnpike in West Warwick to the east. It varies in name and typical section along its length from a two-lane to a five-lane roadway. For much of its length in Coventry, it is known as Tiogue Avenue. Route 3, between Route 95 and Reservoir Road, is defined as Nooseneck Hill Road that runs generally in a north/south orientation. Between Reservoir Road and New London Turnpike, Route 3 is referred to as Tiogue Avenue that runs generally in an east/west direction. Due to its orientation in the project area, it will be referenced as an east-west roadway.



Village at Tiogue

COVENTRY, RHODE ISLAND



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Project Area Map

Figure 2

In the project area, the roadway which is posted at 35 mph, is variable in width, approximately 32-36 feet wide consisting of a 12-foot travel lane and a variable width 4 to 6 foot shoulder in each direction, delineated with a double yellow centerline and white shoulder markings. The pavement surface can be classified as being in good condition having recently been resurfaced several years ago. No sidewalks or curbing are present in the project area. Within the project limits, cobra-head light fixtures on utility poles are provided along the southerly side of the road for nighttime illumination of the roadway and intersecting side streets. These features can be seen in the adjacent photograph looking to the west approaching Old North Road.



East Shore Drive

East Shore Drive in the immediate project area is generally a north/south local residential street that was recently extended as part of the *The Oaks at East Shore* neighborhood. The road extends from Tiogue Avenue (Route 3) at its eastern limit, through the neighborhood to the west to North Street that intersects Tiogue Avenue on the west. Asphalt curbing and sidewalks are provided on the northerly side of the road from Rawlinson Drive to the *Tiogue Elementary School* to promote safe pedestrian access to the school property for children walking from within the neighborhood. The speed limit is posted at 15 mph in the vicinity of the school property.

Within the new neighborhood that will connect to Area 2 of the proposed development, the roadway is 26 feet wide with concrete curbing and a concrete sidewalk along the westerly side of the road. No lighting is provided within the new section of East Shore Drive, but to the west within the long-established neighborhood, cobra-head light fixtures on utility poles are provided along the northerly side of the road for nighttime illumination. The adjacent photograph depicts the physical characteristics of East Shore Drive looking to the south in the vicinity of Hillcrest Drive.



Old North Road

Old North Road is a variable width two-way, undelineated, local street that functions as a north/south collector road within the existing neighborhood. It is approximately 0.7 miles in length between Tiogue Avenue (Route 3) and Tiffany Road. Access to the subject property is centrally located along Old North Road from Minglewood Drive, a local residential street recently constructed as part of the 17-unit *Green Farm Estates* subdivision.

In the vicinity of Minglewood Drive, Old North Road is approximately 22 to 24 feet wide, with no curbing or sidewalks, which is typical within the neighborhood. It is curvilinear in nature with multiple horizontal and vertical curves along its length. The pavement is in fair to good condition with minor patching. The speed limit is posted at 25 mph. In addition, there is lighting on utility poles along the easterly side of Old North Road for nighttime illumination. The above photograph depicts the typical characteristics of Old North Road looking north from Sweet Fern Lane to Tiogue Avenue.



Angus Street

Angus Street is a short, 1,500-foot local neighborhood street extending between New London Turnpike and Old North Road. It is the only access/egress connection within the Old North Road neighborhood from New London Turnpike. The roadway over its length is generally 30 feet wide, with no curbing or sidewalks. It should be noted though, that intermittent curbing with sidewalks have been installed sporadically in front of multiple homes, resulting in no connected sidewalks along its length. The geometry of the roadway is generally straight and level. The pavement is in fair condition with visible cracking, bituminous patches and temporary utility patching. There is no posted speed limit, though the roadway is conducive for higher than desirable residential speeds due to the wide roadway width and geometric features noted. There is



a *Stop* sign at the 3-way junction with Rosebud Street, which is typically ignored due to its application at a location with limited vehicle conflicts and 3-way configuration. A warning sign is mounted on a utility pole to alert motorists of potential pedestrian activity. In addition, there is lighting on utility poles along the southerly side of Angus Street for nighttime illumination of the roadway.

Minglewood Drive

Minglewood Drive is a short local neighborhood street extending 1,200-foot from Old North Road to a cul-de-sac at its southern terminus. The roadway infrastructure and neighborhood containing 17 homes was constructed within the last five years and abuts the subject property and *The Oaks at East Shore* neighborhood to the east, which was also recently completed. Within the Minglewood Drive neighborhood, the roadway is 26 feet wide with concrete curbing and no sidewalks. All utilities are underground within the neighborhood where also no light fixtures providing lighting is present. There is no posted speed limit resulting in a prima-facia 25 mph speed limit based upon the local residential neighborhood roadway classification. The subject project will connect to and provide a roadway link between Old North Road and East Shore Drive, improving network circulation within the neighborhood.

Tiffany Road

Tiffany Road is local neighborhood street extending approximately 3,200 feet to the west from New London Turnpike to a dead-end terminus at Tiogue Lake. The roadway over its length is variable in width from approximately 10 to 20 feet with no curbing or sidewalks. The pavement is in poor to fair condition with visible cracking, bituminous patches and temporary utility patching. There is no posted speed limit, though the curvilinear nature and poor pavement condition in sections result in slower acceptable residential neighborhood travel speeds. A prima-facia 25 mph speed limit based upon the residential neighborhood function. There is sporadic lighting on the utility poles along its length.



The eastern section of the road extending from New London Turnpike is one-way eastbound to Old North Road. This section is curvilinear and narrow, averaging between 10 and 12 feet in width. The pavement is in very poor condition along this section of the road. The above photograph depicts Tiffany Road approaching Old North Road from the east. In the vicinity of the proposed site access road, the variable width road which is generally 15-16 feet wide, will require upgrade and widening to accommodate future traffic demands.

New London Turnpike

The section of New London Turnpike under study for this project is in a moderately developed area of Coventry and West Warwick. The 30-foot roadway consists of one 12-foot travel lane and a 3-foot shoulder in each direction. Concrete curbing and sidewalks are provided along both sides of the roadway in the vicinity of Angus Street.

The pavement condition can be classified as being good, providing a comfortable and safe riding surface. Utility poles with cobra head lighting are located along the easterly side of the road. The adjacent photograph illustrates the alignment and typical section of New London Turnpike in the project area looking north from Angus Street.



Along this section of New London Turnpike north of Arnold Road, there are numerous minor side street intersections, each servicing residential properties including single family and condominium neighborhoods and apartment complexes. There are no major signalized junctions within the general project area to the north, though a higher volume unsignalized intersection is located at Greenbush Road. This road forms a stop controlled minor approach intersection with New London Turnpike. This residential street operates as a collector road linking to Route 2 to the east, and is utilized as a primary connection between these two higher order roadways, as well as providing access to the *Greenbush Elementary School*. To the south there is a major signalized junction over 3,700 feet from Angus Street at Arnold Road/Crompton Road, where Arnold Road is a minor arterial that links to Route 3 to the west of the subject site at Sandy Bottom Road.

3.2 INTERSECTIONS

Tiogue Avenue at East Shore Drive

East Shore Drive intersects Tiogue Avenue (Route 3) to form an unsignalized, three-way junction with stop control on the minor East Shore Drive approach. All approaches provide a single multi-purpose lane. A *Stop* sign is provided on East Shore Drive to define the intersection control, though no *Stop* line is marked on the minor approach. No pedestrian accommodations are available at the intersection proper as no sidewalks are provided along Tiogue Avenue, though a concrete sidewalk extends from the intersection along the westerly side of the road within the subdivision. In addition, cobra-head light fixtures are provided on utility poles for nighttime illumination of the intersection.

Tiogue Avenue at Old North Road

Old North Road intersects Tiogue Avenue (Route 3) to form an unsignalized, three-way junction with stop control on the minor Old North Road approach. All approaches provide a single multi-purpose lane. A *Stop* sign and line are provided on Old North Road to define the intersection control. Cobra-head light fixtures are provided on utility poles for nighttime illumination of the intersection. No pedestrian accommodations are available at the intersection proper, though a concrete sidewalk extends from the intersection along the westerly side of Old North Road to Deerfield Road.

New London Turnpike at Angus Street

Angus Street intersects New London Turnpike to form an unsignalized, three-way junction with stop control on the minor Angus Street approach. All approaches provide a single multi-purpose lane. A *Stop* sign and worn line are provided on Angus Street to define the intersection control. Concrete curbing and sidewalks are available on all approaches to the intersection with non-ADA compliant wheelchair ramps present on the northwest and southwest quadrants. No crosswalk is available across the minor approach to define the pedestrian path between wheelchair ramps. Cobra-head light fixtures are provided on utility poles for nighttime illumination of the intersection.

3.3 TRAFFIC DATA

Existing traffic flow characteristics for this area were developed from a traffic counting program completed by Crossman specifically for this project, and review of historical traffic count data from previous studies completed in the area. Specifically for this project, Automatic Traffic Recorder (ATR) counts were conducted on New London Turnpike in January 2025 and on Tiogue Avenue in March 2025 to obtain daily traffic volume and speed data for these roadways. Record count data for New London Turnpike (2009), Old North Road (2015) and Tiogue Avenue (2019) was also reviewed to determine data consistency and potential changes in daily volumes along these roadways over this period.

Manual Turning Movement Counts (TMC) were also completed in March 2025 at the Tiogue Avenue intersections with East Shore Drive and Old North Road, the Old North Road intersection with Minglewood Drive and the New London Turnpike intersection with Angus Street. Data was obtained during the morning and afternoon peak hours of traffic to define traffic volumes and patterns of the roadways providing access to the site. Record turning movement count data was also reviewed from a previous count at the Tiogue Avenue intersection with Old North Road.

Based upon the ATR data obtained in March, Tiogue Avenue in the project area was found to service an Average Daily Traffic (ADT) volume of approximately 10,200 vehicles per day. On a typical weekday along Tiogue Avenue, traffic volumes begin to increase at 6:00 AM, with the morning commuter hour occurring between 8:00 and 9:00 AM. During this hour, an average of approximately 625 vehicles was recorded. After 9:00 AM, volumes remained consistent between 700 and 800 vehicles per hour mid-day, until the afternoon peak of approximately 885 vehicles serviced between 4:00 and 5:00 PM. Comparison of the record count data found that the 2019 daily and peak hour volumes along Tiogue Avenue in the project

area were slightly higher than current daily volumes obtained for our study revealing that volumes along the servicing roadways have remained relatively constant or have decreased over the last five years. This has been a common experience along arterials where travel patterns have changed since the pandemic with more flexibility in work schedules, resulting in a greater daily and hourly distribution of traffic.

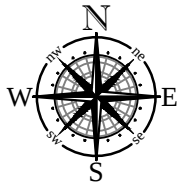
The weekday average daily traffic for New London Turnpike to the north of Arnold Road was found to be approximately 9,000 vehicles per day. On a typical weekday along this section of New London Turnpike, traffic volumes begin to increase at 6:00 AM, until the morning commuter peak hour between 8:00 and 9:00 with a peak of approximately 550 vehicles. The volumes then continue to gradually increase over the day due to the commercial nature of properties south of Arnold Road, until the daily afternoon peak hour of traffic between 4:00 to 5:00 PM with approximately 825 vehicles serviced in this section. A review of the record 2009 ATR data for New London Turnpike found that the current traffic volumes have remained relatively constant over the plus 15-year period along this section of road, yielding similar daily and peak hour volumes.

A review of RIDOT Seasonal Adjustment factors for urban highways determined that the data obtained on a weekday during the count periods in January and March represents slightly lower than average traffic conditions along the roadways. Based on this, count data was adjusted higher by a factor of 1.043 for the March count on Tiogue Avenue and 1.195 for the January count on New London Turnpike to represent average conditions for our study. Complete count information can be found in the Appendix.

In addition to the ATR counts, Crossman completed manual turning movement counts at the study intersections noted along Tiogue Avenue and New London Turnpike. Data was collected during the peak weekday periods between 7:00-9:00 AM and 4:00-6:00 PM when the proposed site and surrounding roadway would service the highest combined peak volume of traffic. Figure 3 on the following page depicts the daily peak hour turning movement volumes for the morning and afternoon peak periods at the study intersections. The new manual traffic counts corroborated the record ATR and manual count data, where minor changes in peak hour volumes have occurred in the project area over the last 10 years.

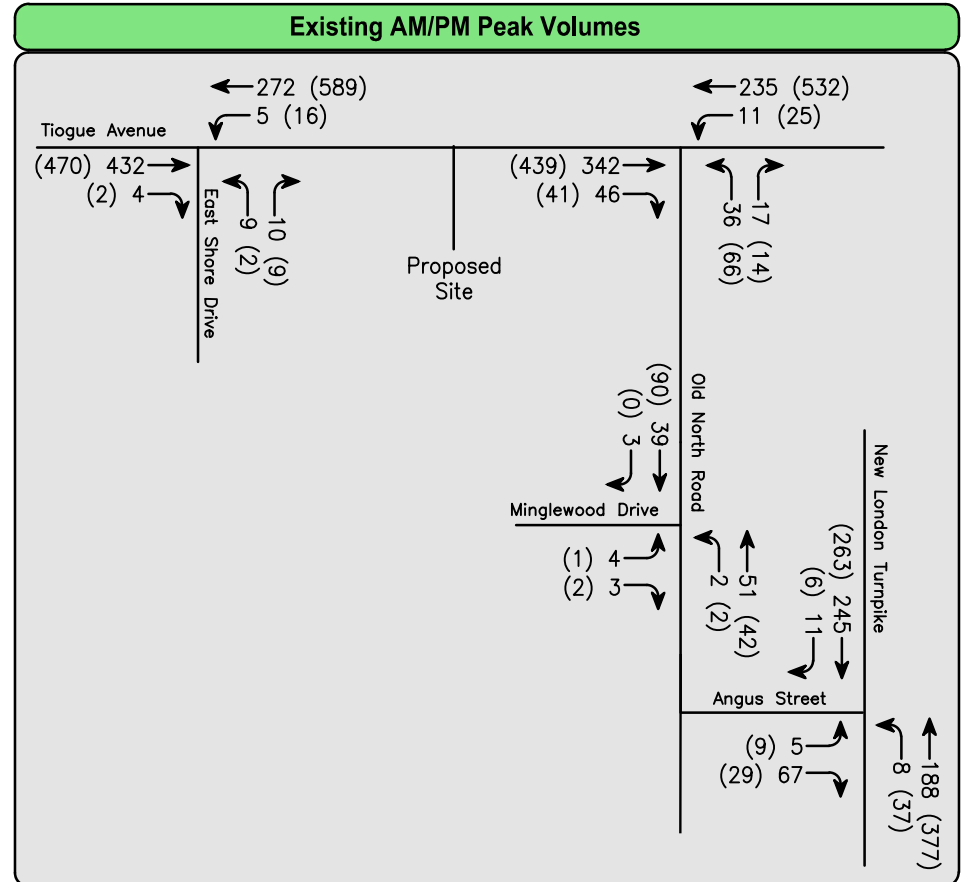
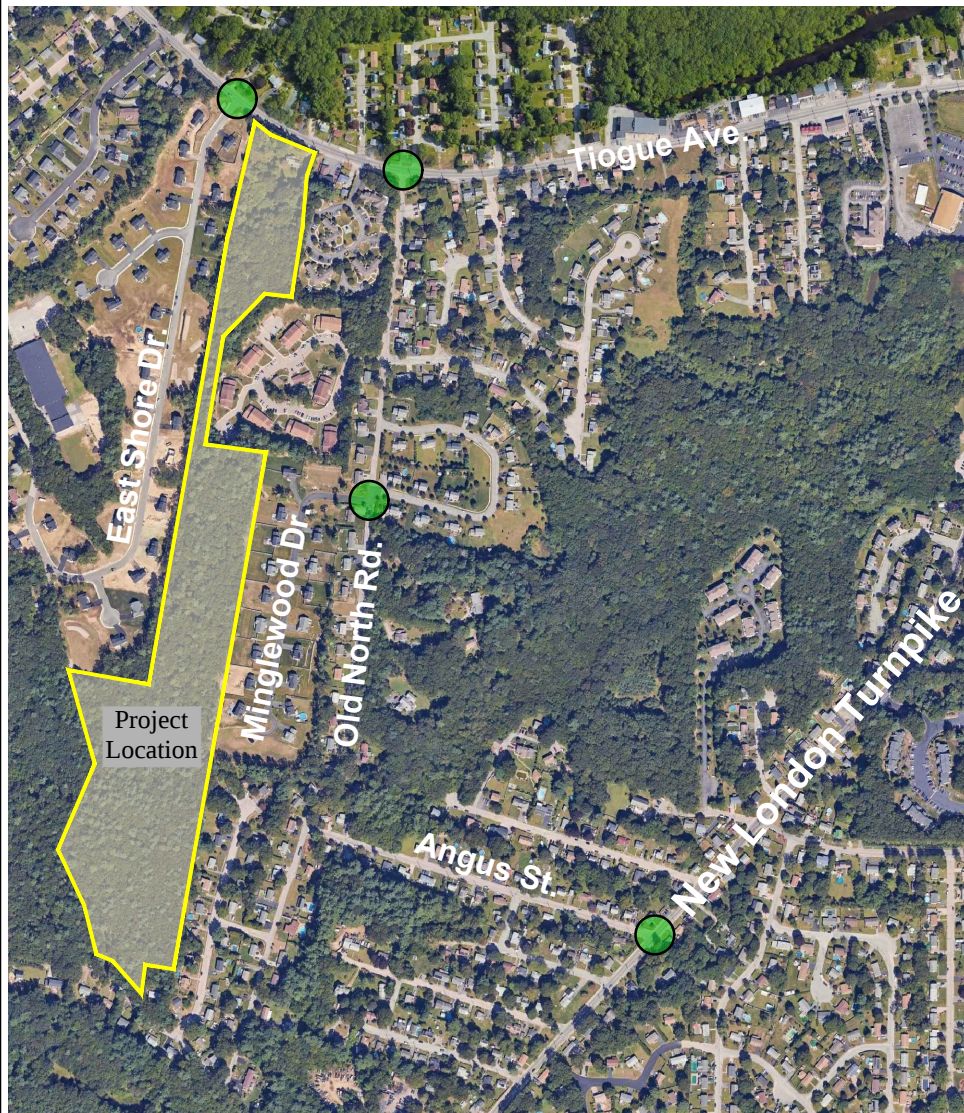
4.0 SAFETY ANALYSIS

In order to determine if there are any limiting factors affecting safety relating to access to the proposed residential project, the physical characteristics of study area roadways were investigated. These limiting factors would potentially include horizontal or vertical roadway geometric changes or roadside obstructions that limit sight distances for vehicles traveling along the road or entering the road from a side street or driveway location. In this instance, the *Stopping Sight Distance* requirement is a design standard necessary to permit turning vehicles to safely enter and exit the development at the existing intersections serving the neighborhood and at the proposed site access road intersections with Tiogue Avenue, East Shore Drive and Tiffany Road. In addition to the review of physical roadway features, a review of record crash data from the Coventry Police Department was also completed to determine if there was a frequency, severity, or pattern of crashes in the project area that requires mitigation.



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STOPPING SIGHT DISTANCE

Stopping Sight Distance (SSD) is the minimum distance that a driver travelling along a roadway at or near the design speed, requires in order to adequately perceive, react and safely come to a stop prior to reaching an object in its travel path and avoid a collision. The available and required SSD are a function of the roadway geometry and design speed respectively, and are factored in when determining the appropriate and safe location of a site driveway or roadway intersection.

A review of the existing roadway geometry of Tiogue Avenue, found that the geometry can be described as curvilinear with multiple horizontal and vertical curves along its length between New London Turnpike and Arnold Road. In the immediate project area, the roadway is generally straight and level to the east of Old North Road where the roadway then inclines to the west through a large horizontal curve. These features can be seen in the adjacent photograph looking west from Old North Road.



A review of the existing roadway geometry of East Shore Drive found that the horizontal geometry in the project area can be described as curvilinear to the south from the connection to the existing neighborhood in the vicinity of the elementary school to a point at its southern limit at a short cul-de-sac, Overlook Court. The roadway to the north, extending to Tiogue Avenue, is relatively straight and undulating with multiple vertical curves. Specifically on East Shore Drive where the proposed access road to Area 2 connecting to Minglewood Drive will be located, is at a point on the crest of a vertical curve in advance of the horizontal curve to the south as can be seen in the adjacent photograph.



A review of the existing roadway geometry of Tiffany Road found that the horizontal geometry in the project area can be described as curvilinear with multiple horizontal curves to the immediate west of the Old North Road junction. There is limited vertical curvature along its length

and can be defined as relatively level. Specifically on Tiffany Road at the proposed subdivision access road intersection to Area 3, there is a reverse horizontal curve, where the proposed site access road will be situated on the outside of the curve.

Based upon the roadway geometry as described and the available sight distances determined at the study intersections, a review of the required stopping sight distance was undertaken to ensure safe operations. The *required* SSD is based upon the speed of traffic travelling along the roadway and this value is compared to the available or *measured* SSD to determine if this safety measure is satisfied. In determining the required SSD, the design speed of the roadway must be established. The most recent edition of the American Association of State Highway and Transportation Officials' (AASHTO's) publication *A Policy on Geometric Design of Highways and Streets*, Table 3-1 is referenced in determining the required stopping sight distances, which is based on the design speeds for each roadway.

One method of determining the design speed of a roadway is referenced in the *RIDOT Highway Design Manual*. On roadways with a posted speed limit less than 40 mph, the design speed is estimated to be the posted speed limit, plus 5 mph in urban areas, and plus 10 mph in rural areas. To determine if the minimum requirements for safe SSD's were met at the proposed study intersections, a design speed of 40 mph was utilized for Tiogue Avenue which is posted at 35 mph, and a design speed of 30 mph for the local neighborhood streets of East Shore Drive and Tiffany Road in evaluating the stopping sight distances.

In addition to evaluating the SSD based upon the posted *speed limit* and resultant *design speed*, to be conservative, actual speed data was also obtained to determine the 85th percentile speed for drivers travelling along Tiogue Avenue in the project area. The 85th percentile speed represents the speed at which 85 percent of drivers are travelling at or slower and is utilized when available in the analysis of required sight distances. Based on speed data obtained as part of the data collection program, the 85th percentile speed for Tiogue Avenue with a posted speed limit of 35 mph was determined to be 43 mph for eastbound and 42 mph for westbound traffic.

Based upon the roadway geometry as defined for Tiogue Avenue, the stopping sight distances available at the proposed site access road intersection to Area 1 were determined to be in excess of 450 feet in both directions, which is greater than the required safe stopping sight distance of 250 feet based on the posted speed limit of 35 mph, 305 feet for the AASHTO requirements for design speed established per RIDOT policy, and the 338 feet for the actual or 85th percentile travel speeds between 42 and 43 mph recorded along this section of road.

Based upon the roadway geometry of East Shore Drive in the vicinity of the proposed Minglewood Drive intersection providing access to Area 2, the available stopping sight distances were determined to be in excess of 400 feet in both directions. These values are greater than the required safe stopping sight distance of 155 feet based on the prima-facia speed of 25 mph for a residential street, 200 feet for the AASHTO requirements for the 30-mph design speed established per RIDOT policy, and the 305 feet for observed travel speeds between 25 and 35 mph along this section of road.

Based upon the roadway geometry of Tiffany Road in the vicinity of the proposed site access road intersection to Area 1, the available sight distances were determined to be in excess of 300 feet in both directions. These values are greater than the required safe stopping sight distance of 155 feet based on the prima-facia speed of 25 mph for a residential street, 200 feet for the AASHTO requirements for the 30-mph design speed established per RIDOT policy, and actual low travel speeds observed along this section of curvilinear road.

Also, as part of our analysis, a review of crash statistics was completed. Data was reviewed from the Town of Coventry Police Department for the latest full three-year period (2022-2024) to determine if any location in the immediate vicinity of the development experienced a high frequency or pattern of crashes. A total of nine crashes (average 3 per year) were on record in the project area over the three-year study period. Summarizing the data, there were no locations that experienced multiple crashes, and most were limited to minor property damage of the vehicles. There was no pattern of crashes or severity where many were related to driver error and distraction, or a medical issue. A summary of the accident data depicting the number, type, and severity is provided in the Appendix for reference.

Based upon the historical crash data obtained from the local police, and a review of existing roadway geometry and operations, roadway or traffic related safety enhancements could be implemented to improve safety within the immediate project area. As previously noted with the increase in traffic, Tiffany Road should be widened to a minimum 22 feet to permit safe and efficient two-way travel, and as part of the roadway reconstruction in this segment, the vegetation should be removed and/or maintained along the site frontage as not to hinder sight lines to the east.

5.0 IMPACT ANALYSIS

5.1 TRIP GENERATION

To determine the traffic impact of a proposed development, estimates of anticipated traffic to be generated by a particular land use must be calculated. As previously discussed, the development proposal includes construction of a total of 176 residential units on over 27 acres of undeveloped land off of Tiogue Avenue. The new homes are proposed in three distinct, separate areas including 58 units in Area 1 with access off of Tiogue Avenue, 57 units in Area 2 with access to both East Shore Drive and Old North Road via Minglewood Drive, and 61 units in Area 3 with access via Tiffany Road. Figure 4 on the following page depicts the site layout and access plan for the development provided by *DiPrete Engineering*.

For this site, projected traffic volumes for the residential project were based on use of trip generation factors. These factors are taken from the "Trip Generation" manual, an informational report published by the Institute of Transportation Engineers (ITE), a national professional organization for traffic and transportation engineers. For the proposed residential project, Land Use Code 210 Single Family Detached, and Land Use Code 215 Single Family Attached were utilized. Table 1 provides a summary of peak hour trips estimated for the residential development project.



TABLE 1 – Trip Generation Estimate

	Description	Enter	Exit	Total
<u>AM PEAK HOUR</u>				
ITE Land Use Code 210	Single Family Detached	19	53	72
ITE Land Use Code 215	Single Family Attached	<u>12</u>	<u>24</u>	<u>36</u>
	TOTAL	31	77	108
<u>PM PEAK HOUR</u>				
ITE Land Use Code 210	Single Family Detached	61	35	96
ITE Land Use Code 215	Single Family Attached	<u>24</u>	<u>18</u>	<u>42</u>
	TOTAL	85	53	138

5.2 FUTURE TRAFFIC CONDITIONS

In order to properly assess the impacts of a development, future traffic conditions of area roadways should be estimated for the period when the development is constructed and fully occupied. Typically, the expansion of base traffic is calculated when a project is to be constructed over an extended period (+3 to 5 years). In all instances, area growth that may affect capacity results should be considered. It is anticipated that the new homes will be constructed within a five-year period, therefore a future 2030 build condition was reviewed for this study.

Potential traffic growth which may affect capacity results during the defined study period that were considered in our analysis included historic annual community and traffic growth, and potential other site-specific developments approved or under construction in the immediate project area. A review of this information determined that the local communities have experienced an average growth rate of less than 0.5 percent per year. In addition to population trends, a comparison of the record and current 2024 traffic count data was completed as noted, where it was found that traffic volumes along the servicing routes have either remained constant or grown at a rate of approximately 0.5 percent per year for the last 20 years. Based upon these low growth trends over the last two decades, the 2025 existing peak hour traffic volumes obtained for this project were expanded using a conservative one (1) percent annual growth rate over the 5-year study horizon to establish a future year, 2030 base traffic condition.

In addition to the base background growth, as noted, site specific developments were also considered in establishing the future study period traffic conditions. A review of developments within the community in the immediate site vicinity was completed through coordination with the town planning department, where other known developments that are approved or under construction in the immediate area that may impact traffic conditions were added to existing traffic volumes. These projects included the *Willow Lakes* Senior Housing project on New London Turnpike receiving recent approvals, and *Crompton*

Meadows residential neighborhood on Crompton Road currently under construction. A project, *The Woods at Red Brook* off of April Court in the Town of West Warwick, which recently began construction was also included in our study. The Future 2030 Build condition includes the volumes estimated in this No-Build condition, plus the addition of the site generated traffic from the proposed residential development. Other, smaller potential projects in the area which may be under consideration, that may contribute additional traffic to the servicing roadways, would be included in the conservative one percent base growth rate that was utilized in our study.

In developing the intersection volumes to be analyzed under build conditions, a directional distribution of the site traffic was estimated. The distribution was based on current neighborhood traffic patterns established through the traffic counting program. The site distribution figures for the overall project including the defined development areas are provided in the Appendix for reference. Figure 5 on the following page depicts the estimated future traffic volumes at the study intersections.

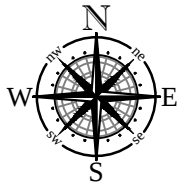
5.3 OPERATIONAL ANALYSIS

The key to any traffic impact analysis is the evaluation of roadway operations during peak traffic periods on the servicing roadway system. This condition would occur when the site-generated traffic, combined with the traffic volumes on the main roadway, result in the highest one-hour volume serviced along a roadway segment, or through an intersection. Review of the traffic data obtained for this project found that the weekday morning and afternoon peak hours would represent this worst-case combination of site-generated traffic, with the servicing roadway peak traffic periods.

The Highway Capacity Manual methodology provides the most accurate means of evaluating traffic capacity and delays for roadways and intersections. The results of this procedure are expressed in terms of Level of Service (LOS). Level of Service is a qualitative measure of traffic flow efficiency based on anticipated vehicle delays. For example, LOS "A" represents the best condition with little or no delay, while LOS "F" indicates that the roadway/intersection/movement is at full capacity, resulting in extended vehicle delays and potential queuing. Table 2 outlines the Level of Service delay criteria presented in the Highway Capacity Manual for signalized and unsignalized intersections.

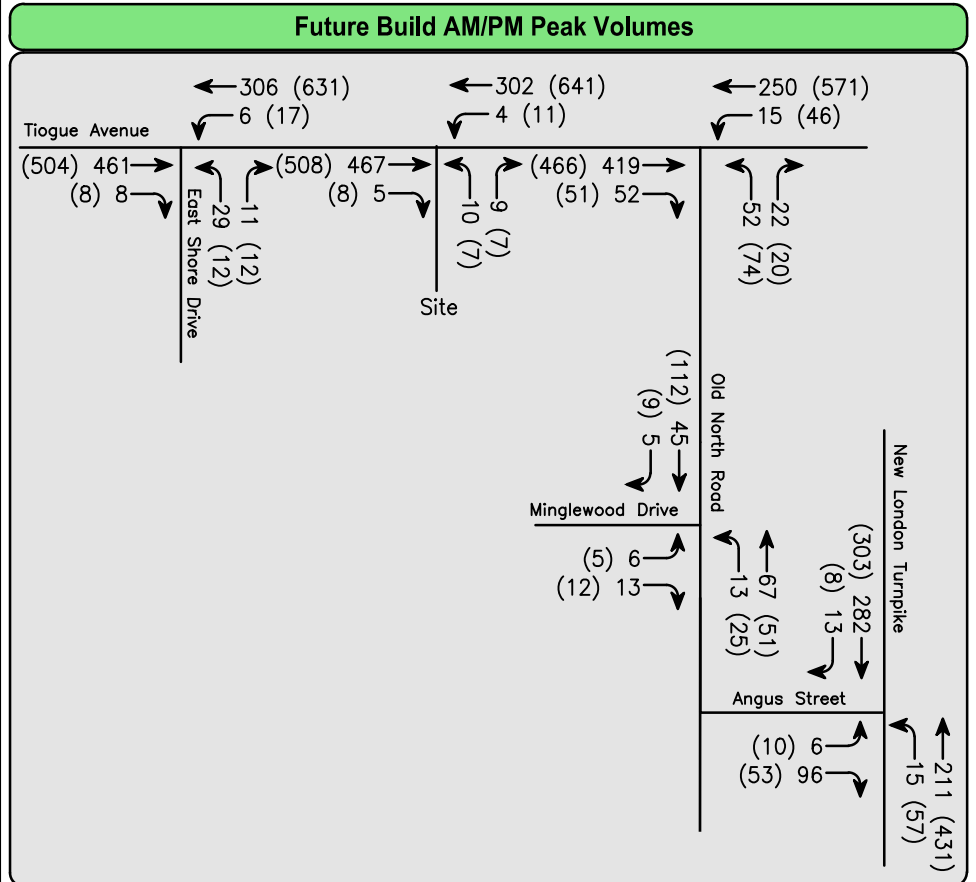
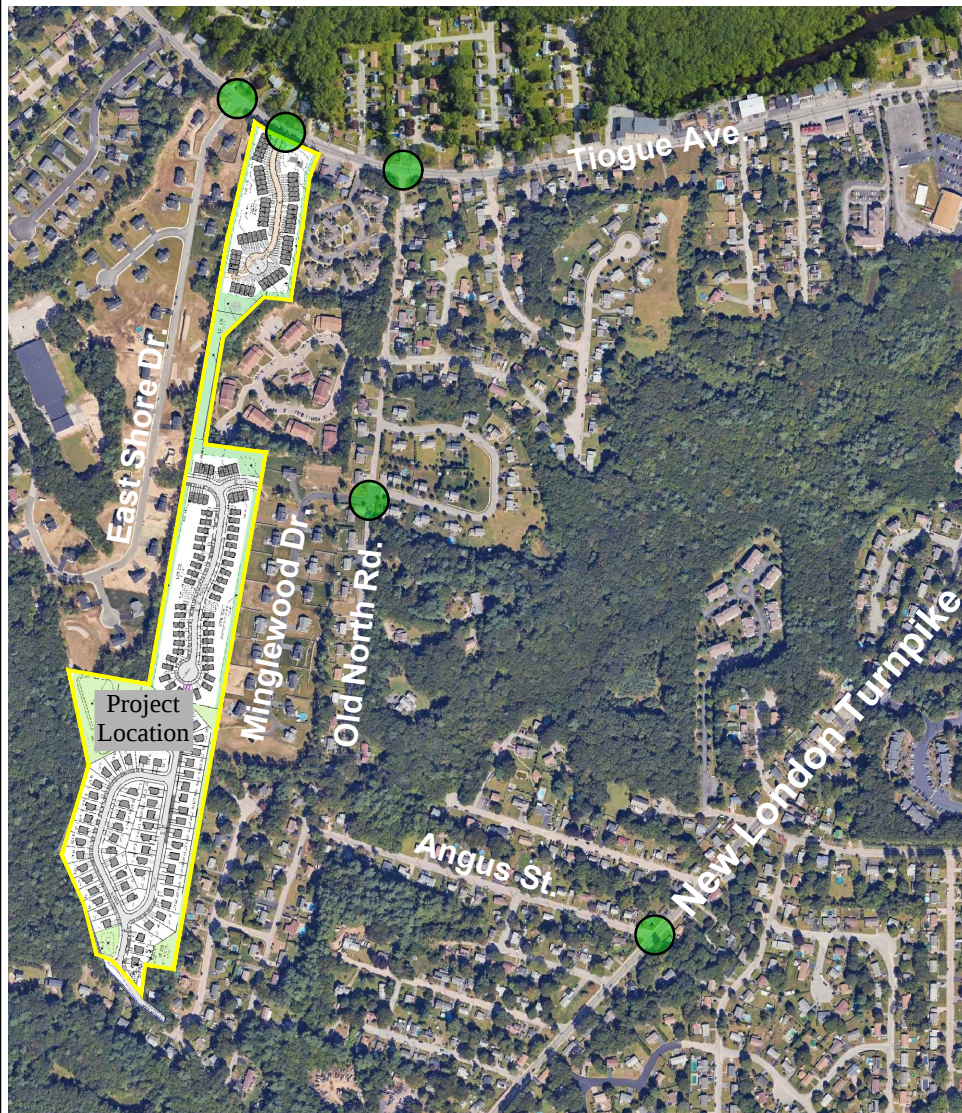
TABLE 2 – Highway Capacity Criteria

Level of Service	Unsignalized Delay Per Vehicle (sec)	Signalized Delay Per Vehicle (sec)
A	<10	<10
B	>10 and <15	>10 and <20
C	>15 and <25	>20 and <35
D	>25 and <35	>35 and <55
E	>35 and <50	>55 and <80
F	>50	>80



Village at Tiogue

COVENTRY, RHODE ISLAND



The Tiogue Avenue intersections with East Shore Drive, the proposed Site Access Road and Old North Road, the Old North Road intersection with Minglewood Drive, and the New London Turnpike intersection with Angus Street were all analyzed for the weekday morning and afternoon peak hours. The capacity analysis worksheets are included in the Appendix and Tables 3 and 4 summarize the results of the analyses for existing and future build conditions.

Table 3 depicts the current operating conditions at the study intersections. As can be seen in the table, at the unsignalized intersections of Tiogue Avenue with East Shore Drive and Old North Road, Old North Road with Minglewood and New London Turnpike with Angus Street, all critical movements currently operate at LOS D or better with the greatest delays limited to left turning traffic exiting the minor side street approaches and turning onto the main roadways. All intersections overall operate in an efficient manner with acceptable delays and no congestion.

TABLE 3 – Level of Service Summary (Existing Conditions)

Location / Movement	2025 EXISTING CONDITIONS							
	AM				PM			
	LOS	Delay	95 th % Queue Length (veh.)	v/c	LOS	Delay	95 th % Queue Length (veh.)	v/c
Tiogue Avenue at East Shore Road (U)								
Tiogue Avenue WB Left	A	8.3	0	0.01	A	8.4	0	0.02
East Shore Drive NB Left/Right	B	13.3	1	0.05	B	13.4	1	0.03
Tiogue Avenue at Proposed Site Access Road (U)								
Tiogue Avenue WB Left	-	-	-	-	-	-	-	-
Site Access Road NB Left/Right	-	-	-	-	-	-	-	-
Tiogue Avenue at Old North Road (U)								
Tiogue Avenue WB Left	A	8.3	0	0.00	A	8.5	1	0.03
Old North Road NB Left/Right	B	14.6	1	0.14	D	25.8	2	0.33
Old North Road at Minglewood Drive (U)								
Old North Road NB Left	A	7.3	0	0.00	A	7.4	0	0.00
Minglewood Drive EB Left/Right	A	8.8	0	0.01	A	9.0	0	0.00
New London Turnpike at Angus Street (U)								
New London NB Left	A	7.8	0	0.01	A	7.9	1	0.03
Angus Street EB Left/Right	B	10.4	1	0.11	B	11.7	1	0.07

(U) – Unsignalized Intersection

(S) – Signalized Intersection

Table 4 presents the future design period taking into consideration the base traffic growth noted, including background and site-specific development growth along the servicing roadways, while also adding in the new trips generated by the proposed residential development. The results of the operational analysis of the future conditions, found that all of the intersections will continue to operate in an efficient manner with a minor increase in delays. The multiple points of access to the development result in a distribution of site related traffic within the network of local roads providing access to the new homes, where no one roadway or intersection is overburdened with the additional traffic as determined through the analysis completed for the future operating conditions.

TABLE 4 – Level of Service Summary (Future Conditions)

Location / Movement	2030 FUTURE BUILD CONDITIONS							
	AM				PM			
	LOS	Delay	95 th % Queue Length (veh.)	v/c	LOS	Delay	95 th % Queue Length (veh.)	v/c
Tiogue Avenue at East Shore Road (U)								
Tiogue Avenue WB Left	A	8.4	0	0.01	A	8.5	1	0.02
East Shore Drive NB Left/Right	C	16.1	1	0.12	C	19.0	1	0.09
Tiogue Avenue at Proposed Site Access Road (U)								
Tiogue Avenue WB Left	A	8.4	0	0.01	A	8.6	0	0.01
Site Access Road NB Left/Right	B	14.2	1	0.05	C	19.1	1	0.06
Tiogue Avenue at Old North Road (U)								
Tiogue Avenue WB Left	A	8.5	0	0.02	A	8.7	1	0.05
Old North Road NB Left/Right	C	16.2	1	0.20	D	34.6	3	0.45
Old North Road at Minglewood Drive (U)								
Old North Road NB Left	A	7.3	0	0.01	A	7.5	1	0.02
Minglewood Drive EB Left/Right	A	8.9	1	0.02	A	9.4	1	0.02
New London Turnpike at Angus Street (U)								
New London NB Left	A	7.9	0	0.01	A	8.1	1	0.05
Angus Street EB Left/Right	B	11.0	1	0.06	B	12.4	1	0.13

(U) – Unsignalized Intersection

(S) – Signalized Intersection

At the Tiogue Avenue intersections, the estimated volumes of left turning traffic from Tiogue Avenue into the minor side streets including the proposed site access road will continue to operate efficiently at LOS A with delays of less than 10 seconds during both the future weekday morning and afternoon peak hours for the three study intersections. The East Shore Drive and proposed access road minor approach exiting

traffic is estimated to operate at a good LOS C or better during the morning and afternoon peak periods with average queues of one to two vehicles and no congestion. The higher volume minor approach of Old North Road intersecting with Tiogue Avenue will continue to operate at an acceptable LOS D and average queue of 1 to 3 vehicles waiting to turn on to Tiogue Avenue during the daily peak hours of traffic.

6.0 CONCLUSIONS AND RECOMMENDATIONS

In summary, the study has shown that the proposed residential development project access and circulation plan has been designed to provide a level of traffic safety and efficiency on the servicing roadway system. The safety of the study intersections along Tiogue Avenue, East Shore Drive, Old North Road and New London Turnpike were reviewed for geometry and sight distances. The study intersections were determined to provide sufficient sight distances in accordance with AASHTO criteria for visibility and decision making of drivers attempting to enter/exit the existing side streets and proposed site access roadways.

In reference to safety, as previously noted, it is recommended that Tiffany Road be widened to a minimum of twenty-two feet from the proposed site access road to Area 3 to Old North Road. Also, as noted, minor trimming of existing roadside vegetation along the site frontage as part of the roadway widening should be completed, and any proposed entrance landscaping elements appropriately installed to maintain driver sight lines.

The results of the operational analysis determined that the estimated increase in traffic during the peak periods resulting from the proposed residential development project will have a negligible impact on overall traffic operations along Tiogue Avenue, Old North Road and New London Turnpike specifically during the weekday peak periods when the site and adjacent servicing roadways would service their greatest daily traffic volumes. The additional delays as demonstrated in the analysis provided are estimated to be limited to the minor approaches providing access to the neighborhood, but do not result in excessive delays or congestion at the study intersections, where typically one to three vehicles would be queued on the minor approaches waiting to access the main roadway during the busiest traffic periods.

Therefore, based upon the data collected on the servicing roadways, the analysis completed as part of this study, along with the access design and recommendations proposed to address deficiencies and mitigate impacts, the proposed residential development project was determined to have adequate and safe access to a public street, and will not have an adverse impact on public safety and welfare in the study area.

APPENDIX

-
- A. Traffic Volume Data
 - B. Traffic Crash Data
 - C. Trip Generation
 - D. Operational Analysis

APPENDIX A – Traffic Volume Data

Automatic Traffic Recorder Count

Tiogue Avenue (Route 3)

New London Turnpike

Old North Road

Intersection Turning Movement Count

Tiogue Avenue at East Shore Drive

Tiogue Avenue at Old North Road

Old North Road at Minglewood Drive

New London Turnpike at Angus Street

A

Automatic Traffic Recorder Count

Tiogue Avenue (Route 3)
New London Turnpike
Old North Road

Tiogue Avenue (Route 3)

Traffic Volumes

Transportation Data Corporation

Mario Perone, mperone1@verizon.net

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

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Tiogogue Avenue (Route 3)
east of Dawley Street
City, State: Coventry, RI
Client: Crossman/P. Bannon

05972Avolume
Site Code: 2940

Start Time	3/3/2025 Mon	3/4/2025 Tue	3/5/2025 Wed	3/6/2025 Thu	3/7/2025 Fri	Weekday Average	3/8/2025 Sat	3/9/2025 Sun
12:00 AM	31	46	44	46	47	43	*	*
01:00	20	17	19	27	17	20	*	*
02:00	14	18	13	18	12	15	*	*
03:00	25	21	14	17	23	20	*	*
04:00	55	55	46	47	44	49	*	*
05:00	129	131	132	143	131	133	*	*
06:00	287	310	313	288	319	303	*	*
07:00	513	529	522	535	484	517	*	*
08:00	625	614	616	628	571	611	*	*
09:00	566	596	557	612	580	582	*	*
10:00	607	649	562	640	591	610	*	*
11:00	612	690	675	658	662	659	*	*
12:00 PM	683	642	707	660	519	642	*	*
01:00	623	684	685	714	489	639	*	*
02:00	767	817	755	793	527	732	*	*
03:00	809	846	823	841	504	765	*	*
04:00	824	922	874	861	707	838	*	*
05:00	802	785	781	782	808	792	*	*
06:00	593	642	636	719	555	629	*	*
07:00	433	446	499	456	405	448	*	*
08:00	308	338	374	338	373	346	*	*
09:00	194	195	233	253	198	215	*	*
10:00	140	137	125	130	147	136	*	*
11:00	84	62	91	79	106	84	*	*
Total	9744	10192	10096	10285	8819		0	0
Percentage	99.1%	103.7%	102.7%	104.7%	89.7%		0.0%	0.0%
AM Peak	08:00	11:00	11:00	11:00	11:00	-	-	-
Vol.	625	690	675	658	662	-	-	-
PM Peak	16:00	16:00	16:00	16:00	17:00	-	-	-
Vol.	824	922	874	861	808	-	-	-
Total		10192	10096					

Transportation Data Corporation

Mario Perone, mperone1@verizon.net

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

Page 1

Tiogogue Avenue (Route 3)
east of Dawley Street
City, State: Coventry, RI
Client: Crossman/P. Bannon

05972A volume
Site Code: 2940

Start Time	3/3/2025		3/4/2025		3/5/2025		3/6/2025		3/7/2025		3/8/2025		3/9/2025		Week Average	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	14	17	15	31	14	30	17	29	18	29	*	*	*	*	16	27
01:00	6	14	6	11	5	14	11	16	10	7	*	*	*	*	8	12
02:00	10	4	9	9	6	7	10	8	6	6	*	*	*	*	8	7
03:00	15	10	14	7	10	4	12	5	19	4	*	*	*	*	14	6
04:00	45	10	43	12	35	11	36	11	32	12	*	*	*	*	38	11
05:00	98	31	102	29	102	30	108	35	104	27	*	*	*	*	103	30
06:00	174	113	194	116	198	115	175	113	194	125	*	*	*	*	187	116
07:00	337	176	338	191	333	189	335	200	299	185	*	*	*	*	328	188
08:00	392	233	395	219	371	245	375	253	342	229	*	*	*	*	375	236
09:00	315	251	340	256	310	247	349	263	335	245	*	*	*	*	330	252
10:00	311	296	380	269	319	243	350	290	309	282	*	*	*	*	334	276
11:00	305	307	335	355	328	347	331	327	348	314	*	*	*	*	329	330
12:00 PM	359	324	326	316	358	349	326	334	239	280	*	*	*	*	322	321
01:00	281	342	316	368	342	343	356	358	246	243	*	*	*	*	308	331
02:00	359	408	388	429	359	396	383	410	252	275	*	*	*	*	348	384
03:00	384	425	394	452	379	444	401	440	225	279	*	*	*	*	357	408
04:00	380	444	394	528	428	446	396	465	341	366	*	*	*	*	388	450
05:00	345	457	340	445	346	435	362	420	382	426	*	*	*	*	355	437
06:00	257	336	284	358	284	352	320	399	237	318	*	*	*	*	276	353
07:00	202	231	208	238	214	285	218	238	191	214	*	*	*	*	207	241
08:00	132	176	167	171	165	209	147	191	166	207	*	*	*	*	155	191
09:00	93	101	87	108	88	145	108	145	86	112	*	*	*	*	92	122
10:00	71	69	61	76	57	68	60	70	70	77	*	*	*	*	64	72
11:00	35	49	19	43	36	55	26	53	45	61	*	*	*	*	32	52
Total Day	4920	4824	5155	5037	5087	5009	5212	5073	4496	4323	0	0	0	0	4974	4853
AM Peak	08:00	11:00	08:00	11:00	08:00	11:00	08:00	11:00	11:00	11:00	-	-	-	-	08:00	11:00
Vol.	392	307	395	355	371	347	375	327	348	314	-	-	-	-	375	330
PM Peak	15:00	17:00	15:00	16:00	16:00	16:00	15:00	16:00	17:00	17:00	-	-	-	-	16:00	16:00
Vol.	384	457	394	528	428	446	401	465	382	426	-	-	-	-	388	450

Comb. Total	9744	10192	10096	10285	8819	0	0	9827
ADT	ADT 9,827	AADT 9,827						

BETA Group, Inc.
701 George Washington Highway
Lincoln, Rhode Island 02865
401.333.2382

Project Name: The Oaks at East Shore
Town/City: Coventry, RI
Roadway: Tiogue Avenue (Route 3)
Location: Jennifer Lane

Start Date: 12/6/2019
End Date: 12/13/2019

Time	12/2/19 Mon	12/3/19 Tue	12/4/19 Wed	12/5/19 Thu	12/6/19 Fri	Weekday Average	12/7/19 Sat	12/8/19 Sun
12:00 AM	*	*	*	*	*	*	85	104
01:00	*	*	*	*	*	*	49	49
02:00	*	*	*	*	*	*	29	24
03:00	*	*	*	*	*	*	21	28
04:00	*	*	*	*	*	*	26	20
05:00	*	*	*	*	*	*	70	53
06:00	*	*	*	*	*	*	157	104
07:00	*	*	*	*	*	*	312	171
08:00	*	*	*	*	*	*	495	347
09:00	*	*	*	*	*	*	755	566
10:00	*	*	*	*	*	*	866	679
11:00	*	*	*	*	*	*	867	783
12:00 PM	*	*	*	*	*	*	902	897
01:00	*	*	*	*	*	*	918	813
02:00	*	*	*	*	*	*	878	708
03:00	*	*	*	*	*	*	824	684
04:00	*	*	*	*	1027	1027	822	680
05:00	*	*	*	*	1003	1003	782	468
06:00	*	*	*	*	858	858	645	412
07:00	*	*	*	*	600	600	482	346
08:00	*	*	*	*	471	471	362	300
09:00	*	*	*	*	337	337	312	166
10:00	*	*	*	*	247	247	210	109
11:00	*	*	*	*	173	173	142	72
Total	0	0	0	0	4716	4716	11011	8583
Percent	0.0%	0.0%	0.0%	0.0%	100.0%		233.5%	182.0%
AM Peak							12:00 PM	12:00 PM
Volume	0	0	0	0	0	0	902	897
PM Peak					04:00	04:00	01:00	12:00 PM
Volume	0	0	0	0	1027	1027	918	897

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Lincoln, Rhode Island 02865
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Project Name: The Oaks at East Shore
Town/City: Coventry, RI
Roadway: Tiogue Avenue (Route 3)
Location: Jennifer Lane

Start Date: 12/6/2019
End Date: 12/13/2019

Time	12/9/19 Mon	12/10/19 Tue	12/11/19 Wed	12/12/19 Thu	12/13/19 Fri	Weekday Average	12/14/19 Sat	12/15/19 Sun
12:00 AM	34	48	45	44	55	45	*	*
01:00	20	25	26	31	32	27	*	*
02:00	9	14	19	15	12	14	*	*
03:00	18	17	30	19	11	19	*	*
04:00	41	35	42	56	39	43	*	*
05:00	141	173	135	144	145	148	*	*
06:00	364	368	359	412	356	372	*	*
07:00	666	706	515	706	655	650	*	*
08:00	701	788	621	787	742	728	*	*
09:00	580	679	463	657	674	611	*	*
10:00	531	769	524	709	708	648	*	*
11:00	582	729	561	717	801	678	*	*
12:00 PM	598	808	672	826	*	726	*	*
01:00	597	798	700	800	*	724	*	*
02:00	684	875	821	881	*	815	*	*
03:00	797	950	843	992	*	896	*	*
04:00	835	944	897	1017	*	923	*	*
05:00	816	932	887	826	*	865	*	*
06:00	653	716	706	758	*	708	*	*
07:00	469	536	466	607	*	520	*	*
08:00	393	395	429	409	*	406	*	*
09:00	225	288	255	278	*	262	*	*
10:00	136	156	118	168	*	144	*	*
11:00	81	76	77	91	*	81	*	*
Total	9971	11825	10211	11950	4230	11053	0	0
Percent	90.2%	107.0%	92.4%	108.1%	38.3%		0.0%	0.0%
AM Peak	08:00	12:00 PM	12:00 PM	12:00 PM	11:00	08:00		
Volume	701	808	672	826	801	728	0	0
PM Peak	04:00	03:00	04:00	04:00		04:00		
Volume	835	950	897	1017	0	923	0	0

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Project Name: The Oaks at East Shore
Town/City: Coventry, RI
Roadway: Tiogue Avenue (Route 3)
Location: Jennifer Lane

Start Date: 12/6/2019
End Date: 12/13/2019

12/2/2019	12/2/2019		12/3/2019		12/4/2019		12/5/2019		12/6/2019		Weekday Average		12/7/2019		12/8/2019	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	35	50	57	47
1:00	*	*	*	*	*	*	*	*	*	*	*	*	24	25	22	27
2:00	*	*	*	*	*	*	*	*	*	*	*	*	15	14	12	12
3:00	*	*	*	*	*	*	*	*	*	*	*	*	13	8	12	16
4:00	*	*	*	*	*	*	*	*	*	*	*	*	16	10	13	7
5:00	*	*	*	*	*	*	*	*	*	*	*	*	45	25	30	23
6:00	*	*	*	*	*	*	*	*	*	*	*	*	98	59	62	42
7:00	*	*	*	*	*	*	*	*	*	*	*	*	174	138	88	83
8:00	*	*	*	*	*	*	*	*	*	*	*	*	263	232	199	148
9:00	*	*	*	*	*	*	*	*	*	*	*	*	436	319	307	259
10:00	*	*	*	*	*	*	*	*	*	*	*	*	421	445	378	301
11:00	*	*	*	*	*	*	*	*	*	*	*	*	416	451	352	431
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	436	466	452	445
1:00	*	*	*	*	*	*	*	*	*	*	*	*	429	489	404	409
2:00	*	*	*	*	*	*	*	*	*	*	*	*	393	485	346	362
3:00	*	*	*	*	*	*	*	*	*	*	*	*	382	442	320	364
4:00	*	*	*	*	*	*	*	*	433	594	433	594	356	466	303	377
5:00	*	*	*	*	*	*	*	*	437	566	437	566	368	414	193	275
6:00	*	*	*	*	*	*	*	*	385	473	385	473	300	345	183	229
7:00	*	*	*	*	*	*	*	*	286	314	286	314	214	268	169	177
8:00	*	*	*	*	*	*	*	*	205	266	205	266	135	227	139	161
9:00	*	*	*	*	*	*	*	*	155	182	155	182	110	202	83	83
10:00	*	*	*	*	*	*	*	*	87	160	87	160	94	116	50	59
11:00	*	*	*	*	*	*	*	*	71	102	71	102	52	90	32	40
Total	0	0	0	0	0	0	0	0	2059	2657	2059	2657	5225	5786	4206	4377
Day	0		0		0		0		4716		4716		11011		8583	
AM Peak													9:00	12:00 PM	12:00 PM	12:00 PM
Volume	0	0	0	0	0	0	0	0	0	0	0	0	436	466	452	445
PM Peak									5:00	4:00	5:00	4:00	12:00 PM	1:00	12:00 PM	12:00 PM
Volume	0	0	0	0	0	0	0	0	437	594	437	594	436	489	452	445

BETA Group, Inc.
701 George Washington Highway
Lincoln, Rhode Island 02865
401.333.2382

Project Name: The Oaks at East Shore
Town/City: Coventry, RI
Roadway: Tiogue Avenue (Route 3)
Location: Jennifer Lane

Start Date: 12/6/2019
End Date: 12/13/2019

12/9/2019	12/9/2019		12/10/2019		12/11/2019		12/12/2019		12/13/2019		Weekday Average		12/14/2019		12/15/2019	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	14	20	15	33	17	28	15	29	21	34	16	29	*	*	*	*
1:00	10	10	11	14	10	16	13	18	14	18	12	15	*	*	*	*
2:00	6	3	6	8	10	9	8	7	7	5	7	6	*	*	*	*
3:00	9	9	9	8	15	15	10	9	6	5	10	9	*	*	*	*
4:00	32	9	25	10	29	13	38	18	25	14	30	13	*	*	*	*
5:00	99	42	135	38	100	35	103	41	100	45	107	40	*	*	*	*
6:00	219	145	224	144	231	128	250	162	211	145	227	145	*	*	*	*
7:00	441	225	463	243	308	207	495	211	407	248	423	227	*	*	*	*
8:00	399	302	463	325	383	238	474	313	430	312	430	298	*	*	*	*
9:00	284	296	394	285	262	201	368	289	358	316	333	277	*	*	*	*
10:00	229	302	383	386	268	256	355	354	373	335	322	327	*	*	*	*
11:00	267	315	365	364	291	270	368	349	410	391	340	338	*	*	*	*
12:00 PM	281	317	395	413	330	342	448	378	*	*	364	362	*	*	*	*
1:00	244	353	402	396	339	361	369	431	*	*	338	385	*	*	*	*
2:00	290	394	398	477	394	427	415	466	*	*	374	441	*	*	*	*
3:00	330	467	427	523	391	452	431	561	*	*	395	501	*	*	*	*
4:00	347	488	409	535	407	490	434	583	*	*	399	524	*	*	*	*
5:00	290	526	386	546	351	536	333	493	*	*	340	525	*	*	*	*
6:00	254	399	278	438	281	425	297	461	*	*	278	431	*	*	*	*
7:00	196	273	231	305	191	275	301	306	*	*	230	290	*	*	*	*
8:00	136	257	151	244	165	264	145	264	*	*	149	257	*	*	*	*
9:00	100	125	129	159	102	153	113	165	*	*	111	150	*	*	*	*
10:00	66	70	71	85	53	65	79	89	*	*	67	77	*	*	*	*
11:00	32	49	36	40	30	47	39	52	*	*	34	47	*	*	*	*
Total	4575	5396	5806	6019	4958	5253	5901	6049	2362	1868	5336	5714	0	0	0	0
Day	9971		11825		10211		11950		4230		11050		0		0	
AM Peak	7:00	12:00 PM	7:00	12:00 PM	8:00	12:00 PM	7:00	12:00 PM	8:00	11:00	8:00	12:00 PM				
Volume	441	317	463	413	383	342	495	378	430	391	430	362	0	0	0	0
PM Peak	4:00	5:00	3:00	5:00	4:00	5:00	12:00 PM	4:00			4:00	5:00				
Volume	347	526	427	546	407	536	448	583	0	0	399	525	0	0	0	0
Comb Total	9971		11825		10211		11950		8946		15766		11011		8583	
ADT	N/A															

Vehicle Speeds

Transportation Data Corporation

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Page 1

Tiogue Avenue (Route 3)
 east of Dawley Street
 City, State: Coventry, RI
 Client: Crossman/P. Bannon

05972Aspeed
 Site Code: 2940

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
03/03/25	0	0	0	1	4	6	2	1	0	0	0	0	0	14
01:00	0	0	0	0	2	3	1	0	0	0	0	0	0	6
02:00	0	0	0	0	1	4	2	2	0	1	0	0	0	10
03:00	0	0	0	2	1	6	6	0	0	0	0	0	0	15
04:00	0	0	0	2	1	14	15	11	1	0	1	0	0	45
05:00	0	0	1	1	17	35	30	9	4	1	0	0	0	98
06:00	0	0	0	1	23	66	71	10	3	0	0	0	0	174
07:00	8	7	1	11	37	150	101	21	1	0	0	0	0	337
08:00	9	1	1	3	47	199	114	17	1	0	0	0	0	392
09:00	6	0	1	3	32	164	95	12	1	1	0	0	0	315
10:00	3	1	0	5	36	150	101	13	2	0	0	0	0	311
11:00	7	3	0	8	38	143	96	10	0	0	0	0	0	305
12 PM	13	3	2	5	55	177	93	9	1	1	0	0	0	359
13:00	11	2	1	2	45	135	69	16	0	0	0	0	0	281
14:00	11	3	5	28	59	150	85	18	0	0	0	0	0	359
15:00	14	2	3	27	87	154	83	11	2	1	0	0	0	384
16:00	21	6	10	18	61	162	90	11	1	0	0	0	0	380
17:00	6	4	5	13	61	160	86	10	0	0	0	0	0	345
18:00	12	3	3	11	51	130	42	5	0	0	0	0	0	257
19:00	5	0	1	9	46	94	41	6	0	0	0	0	0	202
20:00	3	0	1	3	20	71	32	2	0	0	0	0	0	132
21:00	1	0	0	3	11	34	28	15	1	0	0	0	0	93
22:00	0	0	0	3	12	32	15	9	0	0	0	0	0	71
23:00	0	0	0	1	4	14	11	4	1	0	0	0	0	35
Total	130	35	35	160	751	2253	1309	222	19	5	1	0	0	4920

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Page 2

Tiogue Avenue (Route 3)
 east of Dawley Street
 City, State: Coventry, RI
 Client: Crossman/P. Bannon

05972Aspeed
 Site Code: 2940

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
03/04/25	0	0	0	0	3	9	2	0	1	0	0	0	0	15
01:00	0	0	1	0	0	3	2	0	0	0	0	0	0	6
02:00	0	0	0	0	2	4	3	0	0	0	0	0	0	9
03:00	0	0	1	0	2	3	7	1	0	0	0	0	0	14
04:00	0	0	0	1	3	12	14	10	3	0	0	0	0	43
05:00	0	0	1	7	12	27	37	17	1	0	0	0	0	102
06:00	3	0	1	1	14	73	88	11	3	0	0	0	0	194
07:00	7	6	9	9	40	132	109	24	2	0	0	0	0	338
08:00	11	7	19	18	64	154	103	18	1	0	0	0	0	395
09:00	6	0	0	5	33	170	103	22	1	0	0	0	0	340
10:00	8	2	4	11	61	172	105	14	3	0	0	0	0	380
11:00	6	1	1	11	61	135	96	24	0	0	0	0	0	335
12 PM	14	3	1	14	45	128	100	19	1	1	0	0	0	326
13:00	12	1	6	6	37	160	83	9	2	0	0	0	0	316
14:00	15	5	0	18	73	192	76	7	2	0	0	0	0	388
15:00	18	0	3	24	85	166	89	9	0	0	0	0	0	394
16:00	11	2	7	27	56	171	94	19	6	1	0	0	0	394
17:00	16	3	3	11	52	153	87	13	0	1	0	1	0	340
18:00	12	0	3	14	59	129	61	6	0	0	0	0	0	284
19:00	4	0	2	11	41	95	51	3	1	0	0	0	0	208
20:00	4	2	0	3	37	75	42	4	0	0	0	0	0	167
21:00	0	1	0	6	12	33	26	9	0	0	0	0	0	87
22:00	0	0	0	2	12	21	20	6	0	0	0	0	0	61
23:00	1	0	0	0	3	7	5	2	1	0	0	0	0	19
Total	148	33	62	199	807	2224	1403	247	28	3	0	1	0	5155

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Tiogue Avenue (Route 3)
 east of Dawley Street
 City, State: Coventry, RI
 Client: Crossman/P. Bannon

05972Aspeed
 Site Code: 2940

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
03/05/25	0	0	1	0	4	5	2	2	0	0	0	0	0	14
01:00	0	0	0	1	0	2	1	1	0	0	0	0	0	5
02:00	0	0	0	0	2	2	1	1	0	0	0	0	0	6
03:00	0	0	0	1	0	3	6	0	0	0	0	0	0	10
04:00	0	0	0	2	0	11	10	9	2	1	0	0	0	35
05:00	0	1	0	3	10	28	46	12	2	0	0	0	0	102
06:00	0	0	0	2	24	61	86	22	3	0	0	0	0	198
07:00	9	10	1	18	36	132	103	20	4	0	0	0	0	333
08:00	5	2	5	17	59	144	112	22	3	1	0	1	0	371
09:00	7	2	1	0	31	134	116	17	2	0	0	0	0	310
10:00	4	2	2	1	33	161	93	20	3	0	0	0	0	319
11:00	7	2	2	10	52	118	104	28	4	0	1	0	0	328
12 PM	9	2	1	19	78	142	89	16	2	0	0	0	0	358
13:00	5	2	1	18	53	152	90	18	3	0	0	0	0	342
14:00	20	2	12	15	79	160	58	12	1	0	0	0	0	359
15:00	22	11	6	14	75	159	74	17	1	0	0	0	0	379
16:00	16	1	4	18	72	182	116	17	1	1	0	0	0	428
17:00	8	2	4	9	70	154	85	14	0	0	0	0	0	346
18:00	11	1	2	11	83	112	57	6	1	0	0	0	0	284
19:00	3	1	0	5	47	104	48	6	0	0	0	0	0	214
20:00	4	3	1	5	50	69	31	2	0	0	0	0	0	165
21:00	2	0	0	5	25	31	22	3	0	0	0	0	0	88
22:00	0	0	0	4	13	23	14	3	0	0	0	0	0	57
23:00	0	0	0	1	10	15	9	1	0	0	0	0	0	36
Total	132	44	43	179	906	2104	1373	269	32	3	1	1	0	5087

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Page 4

Tiogue Avenue (Route 3)
 east of Dawley Street
 City, State: Coventry, RI
 Client: Crossman/P. Bannon

05972Aspeed
 Site Code: 2940

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
03/06/25	0	0	0	1	4	8	3	0	0	1	0	0	0	17
01:00	0	0	0	0	2	6	2	1	0	0	0	0	0	11
02:00	0	0	0	0	5	1	4	0	0	0	0	0	0	10
03:00	0	0	0	2	0	7	2	1	0	0	0	0	0	12
04:00	0	0	0	0	7	5	11	9	3	1	0	0	0	36
05:00	0	0	1	3	10	46	34	13	1	0	0	0	0	108
06:00	3	1	0	2	20	63	65	18	3	0	0	0	0	175
07:00	7	4	1	7	58	122	117	18	1	0	0	0	0	335
08:00	8	11	8	11	51	137	127	21	1	0	0	0	0	375
09:00	8	1	6	19	57	134	100	22	2	0	0	0	0	349
10:00	9	5	7	7	64	129	110	18	1	0	0	0	0	350
11:00	12	1	4	13	58	156	75	12	0	0	0	0	0	331
12 PM	15	2	1	5	46	148	88	21	0	0	0	0	0	326
13:00	4	0	2	9	57	156	107	20	1	0	0	0	0	356
14:00	16	1	0	8	77	180	83	16	0	1	0	0	1	383
15:00	20	3	5	11	95	164	86	15	1	0	0	1	0	401
16:00	13	4	5	18	60	182	98	14	2	0	0	0	0	396
17:00	15	2	7	11	58	165	94	10	0	0	0	0	0	362
18:00	8	0	6	21	85	146	47	6	1	0	0	0	0	320
19:00	3	0	2	13	46	104	44	6	0	0	0	0	0	218
20:00	7	2	0	3	26	76	31	1	1	0	0	0	0	147
21:00	4	0	0	4	12	51	33	4	0	0	0	0	0	108
22:00	0	1	0	2	9	25	17	6	0	0	0	0	0	60
23:00	0	0	0	2	4	8	10	2	0	0	0	0	0	26
Total	152	38	55	172	911	2219	1388	254	18	3	0	1	1	5212

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Page 5

Tiogue Avenue (Route 3)
east of Dawley Street
City, State: Coventry, RI
Client: Crossman/P. Bannon

05972Aspeed
Site Code: 2940

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
03/07/25	0	0	0	0	6	7	3	2	0	0	0	0	0	18
01:00	0	0	0	0	3	2	4	1	0	0	0	0	0	10
02:00	0	0	0	1	2	3	0	0	0	0	0	0	0	6
03:00	0	0	0	2	2	12	2	1	0	0	0	0	0	19
04:00	0	0	0	2	2	6	9	12	1	0	0	0	0	32
05:00	0	0	2	1	12	33	45	9	2	0	0	0	0	104
06:00	4	1	2	5	13	71	86	10	2	0	0	0	0	194
07:00	15	3	2	8	55	113	85	14	3	0	1	0	0	299
08:00	14	2	0	13	47	144	101	15	4	1	1	0	0	342
09:00	7	0	2	4	54	142	110	14	1	0	1	0	0	335
10:00	11	1	1	9	37	142	89	15	4	0	0	0	0	309
11:00	17	0	0	7	51	176	83	11	3	0	0	0	0	348
12 PM	16	2	3	8	30	117	56	6	0	0	1	0	0	239
13:00	15	0	1	9	41	113	56	9	2	0	0	0	0	246
14:00	21	3	6	15	54	115	30	8	0	0	0	0	0	252
15:00	12	2	0	12	49	113	29	6	1	0	1	0	0	225
16:00	17	0	1	13	74	155	64	13	1	2	1	0	0	341
17:00	14	2	3	18	97	162	73	11	1	0	1	0	0	382
18:00	8	2	1	11	46	103	55	10	0	0	1	0	0	237
19:00	4	1	0	8	41	71	49	12	4	1	0	0	0	191
20:00	1	0	0	0	25	75	51	12	2	0	0	0	0	166
21:00	1	0	1	1	16	28	33	6	0	0	0	0	0	86
22:00	0	0	0	2	12	28	21	5	0	0	1	1	0	70
23:00	0	0	0	3	8	12	19	3	0	0	0	0	0	45
Total	177	19	25	152	777	1943	1153	205	31	4	9	1	0	4496
Grand Total	739	169	220	862	4152	10743	6626	1197	128	18	11	4	1	24870

15th Percentile : 32 MPH
50th Percentile : 37 MPH
85th Percentile : 43 MPH
95th Percentile : 45 MPH

Statistics Mean Speed(Average) : 38 MPH
10 MPH Pace Speed : 36-45 MPH
Number in Pace : 17369
Percent in Pace : 69.8%
Number of Vehicles > 35 MPH : 18728
Percent of Vehicles > 35 MPH : 75.3%

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Page 6

Tiogue Avenue (Route 3)
 east of Dawley Street
 City, State: Coventry, RI
 Client: Crossman/P. Bannon

05972Aspeed
 Site Code: 2940

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
03/03/25	0	0	0	0	2	7	5	2	1	0	0	0	0	17
01:00	0	0	0	2	3	5	3	1	0	0	0	0	0	14
02:00	0	0	0	0	0	1	0	0	2	1	0	0	0	4
03:00	1	1	0	1	0	3	2	1	1	0	0	0	0	10
04:00	0	0	0	0	3	2	2	2	1	0	0	0	0	10
05:00	0	0	0	0	5	13	12	1	0	0	0	0	0	31
06:00	5	1	1	5	12	43	34	10	2	0	0	0	0	113
07:00	4	1	3	9	22	63	57	17	0	0	0	0	0	176
08:00	9	2	4	3	36	99	66	14	0	0	0	0	0	233
09:00	13	1	1	3	36	110	72	14	1	0	0	0	0	251
10:00	6	1	0	3	55	162	65	4	0	0	0	0	0	296
11:00	7	0	1	11	67	159	56	5	1	0	0	0	0	307
12 PM	2	1	5	11	67	152	77	8	0	1	0	0	0	324
13:00	4	1	4	8	78	170	64	11	2	0	0	0	0	342
14:00	10	2	0	11	88	200	88	9	0	0	0	0	0	408
15:00	21	5	0	18	84	195	82	19	1	0	0	0	0	425
16:00	13	1	3	15	82	208	109	13	0	0	0	0	0	444
17:00	14	5	5	17	62	236	105	10	3	0	0	0	0	457
18:00	7	2	5	21	107	142	48	4	0	0	0	0	0	336
19:00	4	2	1	8	75	102	36	3	0	0	0	0	0	231
20:00	0	1	2	5	41	83	37	6	1	0	0	0	0	176
21:00	1	0	0	5	17	44	30	4	0	0	0	0	0	101
22:00	0	0	1	5	18	25	15	4	0	1	0	0	0	69
23:00	0	0	1	0	14	20	9	3	2	0	0	0	0	49
Total	121	27	37	161	974	2244	1074	165	18	3	0	0	0	4824

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Page 7

Tiogue Avenue (Route 3)
 east of Dawley Street
 City, State: Coventry, RI
 Client: Crossman/P. Bannon

05972Aspeed
 Site Code: 2940

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
03/04/25	0	0	0	2	4	15	7	2	1	0	0	0	0	31
01:00	0	0	0	0	5	2	3	1	0	0	0	0	0	11
02:00	0	0	0	0	3	3	2	0	1	0	0	0	0	9
03:00	0	0	0	0	3	1	1	2	0	0	0	0	0	7
04:00	0	0	0	0	2	4	1	4	1	0	0	0	0	12
05:00	0	0	0	1	6	13	8	1	0	0	0	0	0	29
06:00	6	1	1	2	13	47	35	11	0	0	0	0	0	116
07:00	5	0	0	7	26	82	56	14	0	0	1	0	0	191
08:00	10	5	2	13	30	89	58	12	0	0	0	0	0	219
09:00	5	2	1	3	44	131	65	5	0	0	0	0	0	256
10:00	4	0	0	6	62	132	56	8	1	0	0	0	0	269
11:00	6	2	2	18	64	173	79	8	3	0	0	0	0	355
12 PM	5	6	0	6	79	159	51	10	0	0	0	0	0	316
13:00	3	3	1	12	89	161	83	14	2	0	0	0	0	368
14:00	7	4	2	18	106	210	73	9	0	0	0	0	0	429
15:00	16	2	9	21	93	223	75	10	1	1	1	0	0	452
16:00	18	0	2	8	113	273	97	16	1	0	0	0	0	528
17:00	10	1	0	24	94	215	91	10	0	0	0	0	0	445
18:00	5	2	3	18	104	161	62	3	0	0	0	0	0	358
19:00	3	1	3	17	45	115	46	6	2	0	0	0	0	238
20:00	1	1	2	7	42	77	38	2	1	0	0	0	0	171
21:00	2	1	1	3	34	46	16	4	1	0	0	0	0	108
22:00	0	1	0	2	23	31	13	3	2	1	0	0	0	76
23:00	0	0	0	2	11	14	9	5	2	0	0	0	0	43
Total	106	32	29	190	1095	2377	1025	160	19	2	2	0	0	5037

Transportation Data Corporation

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Page 8

Tiogue Avenue (Route 3)
 east of Dawley Street
 City, State: Coventry, RI
 Client: Crossman/P. Bannon

05972Aspeed
 Site Code: 2940

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
03/05/25	0	0	1	0	6	12	9	2	0	0	0	0	0	30
01:00	0	1	0	2	3	3	2	2	1	0	0	0	0	14
02:00	0	0	0	1	1	2	2	0	1	0	0	0	0	7
03:00	0	0	0	0	0	1	3	0	0	0	0	0	0	4
04:00	0	0	0	0	1	3	5	2	0	0	0	0	0	11
05:00	0	0	0	1	9	12	7	1	0	0	0	0	0	30
06:00	1	0	1	3	23	52	29	5	1	0	0	0	0	115
07:00	5	3	3	4	29	87	50	8	0	0	0	0	0	189
08:00	8	2	3	24	51	103	39	12	3	0	0	0	0	245
09:00	7	0	0	5	40	127	57	11	0	0	0	0	0	247
10:00	8	0	3	8	37	119	57	10	1	0	0	0	0	243
11:00	7	1	6	13	80	158	68	13	1	0	0	0	0	347
12 PM	4	2	1	7	61	180	87	5	1	1	0	0	0	349
13:00	7	2	0	10	71	179	64	9	0	1	0	0	0	343
14:00	12	2	9	25	71	167	94	13	3	0	0	0	0	396
15:00	13	3	4	20	122	198	75	9	0	0	0	0	0	444
16:00	13	2	1	19	78	218	99	15	1	0	0	0	0	446
17:00	12	2	3	15	101	208	87	7	0	0	0	0	0	435
18:00	7	0	0	13	117	149	57	9	0	0	0	0	0	352
19:00	5	0	3	13	79	132	46	5	2	0	0	0	0	285
20:00	4	0	0	6	48	100	44	5	2	0	0	0	0	209
21:00	2	0	1	5	36	63	31	6	1	0	0	0	0	145
22:00	0	0	0	0	15	27	16	7	1	2	0	0	0	68
23:00	0	0	0	0	8	27	15	4	1	0	0	0	0	55
Total	115	20	39	194	1087	2327	1043	160	20	4	0	0	0	5009

Transportation Data Corporation

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Page 9

Tiogue Avenue (Route 3)
 east of Dawley Street
 City, State: Coventry, RI
 Client: Crossman/P. Bannon

05972Aspeed
 Site Code: 2940

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
03/06/25	0	0	0	3	5	10	8	1	2	0	0	0	0	29
01:00	0	0	0	1	2	6	2	2	3	0	0	0	0	16
02:00	0	0	0	2	0	4	1	0	0	0	1	0	0	8
03:00	0	0	0	0	2	1	1	0	1	0	0	0	0	5
04:00	1	0	0	0	0	4	2	3	1	0	0	0	0	11
05:00	0	1	0	0	5	13	10	4	2	0	0	0	0	35
06:00	2	0	2	9	17	48	29	5	0	0	1	0	0	113
07:00	4	1	1	13	21	87	57	13	2	0	1	0	0	200
08:00	11	3	1	2	53	113	57	12	0	1	0	0	0	253
09:00	9	2	5	9	81	108	45	4	0	0	0	0	0	263
10:00	4	1	6	12	55	135	68	6	3	0	0	0	0	290
11:00	6	0	1	20	92	147	54	7	0	0	0	0	0	327
12 PM	6	2	0	4	62	170	76	13	1	0	0	0	0	334
13:00	5	2	3	8	96	162	72	9	0	1	0	0	0	358
14:00	11	4	7	18	114	190	60	6	0	0	0	0	0	410
15:00	9	1	7	15	104	198	98	8	0	0	0	0	0	440
16:00	12	7	2	4	93	230	107	10	0	0	0	0	0	465
17:00	17	2	1	26	103	173	89	7	1	1	0	0	0	420
18:00	8	2	4	39	111	180	50	4	1	0	0	0	0	399
19:00	3	1	3	7	59	99	54	12	0	0	0	0	0	238
20:00	3	0	0	6	40	81	51	9	1	0	0	0	0	191
21:00	0	1	0	2	24	70	39	7	2	0	0	0	0	145
22:00	1	0	0	1	16	28	18	6	0	0	0	0	0	70
23:00	0	1	0	2	7	22	16	4	0	1	0	0	0	53
Total	112	31	43	203	1162	2279	1064	152	20	4	3	0	0	5073

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Page 10

Tiogue Avenue (Route 3)
east of Dawley Street
City, State: Coventry, RI
Client: Crossman/P. Bannon

05972Aspeed
Site Code: 2940

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
03/07/25	0	0	0	1	6	11	10	0	1	0	0	0	0	29
01:00	0	0	0	0	1	2	0	2	1	0	1	0	0	7
02:00	0	0	0	0	2	1	2	1	0	0	0	0	0	6
03:00	0	0	0	0	1	1	1	0	0	0	1	0	0	4
04:00	0	0	0	1	2	4	1	3	1	0	0	0	0	12
05:00	0	0	1	0	3	11	7	4	1	0	0	0	0	27
06:00	9	0	2	8	11	29	44	19	2	1	0	0	0	125
07:00	5	3	1	6	19	60	58	26	5	1	1	0	0	185
08:00	12	2	2	13	53	81	54	11	1	0	0	0	0	229
09:00	4	0	0	3	32	111	71	19	3	2	0	0	0	245
10:00	8	0	3	11	42	148	57	9	3	1	0	0	0	282
11:00	9	0	1	2	45	157	87	11	2	0	0	0	0	314
12 PM	24	3	2	5	41	116	70	15	4	0	0	0	0	280
13:00	14	1	3	5	29	111	65	12	3	0	0	0	0	243
14:00	28	3	6	8	33	122	62	9	3	1	0	0	0	275
15:00	32	1	5	4	36	106	72	19	4	0	0	0	0	279
16:00	15	1	0	4	56	145	109	30	6	0	0	0	0	366
17:00	12	3	4	16	78	188	104	20	1	0	0	0	0	426
18:00	4	1	3	5	54	147	89	13	2	0	0	0	0	318
19:00	4	0	1	10	52	86	53	8	0	0	0	0	0	214
20:00	1	0	1	3	58	110	30	4	0	0	0	0	0	207
21:00	0	0	3	1	21	56	24	4	2	1	0	0	0	112
22:00	0	0	0	0	9	32	30	4	2	0	0	0	0	77
23:00	1	0	1	1	17	25	7	6	1	1	1	0	0	61
Total	182	18	39	107	701	1860	1107	249	48	8	4	0	0	4323
Grand Total	636	128	187	855	5019	11087	5313	886	125	21	9	0	0	24266

15th Percentile : 31 MPH
50th Percentile : 37 MPH
85th Percentile : 42 MPH
95th Percentile : 44 MPH

Statistics Mean Speed(Average) : 37 MPH
10 MPH Pace Speed : 36-45 MPH
Number in Pace : 16400
Percent in Pace : 67.6%
Number of Vehicles > 35 MPH : 17441
Percent of Vehicles > 35 MPH : 71.9%

New London Turnpike

Traffic Volumes

Transportation Data Corporation

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Page 1

New London Turnpike
north of Arnold Road
City, State: Coventry, RI
Client: Crossman/P. Bannon

05945Dvolume
Site Code: 2925

Start Time	1/13/2025 Mon	1/14/2025 Tue	1/15/2025 Wed	1/16/2025 Thu	1/17/2025 Fri	1/18/2025 Sat	1/19/2025 Sun	Week Average
12:00 AM	*	39	33	39	69	59	*	48
01:00	*	24	10	14	26	57	*	26
02:00	*	21	19	23	19	33	*	23
03:00	*	29	29	27	29	20	*	27
04:00	*	71	81	75	90	51	*	74
05:00	*	179	174	178	166	73	*	154
06:00	*	366	378	350	334	164	*	318
07:00	*	555	542	542	523	297	*	492
08:00	*	570	541	553	543	449	*	531
09:00	*	464	463	447	475	612	*	492
10:00	*	444	524	476	480	710	*	527
11:00	*	586	513	559	552	849	*	612
12:00 PM	*	554	526	613	611	843	*	629
01:00	*	575	530	557	654	818	*	627
02:00	*	662	685	654	854	761	*	723
03:00	*	807	798	802	838	698	*	789
04:00	*	847	751	874	889	669	*	806
05:00	*	775	707	780	806	581	*	730
06:00	*	512	496	555	624	464	*	530
07:00	*	333	378	385	401	368	*	373
08:00	*	245	264	274	322	284	*	278
09:00	*	211	185	229	244	228	*	219
10:00	*	125	144	132	240	211	*	170
11:00	*	74	69	87	122	128	*	96
Total	0	9068	8840	9225	9911	9427	0	
Percentage	0.0%	97.6%	95.1%	99.3%	106.6%	101.4%	0.0%	
AM Peak	-	11:00	07:00	11:00	11:00	11:00	-	-
Vol.	-	586	542	559	552	849	-	-
PM Peak	-	16:00	15:00	16:00	16:00	12:00	-	-
Vol.	-	847	798	874	889	843	-	-

Transportation Data Corporation

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Page 1

New London Turnpike
north of Arnold Road
City, State: Coventry, RI
Client: Crossman/P. Bannon

05945Dvolume
Site Code: 2925

Start Time	1/13/2025		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	24	15	24	9	29	10	49	20	41	18	*	*	33	14
01:00	*	*	15	9	5	5	10	4	15	11	34	23	*	*	16	10
02:00	*	*	9	12	7	12	8	15	9	10	21	12	*	*	11	12
03:00	*	*	9	20	8	21	5	22	9	20	8	12	*	*	8	19
04:00	*	*	7	64	17	64	14	61	23	67	14	37	*	*	15	59
05:00	*	*	24	155	28	146	25	153	25	141	19	54	*	*	24	130
06:00	*	*	71	295	71	307	67	283	65	269	43	121	*	*	63	255
07:00	*	*	181	374	175	367	187	355	176	347	112	185	*	*	166	326
08:00	*	*	221	349	196	345	208	345	211	332	177	272	*	*	203	329
09:00	*	*	213	251	187	276	184	263	202	273	277	335	*	*	213	280
10:00	*	*	202	242	248	276	234	242	227	253	351	359	*	*	252	274
11:00	*	*	295	291	247	266	288	271	273	279	405	444	*	*	302	310
12:00 PM	*	*	263	291	244	282	301	312	314	297	428	415	*	*	310	319
01:00	*	*	317	258	272	258	286	271	334	320	430	388	*	*	328	299
02:00	*	*	381	281	389	296	356	298	462	392	405	356	*	*	399	325
03:00	*	*	491	316	490	308	464	338	517	321	370	328	*	*	466	322
04:00	*	*	540	307	463	288	565	309	512	377	365	304	*	*	489	317
05:00	*	*	482	293	455	252	480	300	466	340	324	257	*	*	441	288
06:00	*	*	303	209	285	211	328	227	358	266	264	200	*	*	308	223
07:00	*	*	188	145	239	139	214	171	227	174	196	172	*	*	213	160
08:00	*	*	156	89	165	99	171	103	213	109	162	122	*	*	173	104
09:00	*	*	124	87	108	77	129	100	140	104	132	96	*	*	127	93
10:00	*	*	64	61	89	55	84	48	137	103	115	96	*	*	98	73
11:00	*	*	52	22	56	13	55	32	81	41	83	45	*	*	65	31
Lane	0	0	4632	4436	4468	4372	4692	4533	5045	4866	4776	4651	0	0	4723	4572
Day	0		9068		8840		9225		9911		9427		0		9295	
AM Peak	-	-	11:00	07:00	10:00	07:00	11:00	07:00	11:00	07:00	11:00	11:00	-	-	11:00	08:00
Vol.	-	-	295	374	248	367	288	355	273	347	405	444	-	-	302	329
PM Peak	-	-	16:00	15:00	15:00	15:00	16:00	15:00	15:00	14:00	13:00	12:00	-	-	16:00	14:00
Vol.	-	-	540	316	490	308	565	338	517	392	430	415	-	-	489	325

Comb. Total	0	9068	8840	9225	9911	9427	0	9295
ADT	ADT 9,294	AADT 9,294						

Vehicle Speeds

Transportation Data Corporation

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Page 1

New London Turnpike
north of Arnold Road
City, State: Coventry, RI
Client: Crossman/P. Bannon
Northbound

05945Dspeed
Site Code: 2925

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
01/14/25	0	0	0	1	5	9	5	2	2	0	0	0	0	24
01:00	0	0	2	0	3	3	5	2	0	0	0	0	0	15
02:00	0	0	0	1	2	2	3	1	0	0	0	0	0	9
03:00	0	0	0	0	2	3	2	0	2	0	0	0	0	9
04:00	0	0	0	0	2	3	1	0	1	0	0	0	0	7
05:00	1	0	0	2	8	6	4	1	2	0	0	0	0	24
06:00	1	1	1	7	15	22	19	5	0	0	0	0	0	71
07:00	3	0	2	8	34	67	50	13	4	0	0	0	0	181
08:00	1	0	2	12	36	96	58	16	0	0	0	0	0	221
09:00	4	0	7	14	50	72	50	13	2	1	0	0	0	213
10:00	2	0	2	8	24	89	59	16	1	0	1	0	0	202
11:00	6	1	0	6	53	114	88	23	3	1	0	0	0	295
12 PM	6	0	0	5	49	110	73	18	2	0	0	0	0	263
13:00	4	0	0	8	56	128	100	21	0	0	0	0	0	317
14:00	8	0	1	16	65	192	84	12	3	0	0	0	0	381
15:00	10	3	0	21	91	214	124	22	6	0	0	0	0	491
16:00	13	1	0	27	106	254	128	11	0	0	0	0	0	540
17:00	6	1	10	21	121	194	110	19	0	0	0	0	0	482
18:00	3	1	0	7	64	139	69	16	3	1	0	0	0	303
19:00	2	1	0	5	32	64	57	22	3	1	1	0	0	188
20:00	1	1	0	6	26	55	51	11	2	3	0	0	0	156
21:00	1	0	0	4	13	48	41	13	4	0	0	0	0	124
22:00	0	0	0	0	11	27	14	8	3	1	0	0	0	64
23:00	0	0	0	2	8	20	16	4	0	1	0	1	0	52
Total	72	10	27	181	876	1931	1211	269	43	9	2	1	0	4632

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Page 2

New London Turnpike
north of Arnold Road
City, State: Coventry, RI
Client: Crossman/P. Bannon
Northbound

05945Dspeed
Site Code: 2925

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
01/15/25	0	0	0	1	2	6	9	4	1	0	1	0	0	24
01:00	0	0	0	1	0	2	2	0	0	0	0	0	0	5
02:00	0	0	0	0	0	1	2	1	2	1	0	0	0	7
03:00	0	0	0	0	1	1	1	4	1	0	0	0	0	8
04:00	0	0	0	0	0	9	3	3	1	1	0	0	0	17
05:00	2	0	0	1	2	10	7	5	1	0	0	0	0	28
06:00	3	0	0	3	12	22	26	4	1	0	0	0	0	71
07:00	7	0	0	8	31	65	53	9	2	0	0	0	0	175
08:00	5	0	1	5	30	82	50	20	2	1	0	0	0	196
09:00	1	0	0	4	21	76	72	13	0	0	0	0	0	187
10:00	4	0	0	4	50	105	66	14	4	1	0	0	0	248
11:00	3	0	0	6	49	105	69	15	0	0	0	0	0	247
12 PM	7	0	2	6	55	89	60	21	4	0	0	0	0	244
13:00	3	0	0	8	47	108	85	18	3	0	0	0	0	272
14:00	7	0	1	12	73	170	102	20	4	0	0	0	0	389
15:00	4	2	3	34	86	200	134	24	3	0	0	0	0	490
16:00	12	0	1	17	110	197	104	21	1	0	0	0	0	463
17:00	9	1	3	29	142	183	71	13	4	0	0	0	0	455
18:00	1	2	2	18	94	105	54	8	0	0	0	1	0	285
19:00	1	0	1	7	53	94	64	15	3	0	1	0	0	239
20:00	4	0	0	4	30	50	49	25	3	0	0	0	0	165
21:00	0	0	0	5	13	41	28	18	3	0	0	0	0	108
22:00	0	0	0	2	13	31	24	14	4	0	1	0	0	89
23:00	0	0	0	0	13	9	21	11	2	0	0	0	0	56
Total	73	5	14	175	927	1761	1156	300	49	4	3	1	0	4468

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New London Turnpike
north of Arnold Road
City, State: Coventry, RI
Client: Crossman/P. Bannon
Northbound

05945Dspeed
Site Code: 2925

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
01/16/25	0	0	0	1	3	11	8	4	1	1	0	0	0	29
01:00	0	0	0	0	1	3	4	1	1	0	0	0	0	10
02:00	0	0	0	0	1	0	4	2	1	0	0	0	0	8
03:00	0	0	0	0	0	1	2	2	0	0	0	0	0	5
04:00	0	0	0	0	4	5	3	1	1	0	0	0	0	14
05:00	0	0	1	2	3	8	8	1	0	2	0	0	0	25
06:00	0	0	0	2	10	25	22	5	2	1	0	0	0	67
07:00	5	0	0	12	19	58	63	27	3	0	0	0	0	187
08:00	1	0	0	16	32	61	69	22	7	0	0	0	0	208
09:00	2	0	0	9	31	82	49	9	2	0	0	0	0	184
10:00	3	0	0	8	43	86	67	20	4	2	1	0	0	234
11:00	5	0	1	5	41	127	88	19	2	0	0	0	0	288
12 PM	6	0	0	5	37	124	98	27	4	0	0	0	0	301
13:00	5	1	3	13	60	104	79	16	4	1	0	0	0	286
14:00	10	1	1	13	56	145	107	20	3	0	0	0	0	356
15:00	7	0	0	24	151	179	90	12	1	0	0	0	0	464
16:00	15	1	3	19	163	229	117	18	0	0	0	0	0	565
17:00	4	3	5	12	85	224	123	20	1	2	1	0	0	480
18:00	0	0	4	10	50	140	88	26	4	3	3	0	0	328
19:00	4	0	0	5	33	99	54	17	2	0	0	0	0	214
20:00	0	0	0	2	23	65	50	25	4	2	0	0	0	171
21:00	1	0	0	4	26	45	34	15	4	0	0	0	0	129
22:00	0	0	0	2	9	31	32	9	1	0	0	0	0	84
23:00	0	0	0	2	10	19	17	6	1	0	0	0	0	55
Total	68	6	18	166	891	1871	1276	324	53	14	5	0	0	4692

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New London Turnpike
north of Arnold Road
City, State: Coventry, RI
Client: Crossman/P. Bannon
Northbound

05945Dspeed
Site Code: 2925

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
01/17/25	0	0	0	2	11	12	14	7	3	0	0	0	0	49
01:00	0	0	0	1	4	7	1	0	1	0	1	0	0	15
02:00	0	0	0	0	2	1	4	2	0	0	0	0	0	9
03:00	0	0	0	0	1	3	2	2	1	0	0	0	0	9
04:00	0	0	1	1	5	11	3	1	1	0	0	0	0	23
05:00	0	0	1	4	5	6	3	5	1	0	0	0	0	25
06:00	2	1	2	2	6	27	19	4	1	1	0	0	0	65
07:00	5	0	1	6	40	68	39	16	1	0	0	0	0	176
08:00	3	1	3	1	34	82	72	11	4	0	0	0	0	211
09:00	2	0	0	7	40	78	57	15	2	1	0	0	0	202
10:00	6	0	0	1	35	88	76	14	6	0	0	1	0	227
11:00	5	1	2	8	37	107	79	31	3	0	0	0	0	273
12 PM	2	0	0	9	67	123	84	27	2	0	0	0	0	314
13:00	4	0	1	14	57	164	82	9	3	0	0	0	0	334
14:00	6	5	4	36	93	188	107	23	0	0	0	0	0	462
15:00	15	0	1	31	115	202	134	14	4	0	1	0	0	517
16:00	16	0	2	24	135	229	90	14	2	0	0	0	0	512
17:00	8	1	4	15	115	195	101	21	5	0	0	0	1	466
18:00	10	0	4	16	82	127	96	16	7	0	0	0	0	358
19:00	2	0	2	10	44	90	60	16	2	1	0	0	0	227
20:00	3	0	1	12	28	78	71	18	2	0	0	0	0	213
21:00	1	0	1	3	16	40	54	18	6	0	1	0	0	140
22:00	1	0	1	5	26	44	40	14	5	1	0	0	0	137
23:00	0	0	0	4	14	32	16	13	2	0	0	0	0	81
Total	91	9	31	212	1012	2002	1304	311	64	4	3	1	1	5045

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New London Turnpike
north of Arnold Road
City, State: Coventry, RI
Client: Crossman/P. Bannon
Northbound

05945Dspeed
Site Code: 2925

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
01/18/25	0	0	0	0	7	15	9	5	4	0	0	1	0	41
01:00	0	0	0	2	9	9	12	0	1	1	0	0	0	34
02:00	0	0	0	0	3	5	9	3	1	0	0	0	0	21
03:00	0	1	0	0	1	1	3	1	1	0	0	0	0	8
04:00	0	0	0	0	3	1	5	4	1	0	0	0	0	14
05:00	0	0	1	1	2	11	2	2	0	0	0	0	0	19
06:00	0	0	0	1	8	9	19	4	2	0	0	0	0	43
07:00	2	0	1	1	21	50	23	11	2	1	0	0	0	112
08:00	0	0	0	3	22	63	63	21	5	0	0	0	0	177
09:00	8	2	0	5	50	96	79	34	3	0	0	0	0	277
10:00	10	0	3	10	62	133	112	18	3	0	0	0	0	351
11:00	10	1	1	9	48	163	145	27	1	0	0	0	0	405
12 PM	18	0	2	29	92	141	113	30	3	0	0	0	0	428
13:00	14	0	3	10	63	173	132	32	2	1	0	0	0	430
14:00	10	1	0	15	71	178	110	17	3	0	0	0	0	405
15:00	13	0	0	10	87	142	82	33	1	1	1	0	0	370
16:00	9	1	1	13	63	143	114	19	1	0	1	0	0	365
17:00	8	0	0	17	94	140	55	7	3	0	0	0	0	324
18:00	1	1	0	7	63	117	54	16	5	0	0	0	0	264
19:00	0	1	0	7	31	77	52	25	3	0	0	0	0	196
20:00	0	0	0	6	33	57	51	9	4	2	0	0	0	162
21:00	0	0	0	2	20	35	46	19	6	3	1	0	0	132
22:00	0	0	0	3	24	33	37	14	3	1	0	0	0	115
23:00	0	0	0	2	14	28	24	11	3	1	0	0	0	83
Total	103	8	12	153	891	1820	1351	362	61	11	3	1	0	4776
Grand Total	407	38	102	887	4597	9385	6298	1566	270	42	16	4	1	23613

15th Percentile : 32 MPH
50th Percentile : 38 MPH
85th Percentile : 43 MPH
95th Percentile : 47 MPH

Statistics Mean Speed(Average) : 38 MPH
10 MPH Pace Speed : 36-45 MPH
Number in Pace : 15683
Percent in Pace : 66.4%
Number of Vehicles > 35 MPH : 17582
Percent of Vehicles > 35 MPH : 74.5%

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New London Turnpike
north of Arnold Road
City, State: Coventry, RI
Client: Crossman/P. Bannon
Southbound

05945Dspeed
Site Code: 2925

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
01/14/25	0	0	0	0	2	9	3	1	0	0	0	0	0	15
01:00	0	0	0	0	2	5	1	1	0	0	0	0	0	9
02:00	0	0	1	0	4	3	2	1	0	1	0	0	0	12
03:00	0	0	0	0	4	10	5	1	0	0	0	0	0	20
04:00	0	0	0	2	13	19	21	9	0	0	0	0	0	64
05:00	1	0	4	17	52	52	25	3	1	0	0	0	0	155
06:00	1	0	4	51	107	94	30	8	0	0	0	0	0	295
07:00	5	0	1	33	104	153	67	11	0	0	0	0	0	374
08:00	3	0	11	54	116	110	46	9	0	0	0	0	0	349
09:00	6	2	7	25	71	94	39	6	1	0	0	0	0	251
10:00	5	0	0	7	46	115	60	7	1	1	0	0	0	242
11:00	6	0	1	17	64	124	62	15	2	0	0	0	0	291
12 PM	7	0	1	17	53	131	64	16	2	0	0	0	0	291
13:00	9	0	2	5	45	105	68	22	1	1	0	0	0	258
14:00	6	1	4	13	54	120	70	13	0	0	0	0	0	281
15:00	11	1	4	23	62	124	69	19	2	1	0	0	0	316
16:00	7	0	1	10	77	137	61	9	5	0	0	0	0	307
17:00	5	0	4	24	76	110	62	12	0	0	0	0	0	293
18:00	2	1	1	10	51	82	52	6	2	2	0	0	0	209
19:00	2	1	0	6	44	63	22	4	2	0	1	0	0	145
20:00	2	0	1	7	21	37	18	3	0	0	0	0	0	89
21:00	1	0	0	5	16	31	25	8	1	0	0	0	0	87
22:00	2	0	0	2	16	28	7	5	1	0	0	0	0	61
23:00	0	0	0	1	6	8	5	2	0	0	0	0	0	22
Total	81	6	47	329	1106	1764	884	191	21	6	1	0	0	4436

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New London Turnpike
north of Arnold Road
City, State: Coventry, RI
Client: Crossman/P. Bannon
Southbound

05945Dspeed
Site Code: 2925

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
01/15/25	0	0	0	0	2	4	2	0	1	0	0	0	0	9
01:00	0	0	0	0	2	1	2	0	0	0	0	0	0	5
02:00	0	0	0	1	1	4	3	2	1	0	0	0	0	12
03:00	0	0	0	1	4	7	7	1	0	1	0	0	0	21
04:00	0	0	0	3	10	25	18	4	4	0	0	0	0	64
05:00	1	0	1	4	36	64	34	3	3	0	0	0	0	146
06:00	1	0	0	23	73	138	64	6	2	0	0	0	0	307
07:00	6	1	0	18	92	140	86	23	1	0	0	0	0	367
08:00	5	0	1	22	85	140	75	15	2	0	0	0	0	345
09:00	2	0	2	10	62	121	63	13	3	0	0	0	0	276
10:00	5	0	0	11	55	100	87	17	1	0	0	0	0	276
11:00	5	0	1	7	52	126	57	16	2	0	0	0	0	266
12 PM	6	0	0	12	70	110	73	9	2	0	0	0	0	282
13:00	5	0	2	9	48	101	72	18	3	0	0	0	0	258
14:00	12	0	3	20	87	101	56	14	3	0	0	0	0	296
15:00	3	0	3	19	68	126	78	11	0	0	0	0	0	308
16:00	9	0	0	23	51	123	74	8	0	0	0	0	0	288
17:00	11	6	9	22	63	104	31	5	1	0	0	0	0	252
18:00	4	4	5	24	73	60	34	6	1	0	0	0	0	211
19:00	0	0	0	6	26	72	30	5	0	0	0	0	0	139
20:00	0	0	0	4	20	44	24	6	1	0	0	0	0	99
21:00	1	0	1	6	17	31	15	4	2	0	0	0	0	77
22:00	0	0	0	2	14	20	12	6	0	1	0	0	0	55
23:00	0	0	0	0	2	6	3	1	1	0	0	0	0	13
Total	76	11	28	247	1013	1768	1000	193	34	2	0	0	0	4372

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New London Turnpike
north of Arnold Road
City, State: Coventry, RI
Client: Crossman/P. Bannon
Southbound

05945Dspeed
Site Code: 2925

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
01/16/25	0	0	0	1	3	3	3	0	0	0	0	0	0	10
01:00	0	0	0	1	2	1	0	0	0	0	0	0	0	4
02:00	0	0	0	0	5	4	4	1	0	1	0	0	0	15
03:00	0	0	0	1	5	9	5	2	0	0	0	0	0	22
04:00	0	0	0	1	11	20	24	5	0	0	0	0	0	61
05:00	0	0	0	8	32	60	41	11	1	0	0	0	0	153
06:00	2	0	0	7	80	129	58	6	1	0	0	0	0	283
07:00	2	0	0	8	55	164	98	25	3	0	0	0	0	355
08:00	5	0	0	11	73	147	80	22	6	1	0	0	0	345
09:00	0	0	8	11	68	93	61	20	2	0	0	0	0	263
10:00	3	0	1	12	41	90	75	18	1	1	0	0	0	242
11:00	5	1	0	10	61	102	71	20	0	1	0	0	0	271
12 PM	9	0	1	15	87	120	67	11	2	0	0	0	0	312
13:00	3	2	3	12	56	120	62	11	2	0	0	0	0	271
14:00	10	0	3	20	46	119	83	16	1	0	0	0	0	298
15:00	50	37	42	60	61	63	19	4	2	0	0	0	0	338
16:00	14	0	1	14	63	134	77	6	0	0	0	0	0	309
17:00	10	2	12	27	68	111	58	12	0	0	0	0	0	300
18:00	7	0	2	5	55	98	49	11	0	0	0	0	0	227
19:00	3	2	0	6	29	76	47	6	1	1	0	0	0	171
20:00	0	0	4	0	30	43	19	5	1	1	0	0	0	103
21:00	2	0	0	7	26	39	21	4	1	0	0	0	0	100
22:00	0	0	0	2	16	20	7	2	0	0	1	0	0	48
23:00	0	0	0	2	5	13	9	3	0	0	0	0	0	32
Total	125	44	77	241	978	1778	1038	221	24	6	1	0	0	4533

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New London Turnpike
north of Arnold Road
City, State: Coventry, RI
Client: Crossman/P. Bannon
Southbound

05945Dspeed
Site Code: 2925

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
01/17/25	0	0	0	1	5	7	5	2	0	0	0	0	0	20
01:00	0	0	0	1	1	4	4	1	0	0	0	0	0	11
02:00	0	0	0	1	1	5	3	0	0	0	0	0	0	10
03:00	0	0	0	0	6	7	6	1	0	0	0	0	0	20
04:00	0	0	0	2	12	29	19	5	0	0	0	0	0	67
05:00	0	1	1	7	28	62	33	7	2	0	0	0	0	141
06:00	5	0	3	16	94	96	45	9	0	1	0	0	0	269
07:00	4	0	3	10	61	166	79	20	4	0	0	0	0	347
08:00	5	0	0	16	86	127	79	16	3	0	0	0	0	332
09:00	4	0	0	16	71	95	65	18	3	0	1	0	0	273
10:00	8	0	0	5	37	122	65	12	3	1	0	0	0	253
11:00	5	0	1	11	55	123	74	10	0	0	0	0	0	279
12 PM	6	3	2	12	69	123	68	13	1	0	0	0	0	297
13:00	4	4	7	17	65	131	76	14	2	0	0	0	0	320
14:00	8	1	4	25	105	148	87	12	2	0	0	0	0	392
15:00	10	0	9	27	85	113	63	12	2	0	0	0	0	321
16:00	12	0	3	19	100	158	74	10	1	0	0	0	0	377
17:00	10	0	2	22	92	147	61	5	1	0	0	0	0	340
18:00	10	4	2	16	62	103	52	17	0	0	0	0	0	266
19:00	3	0	0	7	54	59	36	14	1	0	0	0	0	174
20:00	3	0	1	11	29	34	25	4	2	0	0	0	0	109
21:00	0	0	0	10	24	38	27	5	0	0	0	0	0	104
22:00	0	1	4	10	21	35	23	8	0	0	0	1	0	103
23:00	0	0	1	3	7	12	13	5	0	0	0	0	0	41
Total	97	14	43	265	1170	1944	1082	220	27	2	1	1	0	4866

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New London Turnpike
north of Arnold Road
City, State: Coventry, RI
Client: Crossman/P. Bannon
Southbound

05945Dspeed
Site Code: 2925

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
01/18/25	0	0	0	1	4	8	3	2	0	0	0	0	0	18
01:00	0	0	0	0	15	6	1	1	0	0	0	0	0	23
02:00	0	0	0	2	0	7	2	1	0	0	0	0	0	12
03:00	0	0	0	4	1	2	4	1	0	0	0	0	0	12
04:00	0	0	0	4	5	13	9	4	1	1	0	0	0	37
05:00	0	0	0	5	16	19	9	5	0	0	0	0	0	54
06:00	0	0	0	6	34	46	22	11	2	0	0	0	0	121
07:00	1	0	0	5	32	76	48	16	4	2	1	0	0	185
08:00	1	0	0	7	71	113	74	6	0	0	0	0	0	272
09:00	10	3	5	19	73	141	69	12	3	0	0	0	0	335
10:00	10	0	4	18	83	148	75	19	2	0	0	0	0	359
11:00	9	3	0	28	96	205	90	13	0	0	0	0	0	444
12 PM	16	0	2	40	109	157	81	10	0	0	0	0	0	415
13:00	10	1	5	29	106	159	68	10	0	0	0	0	0	388
14:00	9	0	0	12	83	162	76	13	1	0	0	0	0	356
15:00	12	2	3	13	104	121	64	7	1	1	0	0	0	328
16:00	11	0	0	21	110	116	38	8	0	0	0	0	0	304
17:00	7	0	4	21	71	98	51	5	0	0	0	0	0	257
18:00	4	0	1	25	60	67	37	6	0	0	0	0	0	200
19:00	2	1	0	4	48	73	38	5	1	0	0	0	0	172
20:00	0	0	2	6	35	45	21	10	3	0	0	0	0	122
21:00	0	0	0	11	21	35	20	6	2	1	0	0	0	96
22:00	3	0	1	3	31	34	14	7	3	0	0	0	0	96
23:00	1	0	0	0	8	22	10	2	2	0	0	0	0	45
Total	106	10	27	284	1216	1873	924	180	25	5	1	0	0	4651
Grand Total	485	85	222	1366	5483	9127	4928	1005	131	21	4	1	0	22858

15th Percentile : 31 MPH
50th Percentile : 37 MPH
85th Percentile : 42 MPH
95th Percentile : 45 MPH

Statistics
Mean Speed(Average) : 37 MPH
10 MPH Pace Speed : 31-40 MPH
Number in Pace : 14610
Percent in Pace : 63.9%
Number of Vehicles > 35 MPH : 15217
Percent of Vehicles > 35 MPH : 66.6%

Old North Road

BETA Group, Inc.
6 Blackstone Valley Place
Lincoln, RI 02865

Project Name: Green Farm Estates

P: 401.333.2382 F: 401.333.9215

Old North Road Volume

Town/City: Coventry, RI

Site Code: 5236

Roadway: Old North Road

Date Start: 04-Dec-15

Location: North of Sweet Fern Ln (South)

Date End: 11-Dec-15

Start Time	30-Nov-15 Mon	01-Dec-15 Tue	02-Dec-15 Wed	03-Dec-15 Thu	04-Dec-15 Fri	Weekday Average	05-Dec-15 Sat	06-Dec-15 Sun
12:00 AM	*	*	*	*	*	*	21	14
01:00	*	*	*	*	*	*	12	16
02:00	*	*	*	*	*	*	11	5
03:00	*	*	*	*	*	*	6	3
04:00	*	*	*	*	*	*	5	4
05:00	*	*	*	*	*	*	11	12
06:00	*	*	*	*	*	*	27	15
07:00	*	*	*	*	*	*	38	22
08:00	*	*	*	*	*	*	56	35
09:00	*	*	*	*	*	*	79	74
10:00	*	*	*	*	*	*	87	96
11:00	*	*	*	*	*	*	111	95
12:00 PM	*	*	*	*	*	*	108	94
01:00	*	*	*	*	78	78	102	111
02:00	*	*	*	*	110	110	98	80
03:00	*	*	*	*	126	126	97	108
04:00	*	*	*	*	148	148	99	97
05:00	*	*	*	*	144	144	115	63
06:00	*	*	*	*	114	114	82	59
07:00	*	*	*	*	62	62	58	45
08:00	*	*	*	*	71	71	43	36
09:00	*	*	*	*	39	39	41	28
10:00	*	*	*	*	42	42	41	29
11:00	*	*	*	*	42	42	25	25
Total	0	0	0	0	976		1373	1166
Percentage	0.0%	0.0%	0.0%	0.0%	100.0%		140.7%	119.5%
AM Peak Vol.							11:00 111	10:00 96
PM Peak Vol.					16:00 148		17:00 115	13:00 111

BETA Group, Inc.
6 Blackstone Valley Place
Lincoln, RI 02865

Project Name: Green Farm Estates

P: 401.333.2382 F: 401.333.9215

Old North Road Volume

Town/City: Coventry, RI

Site Code: 5236

Roadway: Old North Road

Date Start: 04-Dec-15

Location: North of Sweet Fern Ln (South)

Date End: 11-Dec-15

Start Time	07-Dec-15 Mon	08-Dec-15 Tue	09-Dec-15 Wed	10-Dec-15 Thu	11-Dec-15 Fri	Weekday Average	12-Dec-15 Sat	13-Dec-15 Sun
12:00 AM	4	12	11	16	16	12	*	*
01:00	6	6	7	6	8	7	*	*
02:00	2	0	0	7	2	2	*	*
03:00	3	1	2	2	2	2	*	*
04:00	7	4	4	6	5	5	*	*
05:00	19	16	20	18	19	18	*	*
06:00	47	45	52	50	43	47	*	*
07:00	81	60	80	68	71	72	*	*
08:00	89	94	117	100	108	102	*	*
09:00	80	73	75	62	62	70	*	*
10:00	63	49	52	59	74	59	*	*
11:00	66	56	64	67	79	66	*	*
12:00 PM	65	70	79	79	82	75	*	*
01:00	60	69	75	68	70	68	*	*
02:00	76	77	83	87	*	81	*	*
03:00	136	128	109	147	*	130	*	*
04:00	125	132	159	146	*	140	*	*
05:00	146	137	120	127	*	132	*	*
06:00	83	78	94	84	*	85	*	*
07:00	54	57	70	67	*	62	*	*
08:00	52	43	44	62	*	50	*	*
09:00	25	22	33	43	*	31	*	*
10:00	26	15	28	28	*	24	*	*
11:00	21	21	17	18	*	19	*	*
Total	1336	1265	1395	1417	641		0	0
Percentage	98.3%	93.1%	102.6%	104.3%	47.2%		0.0%	0.0%
AM Peak	08:00	08:00	08:00	08:00	08:00			
Vol.	89	94	117	100	108			
PM Peak	17:00	17:00	16:00	15:00	12:00			
Vol.	146	137	159	147	82			
Total		1265	1395					

A

Intersection Turning Movement Counts

Tiogue Avenue at East Shore Drive
Tiogue Avenue at Old North Road
Old North Road at Minglewood Drive
New London Turnpike at Angus Street

Tiogue Avenue at East Shore Drive

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

File Name : 05972C
Site Code : 2940
Start Date : 3/4/2025
Page No : 1

[illegible][illegible]

Transportation Data Corporation

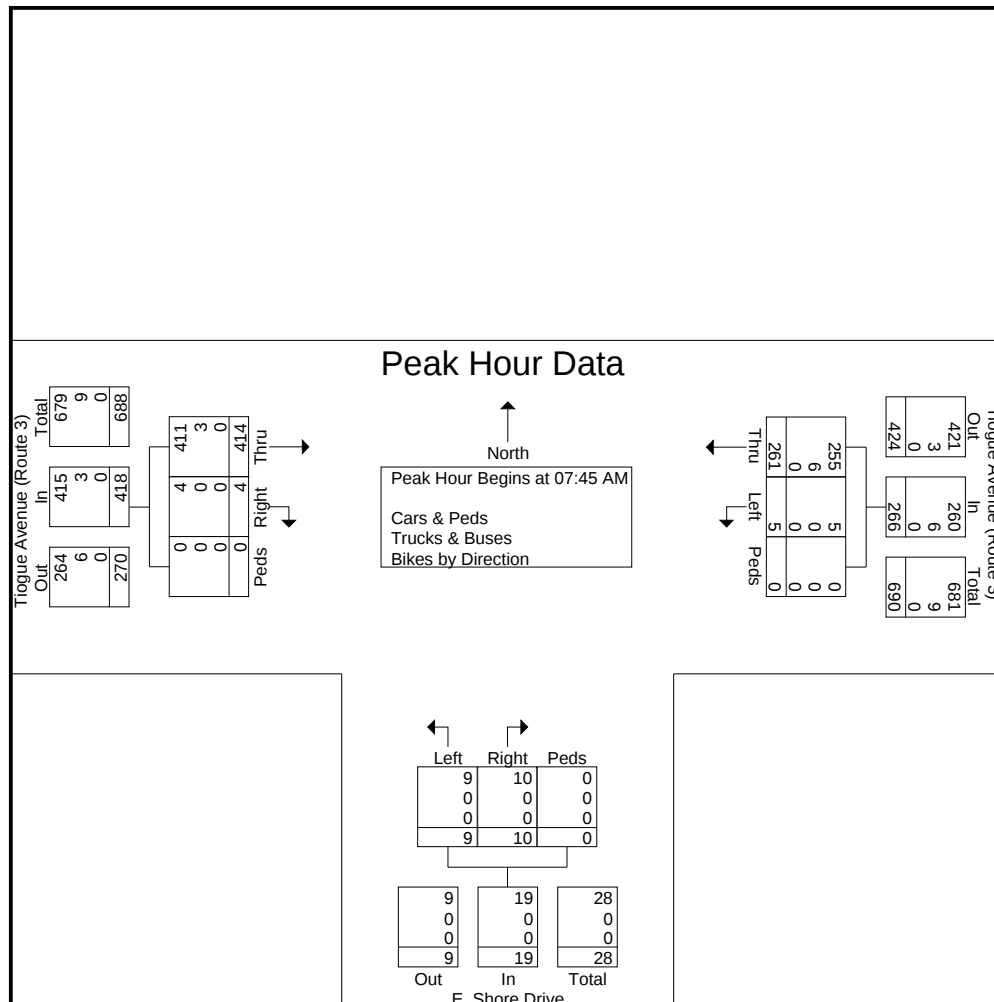
Mario Perone, mperone1@verizon.net

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

S: E. Shore Drive
E/W: Tiogue Avenue (Route 3)
City, State: Coventry, RI
Client: Crossman/P. Bannon

File Name : 05972C
Site Code : 2940
Start Date : 3/4/2025
Page No : 1

	Tiogue Avenue (Route 3) From East				E. Shore Drive From South				Tiogue Avenue (Route 3) From West				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	64	0	0	64	5	3	0	8	0	100	0	100	172
08:00 AM	65	2	0	67	1	0	0	1	0	103	0	103	171
08:15 AM	64	1	0	65	3	2	0	5	3	120	0	123	193
08:30 AM	68	2	0	70	1	4	0	5	1	91	0	92	167
Total Volume	261	5	0	266	10	9	0	19	4	414	0	418	703
% App. Total	98.1	1.9	0		52.6	47.4	0		1	99	0		
PHF	.960	.625	.000	.950	.500	.563	.000	.594	.333	.863	.000	.850	.911
Cars & Peds	255	5	0	260	10	9	0	19	4	411	0	415	694
% Cars & Peds	97.7	100	0	97.7	100	100	0	100	100	99.3	0	99.3	98.7
Trucks & Buses	6	0	0	6	0	0	0	0	0	3	0	3	9
% Trucks & Buses	2.3	0	0	2.3	0	0	0	0	0	0.7	0	0.7	1.3
Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0



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

File Name : 05972CC
Site Code : 2940
Start Date : 3/4/2025
Page No : 1

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Transportation Data Corporation

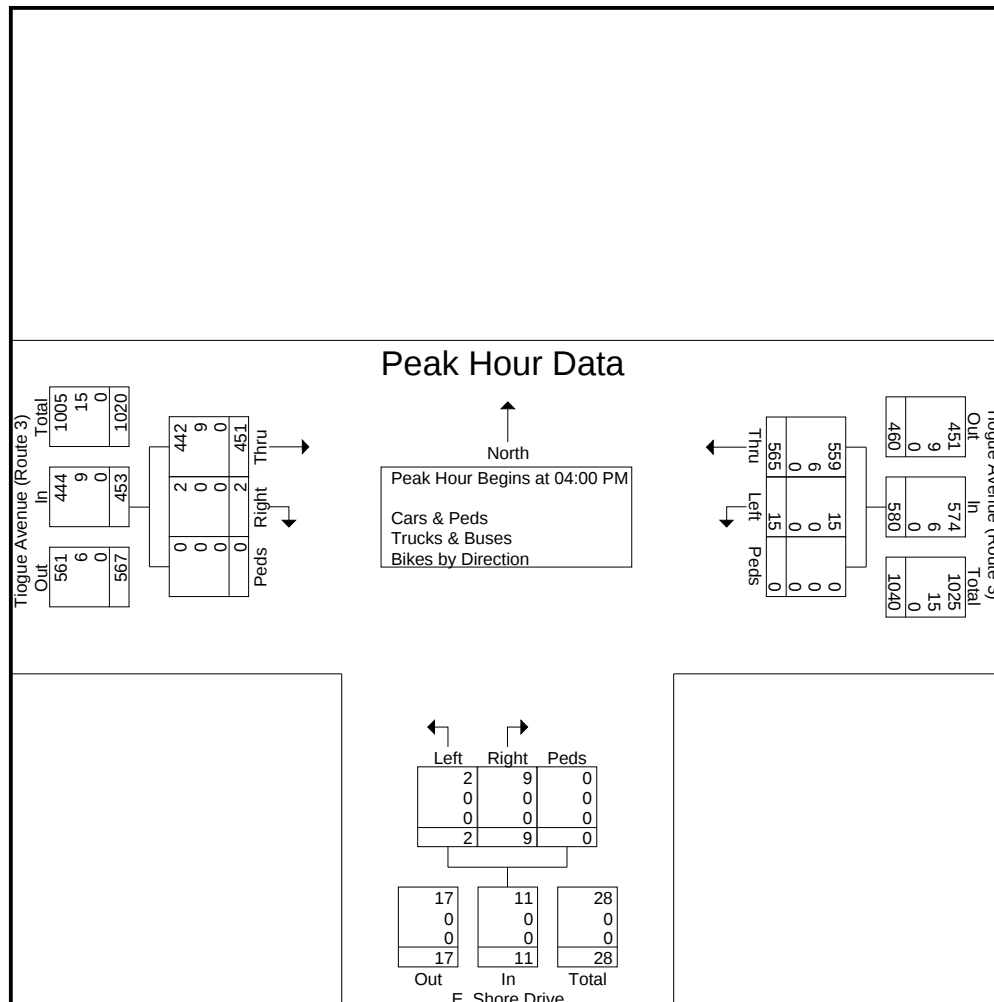
Mario Perone, mperone1@verizon.net

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

S: E. Shore Drive
E/W: Tiogue Avenue (Route 3)
City, State: Coventry, RI
Client: Crossman/P. Bannon

File Name : 05972CC
Site Code : 2940
Start Date : 3/4/2025
Page No : 1

	Tiogue Avenue (Route 3) From East				E. Shore Drive From South				Tiogue Avenue (Route 3) From West				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 04:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	145	4	0	149	3	1	0	4	2	117	0	119	272
04:15 PM	136	1	0	137	3	0	0	3	0	112	0	112	252
04:30 PM	144	4	0	148	2	1	0	3	0	106	0	106	257
04:45 PM	140	6	0	146	1	0	0	1	0	116	0	116	263
Total Volume	565	15	0	580	9	2	0	11	2	451	0	453	1044
% App. Total	97.4	2.6	0		81.8	18.2	0		0.4	99.6	0		
PHF	.974	.625	.000	.973	.750	.500	.000	.688	.250	.964	.000	.952	.960
Cars & Peds	559	15	0	574	9	2	0	11	2	442	0	444	1029
% Cars & Peds	98.9	100	0	99.0	100	100	0	100	100	98.0	0	98.0	98.6
Trucks & Buses	6	0	0	6	0	0	0	0	0	9	0	9	15
% Trucks & Buses	1.1	0	0	1.0	0	0	0	0	0	2.0	0	2.0	1.4
Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0



Tiogue Avenue at Old North Road

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

Page No : 1

[illegible]

Transportation Data Corporation

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N/S: Bonney Street/Old North Road

E/W: Tiogue Avenue (Route 3)

City, State: Coventry, RI

Client: Crossman/P. Bannon

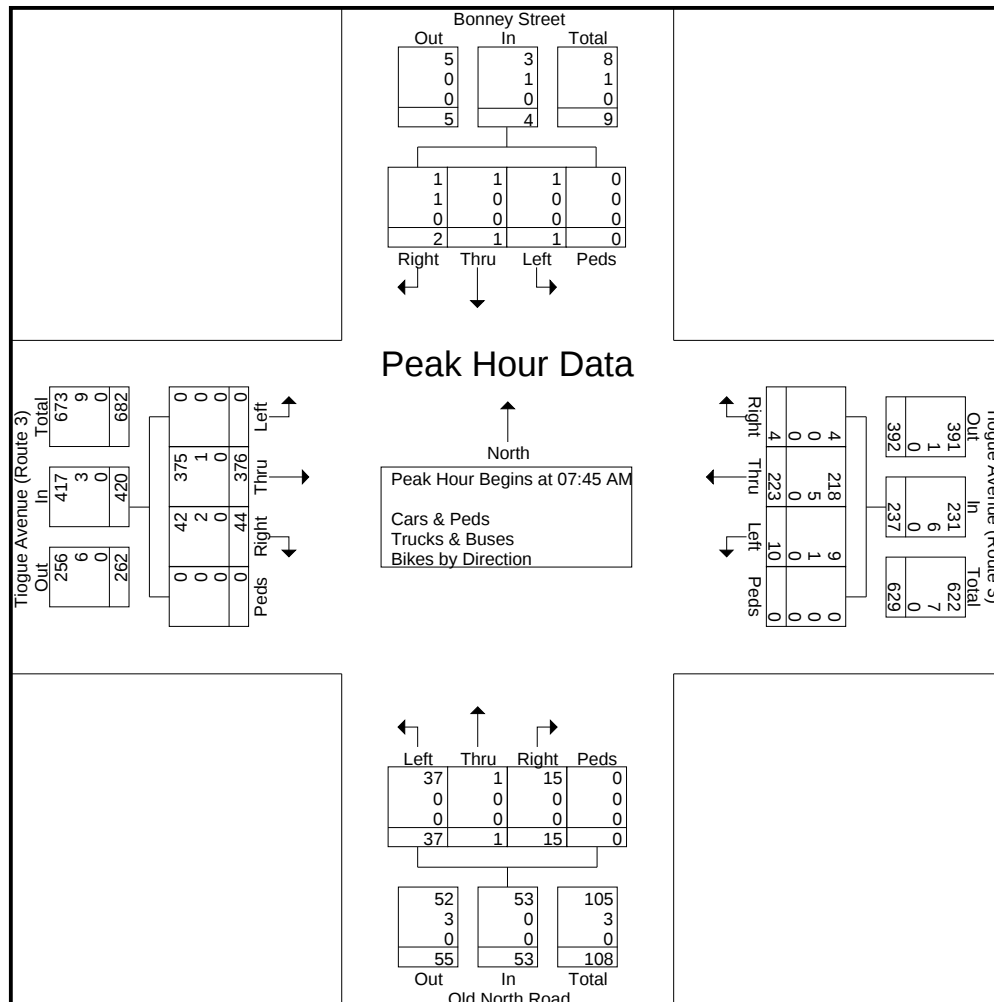
File Name : 05972B

Site Code : 2940

Start Date : 3/4/2025

Page No : 1

	Bonney Street From North					Tiogue Avenue (Route 3) From East					Old North Road From South					Tiogue Avenue (Route 3) From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	0	0	0	52	2	0	54	3	0	10	0	13	10	98	0	0	108	175
08:00 AM	1	0	1	0	2	0	58	3	0	61	3	1	8	0	12	7	98	0	0	105	180
08:15 AM	1	0	0	0	1	1	50	4	0	55	5	0	12	0	17	17	103	0	0	120	193
08:30 AM	0	1	0	0	1	3	63	1	0	67	4	0	7	0	11	10	77	0	0	87	166
Total Volume	2	1	1	0	4	4	223	10	0	237	15	1	37	0	53	44	376	0	0	420	714
% App. Total	50	25	25	0		1.7	94.1	4.2	0		28.3	1.9	69.8	0		10.5	89.5	0	0		
PHF	.500	.250	.250	.000	.500	.333	.885	.625	.000	.884	.750	.250	.771	.000	.779	.647	.913	.000	.000	.875	.925
Cars & Peds	1	1	1	0	3	4	218	9	0	231	15	1	37	0	53	42	375	0	0	417	704
% Cars & Peds	50.0	100	100	0	75.0	100	97.8	90.0	0	97.5	100	100	100	0	100	95.5	99.7	0	0	99.3	98.6
Trucks & Buses	1	0	0	0	1	0	5	1	0	6	0	0	0	0	0	2	1	0	0	3	10
% Trucks & Buses	50.0	0	0	0	25.0	0	2.2	10.0	0	2.5	0	0	0	0	0	4.5	0.3	0	0	0.7	1.4
Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Transportation Data Corporation

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N/S: Bonney Street/Old North Road

E/W: Tiogue Avenue (Route 3)

City, State: Coventry, RI

Client: Crossman/P. Bannon

File Name : 05972BB

Site Code : 2940

Start Date : 3/4/2025

Page No : 1

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

	Bonney Street From North				Tiogue Avenue (Route 3) From East				Old North Road From South				Tiogue Avenue (Route 3) From West				Int. Total
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
03:00 PM	0	0	0	0	1	111	8	0	7	0	18	0	20	93	1	0	259
03:15 PM	3	0	0	0	1	89	5	0	5	0	11	0	10	103	3	0	230
03:30 PM	0	0	0	0	0	110	5	0	6	0	22	0	12	102	0	0	257
03:45 PM	0	0	0	0	2	118	6	0	3	0	11	0	11	84	1	0	236
Total	3	0	0	0	4	428	24	0	21	0	62	0	53	382	5	0	982
04:00 PM	1	0	1	1	1	125	5	0	2	0	21	0	8	112	0	0	277
04:15 PM	1	1	0	0	0	121	3	0	4	2	12	0	8	106	0	0	258
04:30 PM	0	0	0	0	2	137	9	0	5	0	9	0	12	95	1	0	270
04:45 PM	0	0	0	0	1	125	6	0	0	0	21	0	11	107	0	0	271
Total	2	1	1	1	4	508	23	0	11	2	63	0	39	420	1	0	1076
Grand Total	5	1	1	1	8	936	47	0	32	2	125	0	92	802	6	0	2058
Apprch %	62.5	12.5	12.5	12.5	0.8	94.5	4.7	0	20.1	1.3	78.6	0	10.2	89.1	0.7	0	
Total %	0.2	0	0	0	0.4	45.5	2.3	0	1.6	0.1	6.1	0	4.5	39	0.3	0	
Cars & Peds	3	1	1	1	8	926	47	0	29	2	123	0	88	792	6	0	2027
% Cars & Peds	60	100	100	100	100	98.9	100	0	90.6	100	98.4	0	95.7	98.8	100	0	98.5
Trucks & Buses	2	0	0	0	0	9	0	0	2	0	1	0	3	10	0	0	27
% Trucks & Buses	40	0	0	0	0	1	0	0	6.2	0	0.8	0	3.3	1.2	0	0	1.3
Bikes by Direction	0	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	4
% Bikes by Direction	0	0	0	0	0	0.1	0	0	3.1	0	0.8	0	1.1	0	0	0	0.2

	Bonney Street From North					Tiogue Avenue (Route 3) From East					Old North Road From South					Tiogue Avenue (Route 3) From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 04:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	1	0	1	1	3	1	125	5	0	131	2	0	21	0	23	8	112	0	0	120	277
04:15 PM	1	1	0	0	2	0	121	3	0	124	4	2	12	0	18	8	106	0	0	114	258
04:30 PM	0	0	0	0	0	2	137	9	0	148	5	0	9	0	14	12	95	1	0	108	270
04:45 PM	0	0	0	0	0	1	125	6	0	132	0	0	21	0	21	11	107	0	0	118	271
Total Volume	2	1	1	1	5	4	508	23	0	535	11	2	63	0	76	39	420	1	0	460	1076
% App. Total	40	20	20	20		0.7	95	4.3	0		14.5	2.6	82.9	0		8.5	91.3	0.2	0		
PHF	.500	.250	.250	.250	.417	.500	.927	.639	.000	.904	.550	.250	.750	.000	.826	.813	.938	.250	.000	.958	.971
Cars & Peds	1	1	1	1	4	4	504	23	0	531	10	2	63	0	75	38	413	1	0	452	1062
% Cars & Peds	50.0	100	100	100	80.0	100	99.2	100	0	99.3	90.9	100	100	0	98.7	97.4	98.3	100	0	98.3	98.7
Trucks & Buses	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	1	7	0	0	8	13
% Trucks & Buses	50.0	0	0	0	20.0	0	0.8	0	0	0.7	0	0	0	0	0	2.6	1.7	0	0	1.7	1.2
Bikes by Direction	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0	9.1	0	0	0	1.3	0	0	0	0	0	0.1

Transportation Data Corporation

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N/S: Bonney Street/Old North Road

E/W: Tiogue Avenue (Route 3)

City, State: Coventry, RI

Client: Crossman/P. Bannon

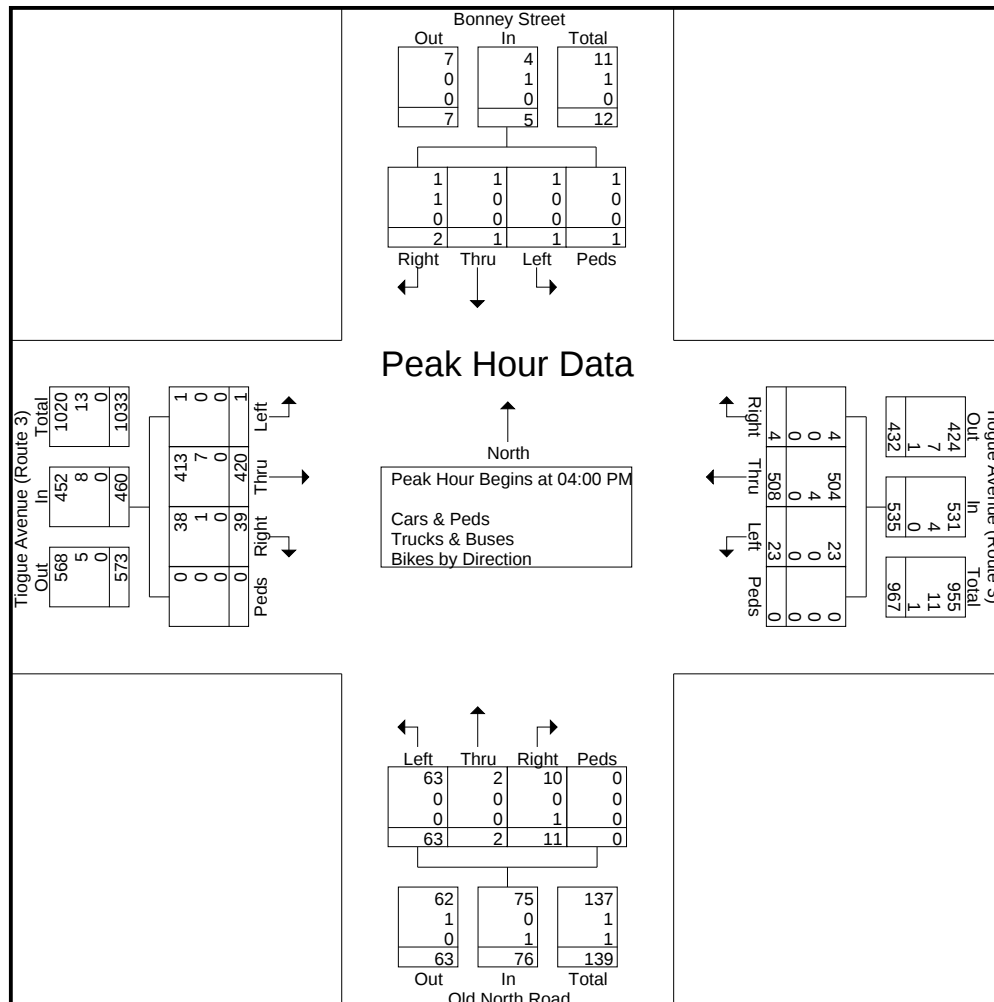
File Name : 05972BB

Site Code : 2940

Start Date : 3/4/2025

Page No : 1

	Bonney Street From North					Tiogue Avenue (Route 3) From East					Old North Road From South					Tiogue Avenue (Route 3) From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 04:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	1	0	1	1	3	1	125	5	0	131	2	0	21	0	23	8	112	0	0	120	277
04:15 PM	1	1	0	0	2	0	121	3	0	124	4	2	12	0	18	8	106	0	0	114	258
04:30 PM	0	0	0	0	0	2	137	9	0	148	5	0	9	0	14	12	95	1	0	108	270
04:45 PM	0	0	0	0	0	1	125	6	0	132	0	0	21	0	21	11	107	0	0	118	271
Total Volume	2	1	1	1	5	4	508	23	0	535	11	2	63	0	76	39	420	1	0	460	1076
% App. Total	40	20	20	20		0.7	95	4.3	0		14.5	2.6	82.9	0		8.5	91.3	0.2	0		
PHF	.500	.250	.250	.250	.417	.500	.927	.639	.000	.904	.550	.250	.750	.000	.826	.813	.938	.250	.000	.958	.971
Cars & Peds	1	1	1	1	4	4	504	23	0	531	10	2	63	0	75	38	413	1	0	452	1062
% Cars & Peds	50.0	100	100	100	80.0	100	99.2	100	0	99.3	90.9	100	100	0	98.7	97.4	98.3	100	0	98.3	98.7
Trucks & Buses	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	1	7	0	0	8	13
% Trucks & Buses	50.0	0	0	0	20.0	0	0.8	0	0	0.7	0	0	0	0	0	2.6	1.7	0	0	1.7	1.2
Bikes by Direction	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0	9.1	0	0	0	1.3	0	0	0	0	0	0.1





Project Name: Green Farm Estates
 Town/City: Coventry, RI
 Location: Old North Rd. at Tiogue Ave.
 Weather: Rain/40's

File Name : Old North Rd. at Tiogue Ave
 Site Code : 00523602
 Start Date : 12/17/2015
 Page No : 1

Groups Printed- Vehicles

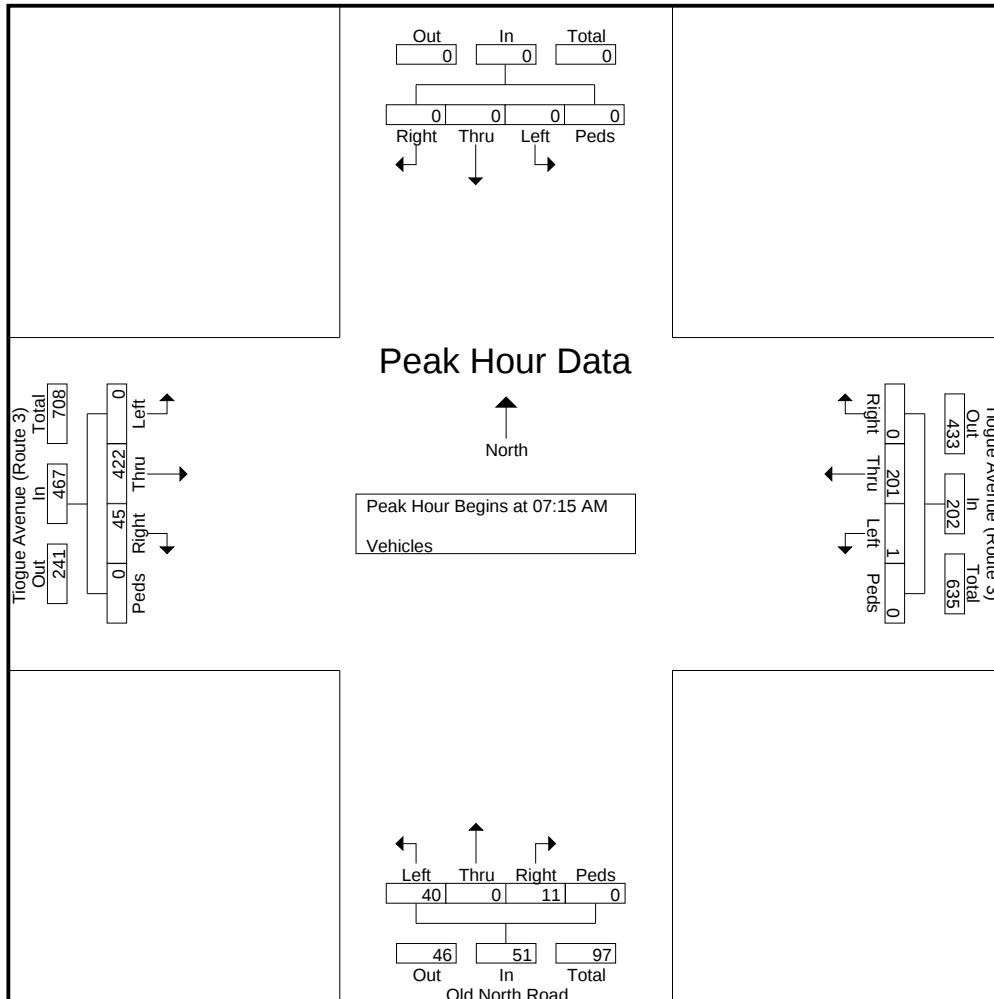
	Southbound					Tiogue Avenue (Route 3) Westbound					Old North Road Northbound					Tiogue Avenue (Route 3) Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	2	39	0	0	41	7	0	4	0	11	0	77	7	0	84	136
07:15 AM	0	0	0	0	0	1	50	0	0	51	8	0	3	0	11	0	107	13	0	120	182
07:30 AM	0	0	0	0	0	0	50	0	0	50	6	0	0	0	6	0	120	8	0	128	184
07:45 AM	0	0	0	0	0	0	57	0	0	57	14	0	2	0	16	0	90	13	0	103	176
Total	0	0	0	0	0	3	196	0	0	199	35	0	9	0	44	0	394	41	0	435	678
08:00 AM	0	0	0	0	0	0	44	0	0	44	12	0	6	0	18	0	105	11	0	116	178
08:15 AM	0	0	0	0	0	0	36	0	0	36	18	0	1	0	19	0	108	7	0	115	170
08:30 AM	0	0	0	0	0	2	46	0	0	48	7	0	1	0	8	0	117	10	0	127	183
08:45 AM	0	0	0	0	0	3	53	0	0	56	10	0	4	0	14	0	98	9	0	107	177
Total	0	0	0	0	0	5	179	0	0	184	47	0	12	0	59	0	428	37	0	465	708
*** BREAK ***																					
04:00 PM	0	0	0	0	0	8	118	0	0	126	18	0	3	0	21	0	97	9	0	106	253
04:15 PM	0	0	0	0	0	7	102	0	0	109	15	0	1	0	16	0	98	9	0	107	232
04:30 PM	0	0	0	0	0	5	118	0	0	123	17	0	5	0	22	0	98	13	0	111	256
04:45 PM	0	0	0	0	0	6	118	0	0	124	13	0	3	0	16	0	113	10	0	123	263
Total	0	0	0	0	0	26	456	0	0	482	63	0	12	0	75	0	406	41	0	447	1004
05:00 PM	0	0	0	0	0	2	119	0	0	121	10	0	3	0	13	0	92	16	0	108	242
05:15 PM	0	0	0	0	0	8	110	0	0	118	17	0	4	0	21	0	98	5	0	103	242
05:30 PM	0	0	0	0	0	2	119	0	0	121	13	0	4	0	17	0	83	9	0	92	230
05:45 PM	0	0	0	0	0	2	115	0	0	117	15	0	4	0	19	0	72	6	0	78	214
Total	0	0	0	0	0	14	463	0	0	477	55	0	15	0	70	0	345	36	0	381	928
Grand Total	0	0	0	0	0	48	1294	0	0	1342	200	0	48	0	248	0	1573	155	0	1728	3318
Apprch %	0	0	0	0		3.6	96.4	0	0		80.6	0	19.4	0		0	91	9	0		
Total %	0	0	0	0	0	1.4	39	0	0	40.4	6	0	1.4	0	7.5	0	47.4	4.7	0	52.1	



Project Name: Green Farm Estates
Town/City: Coventry, RI
Location: Old North Rd. at Tiogue Ave.
Weather: Rain/40's

File Name : Old North Rd. at Tiogue Ave
Site Code : 00523602
Start Date : 12/17/2015
Page No : 3

	Southbound					Tiogue Avenue (Route 3) Westbound					Old North Road Northbound					Tiogue Avenue (Route 3) Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	0	0	1	50	0	0	51	8	0	3	0	11	0	107	13	0	120	182
07:30 AM	0	0	0	0	0	0	50	0	0	50	6	0	0	0	6	0	120	8	0	128	184
07:45 AM	0	0	0	0	0	0	57	0	0	57	14	0	2	0	16	0	90	13	0	103	176
08:00 AM	0	0	0	0	0	0	44	0	0	44	12	0	6	0	18	0	105	11	0	116	178
Total Volume	0	0	0	0	0	1	201	0	0	202	40	0	11	0	51	0	422	45	0	467	720
% App. Total	0	0	0	0	0	0.5	99.5	0	0		78.4	0	21.6	0		0	90.4	9.6	0		
PHF	.000	.000	.000	.000	.000	.250	.882	.000	.000	.886	.714	.000	.458	.000	.708	.000	.879	.865	.000	.912	.978

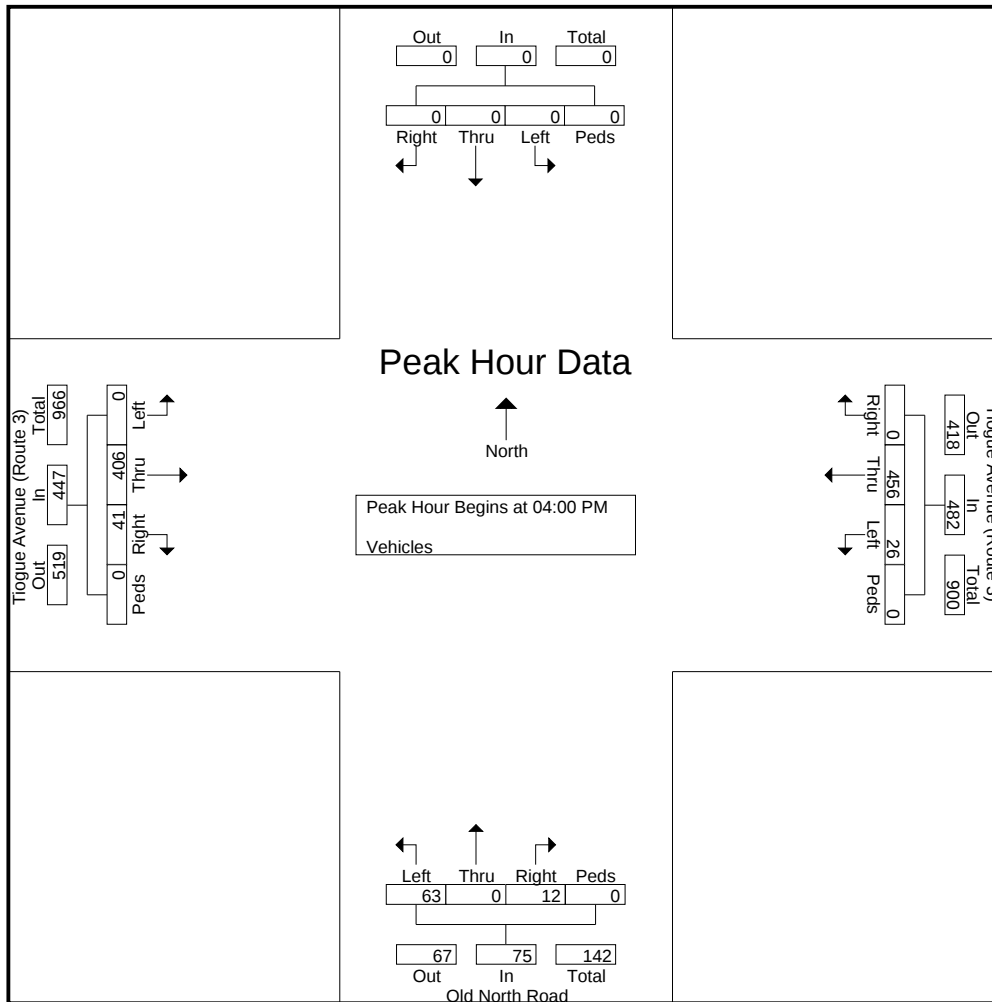




Project Name: Green Farm Estates
Town/City: Coventry, RI
Location: Old North Rd. at Tiogue Ave.
Weather: Rain/40's

File Name : Old North Rd. at Tiogue Ave
Site Code : 00523602
Start Date : 12/17/2015
Page No : 4

	Southbound					Tiogue Avenue (Route 3) Westbound					Old North Road Northbound					Tiogue Avenue (Route 3) Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	0	0	0	8	118	0	0	126	18	0	3	0	21	0	97	9	0	106	253
04:15 PM	0	0	0	0	0	7	102	0	0	109	15	0	1	0	16	0	98	9	0	107	232
04:30 PM	0	0	0	0	0	5	118	0	0	123	17	0	5	0	22	0	98	13	0	111	256
04:45 PM	0	0	0	0	0	6	118	0	0	124	13	0	3	0	16	0	113	10	0	123	263
Total Volume	0	0	0	0	0	26	456	0	0	482	63	0	12	0	75	0	406	41	0	447	1004
% App. Total	0	0	0	0	0	5.4	94.6	0	0		84	0	16	0		0	90.8	9.2	0		
PHF	.000	.000	.000	.000	.000	.813	.966	.000	.000	.956	.875	.000	.600	.000	.852	.000	.898	.788	.000	.909	.954



Old North Road at Minglewood Drive

Intersection Turning Movement Count

File Name : Old North at Sweet Fern
Site Code : 00000000
Start Date : 4/10/2025
Page No : 1

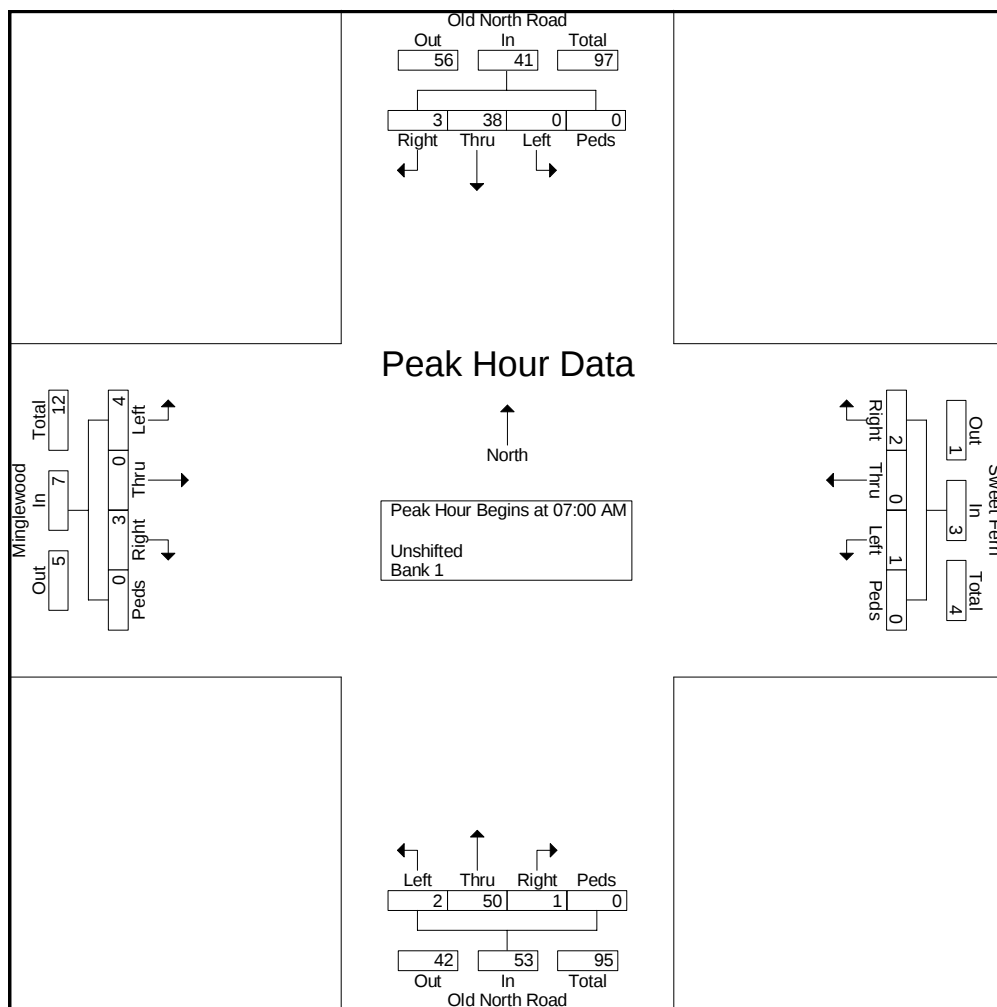
CROSSMAN ENGINEERING

Intersection Turning Movement Count

Project: Village at Tiogue
Community: Coventry
Location: Old North at Minglewood
Weather: Sunny/Cool

File Name : Old North at Sweet Fern
Site Code : 00000000
Start Date : 4/10/2025
Page No : 3

	Old North Road Southbound					Sweet Fern Westbound					Old North Road Northbound					Minglewood Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	11	1	0	12	0	0	0	0	0	1	10	0	0	11	2	0	1	0	3	26
07:15 AM	0	11	0	0	11	0	0	1	0	1	0	13	1	0	14	1	0	1	0	2	28
07:30 AM	0	8	1	0	9	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	22
07:45 AM	0	8	1	0	9	1	0	1	0	2	1	14	0	0	15	1	0	1	0	2	28
Total Volume	0	38	3	0	41	1	0	2	0	3	2	50	1	0	53	4	0	3	0	7	104
% App. Total	0	92.7	7.3	0		33.3	0	66.7	0		3.8	94.3	1.9	0		57.1	0	42.9	0		
PHF	.000	.864	.750	.000	.854	.250	.000	.500	.000	.375	.500	.893	.250	.000	.883	.500	.000	.750	.000	.583	.929



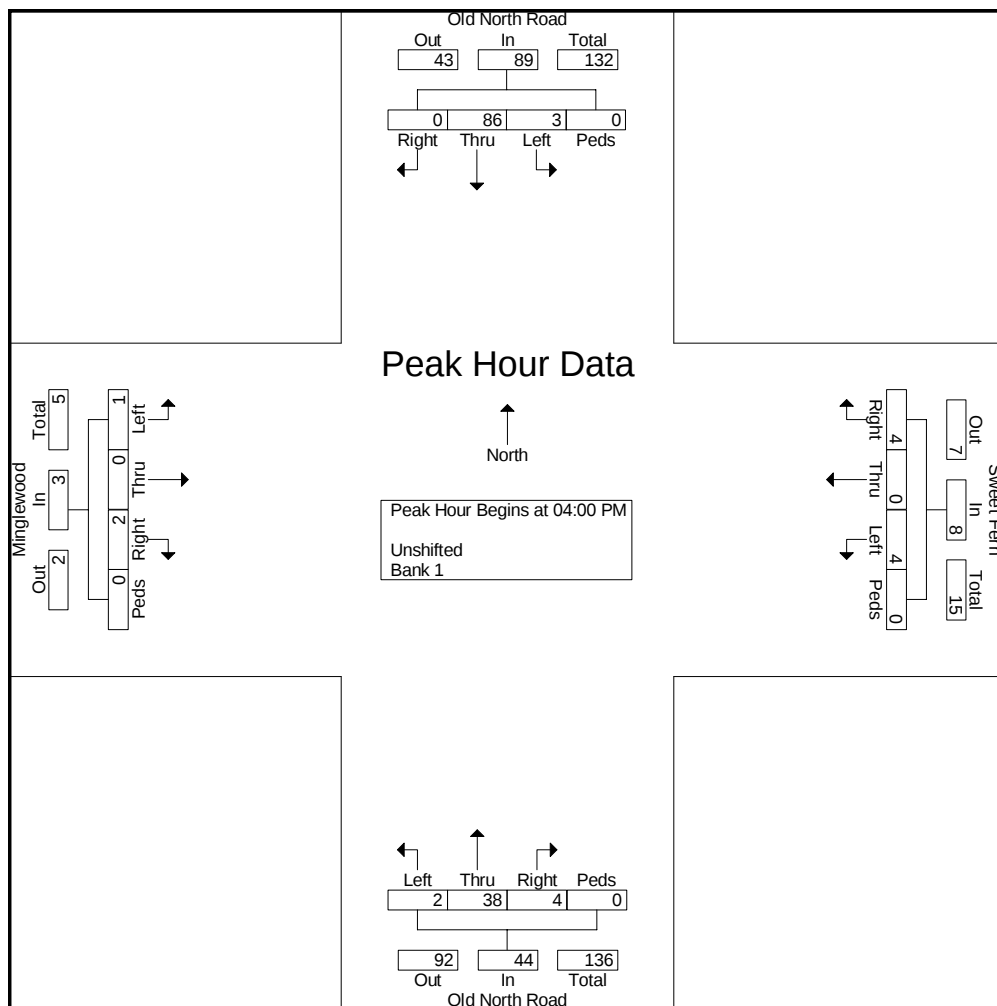
CROSSMAN ENGINEERING

Intersection Turning Movement Count

Project: Village at Tiogue
Community: Coventry
Location: Old North at Minglewood
Weather: Sunny/Cool

File Name : Old North at Sweet Fern
Site Code : 00000000
Start Date : 4/10/2025
Page No : 4

	Old North Road Southbound					Sweet Fern Westbound					Old North Road Northbound					Minglewood Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 04:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	31	0	0	31	2	0	1	0	3	0	9	0	0	9	0	0	0	0	0	43
04:15 PM	1	20	0	0	21	1	0	1	0	2	0	6	1	0	7	0	0	1	0	1	31
04:30 PM	1	20	0	0	21	1	0	1	0	2	1	10	0	0	11	0	0	0	0	0	34
04:45 PM	1	15	0	0	16	0	0	1	0	1	1	13	3	0	17	1	0	1	0	2	36
Total Volume	3	86	0	0	89	4	0	4	0	8	2	38	4	0	44	1	0	2	0	3	144
% App. Total	3.4	96.6	0	0		50	0	50	0		4.5	86.4	9.1	0		33.3	0	66.7	0		
PHF	.750	.694	.000	.000	.718	.500	.000	1.00	.000	.667	.500	.731	.333	.000	.647	.250	.000	.500	.000	.375	.837



New London Turnpike at Angus Street

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

File Name : 05972A
Site Code : 2940
Start Date : 3/4/2025
Page No : 1

[illegible][illegible]

Transportation Data Corporation

Mario Perone, mperone1@verizon.net

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

N/S: New London Turnpike

W: Angus Street

City, State: Coventry, RI

Client: Crossman/P. Bannon

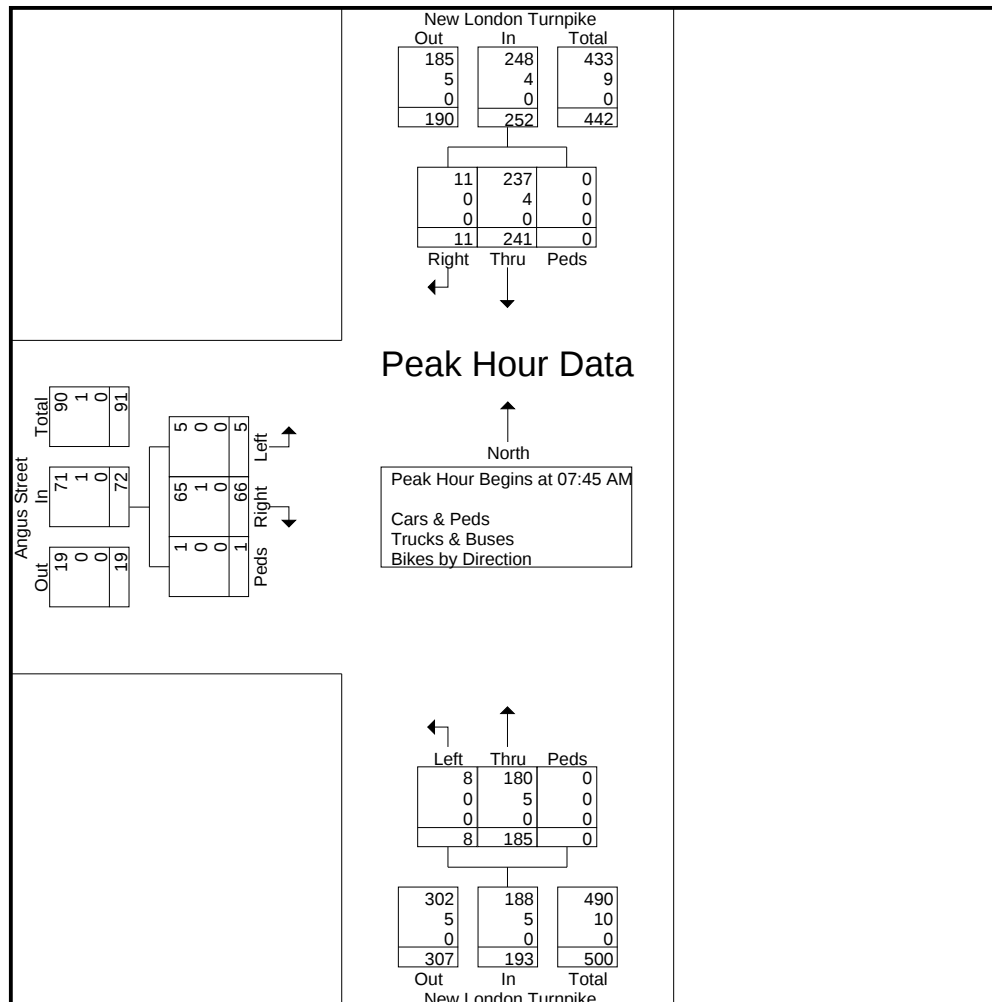
File Name : 05972A

Site Code : 2940

Start Date : 3/4/2025

Page No : 1

	New London Turnpike From North				New London Turnpike From South				Angus Street From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	3	54	0	57	43	0	0	43	23	2	0	25	125
08:00 AM	2	49	0	51	53	4	0	57	8	0	1	9	117
08:15 AM	2	69	0	71	46	2	0	48	16	0	0	16	135
08:30 AM	4	69	0	73	43	2	0	45	19	3	0	22	140
Total Volume	11	241	0	252	185	8	0	193	66	5	1	72	517
% App. Total	4.4	95.6	0		95.9	4.1	0		91.7	6.9	1.4		
PHF	.688	.873	.000	.863	.873	.500	.000	.846	.717	.417	.250	.720	.923
Cars & Peds	11	237	0	248	180	8	0	188	65	5	1	71	507
% Cars & Peds	100	98.3	0	98.4	97.3	100	0	97.4	98.5	100	100	98.6	98.1
Trucks & Buses	0	4	0	4	5	0	0	5	1	0	0	1	10
% Trucks & Buses	0	1.7	0	1.6	2.7	0	0	2.6	1.5	0	0	1.4	1.9
Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0



Transportation Data Corporation

Mario Perone, mperone1@verizon.net

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

N/S: New London Turnpike

W: Angus Street

City, State: Coventry, RI

Client: Crossman/P. Bannon

File Name : 05972AA

Site Code : 2940

Start Date : 3/4/2025

Page No : 1

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

	New London Turnpike From North			New London Turnpike From South			Angus Street From West			
Start Time	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds	Int. Total
03:00 PM	3	66	0	85	6	0	10	2	0	172
03:15 PM	1	62	0	61	5	0	8	1	0	138
03:30 PM	4	70	0	103	11	0	5	4	0	197
03:45 PM	0	63	0	86	8	0	10	2	0	169
Total	8	261	0	335	30	0	33	9	0	676
04:00 PM	1	55	0	90	8	0	5	3	0	162
04:15 PM	1	70	0	91	9	0	8	0	0	179
04:30 PM	1	59	0	107	7	0	8	3	0	185
04:45 PM	5	50	0	87	4	0	7	3	0	156
Total	8	234	0	375	28	0	28	9	0	682
Grand Total	16	495	0	710	58	0	61	18	0	1358
Apprch %	3.1	96.9	0	92.4	7.6	0	77.2	22.8	0	
Total %	1.2	36.5	0	52.3	4.3	0	4.5	1.3	0	
Cars & Peds	14	487	0	705	58	0	59	18	0	1341
% Cars & Peds	87.5	98.4	0	99.3	100	0	96.7	100	0	98.7
Trucks & Buses	2	8	0	4	0	0	2	0	0	16
% Trucks & Buses	12.5	1.6	0	0.6	0	0	3.3	0	0	1.2
Bikes by Direction	0	0	0	1	0	0	0	0	0	1
% Bikes by Direction	0	0	0	0.1	0	0	0	0	0	0.1

	New London Turnpike From North				New London Turnpike From South				Angus Street From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 04:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:30 PM													
03:30 PM	4	70	0	74	103	11	0	114	5	4	0	9	197
03:45 PM	0	63	0	63	86	8	0	94	10	2	0	12	169
04:00 PM	1	55	0	56	90	8	0	98	5	3	0	8	162
04:15 PM	1	70	0	71	91	9	0	100	8	0	0	8	179
Total Volume	6	258	0	264	370	36	0	406	28	9	0	37	707
% App. Total	2.3	97.7	0		91.1	8.9	0		75.7	24.3	0		
PHF	.375	.921	.000	.892	.898	.818	.000	.890	.700	.563	.000	.771	.897
Cars & Peds	5	253	0	258	368	36	0	404	28	9	0	37	699
% Cars & Peds	83.3	98.1	0	97.7	99.5	100	0	99.5	100	100	0	100	98.9
Trucks & Buses	1	5	0	6	1	0	0	1	0	0	0	0	7
% Trucks & Buses	16.7	1.9	0	2.3	0.3	0	0	0.2	0	0	0	0	1.0
Bikes by Direction	0	0	0	0	1	0	0	1	0	0	0	0	1
% Bikes by Direction	0	0	0	0	0.3	0	0	0.2	0	0	0	0	0.1

Transportation Data Corporation

Mario Perone, mperone1@verizon.net

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

N/S: New London Turnpike

W: Angus Street

City, State: Coventry, RI

Client: Crossman/P. Bannon

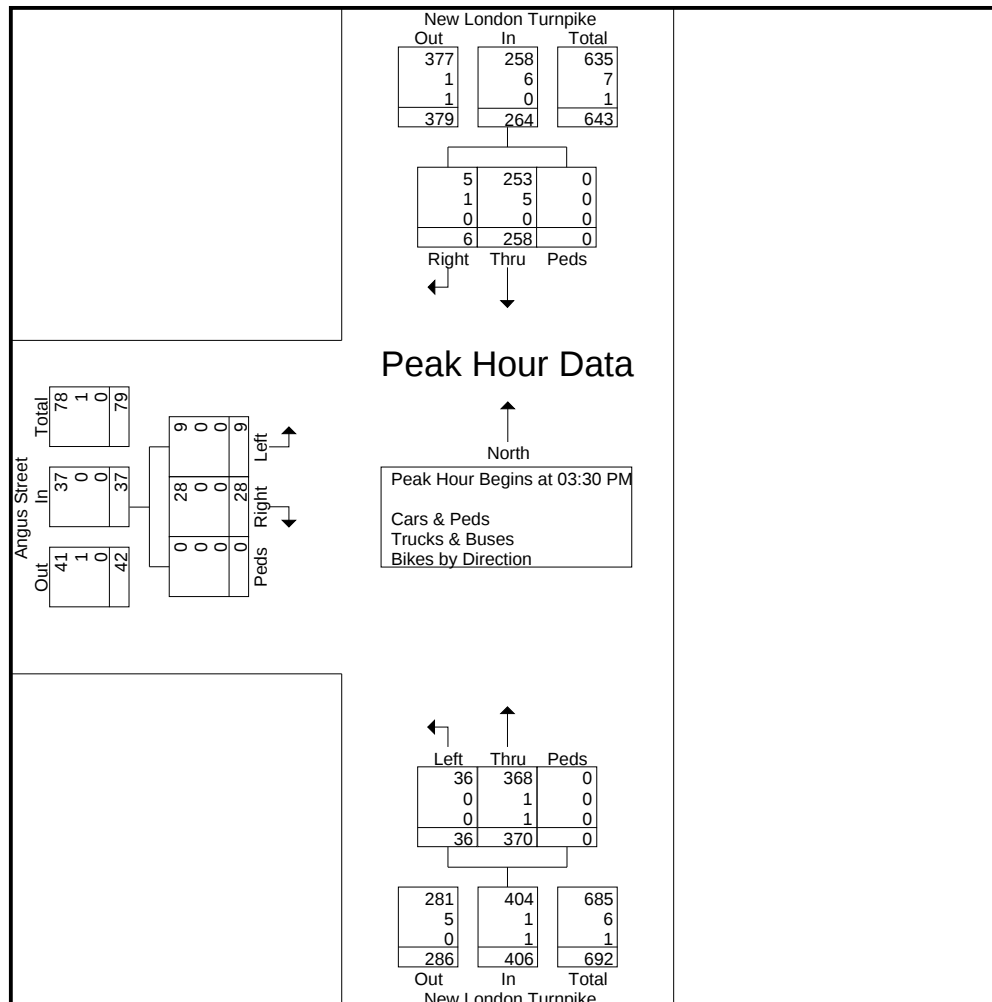
File Name : 05972AA

Site Code : 2940

Start Date : 3/4/2025

Page No : 1

	New London Turnpike From North				New London Turnpike From South				Angus Street From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 04:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:30 PM													
03:30 PM	4	70	0	74	103	11	0	114	5	4	0	9	197
03:45 PM	0	63	0	63	86	8	0	94	10	2	0	12	169
04:00 PM	1	55	0	56	90	8	0	98	5	3	0	8	162
04:15 PM	1	70	0	71	91	9	0	100	8	0	0	8	179
Total Volume	6	258	0	264	370	36	0	406	28	9	0	37	707
% App. Total	2.3	97.7	0		91.1	8.9	0		75.7	24.3	0		
PHF	.375	.921	.000	.892	.898	.818	.000	.890	.700	.563	.000	.771	.897
Cars & Peds	5	253	0	258	368	36	0	404	28	9	0	37	699
% Cars & Peds	83.3	98.1	0	97.7	99.5	100	0	99.5	100	100	0	100	98.9
Trucks & Buses	1	5	0	6	1	0	0	1	0	0	0	0	7
% Trucks & Buses	16.7	1.9	0	2.3	0.3	0	0	0.2	0	0	0	0	1.0
Bikes by Direction	0	0	0	0	1	0	0	1	0	0	0	0	1
% Bikes by Direction	0	0	0	0	0.3	0	0	0.2	0	0	0	0	0.1



APPENDIX B – Traffic Crash Data

January 2022 through December 2024

Crash Data Summary

The Village at Tiogue, Coventry

Date	Major Street	Intersecting Street	Type	Direction	Severity	Contributing Factor
Year - 2022						
9/30/2022	Old North Road	N/A	Angle	NB	PP	Object in Road
5/31/2022	New London Turnpike	N/A	Rear End	NB/NB	PP	Driver Slowed Suddenly
Year - 2023						
6/17/2023	Old North Road	N/A	Side Swipe	SB/NB	PP	Driver Error - Parked Vehicle
7/27/2023	New London Turnpike	Rejane Street	Rear End	NB/NB	PP	Driver Slowed Suddenly
8/11/2023	Tiogue Avenue	Paul Sprague Drive	Off-Road	WB	PP	Driver Left Of Center Forced Off- Road
9/3/2023	New London Turnpike	n/a	Off-Road	NB	PP	Medical Emergency
12/4/2023	Old North Road	Angus Street	Rear to Side	SB/WB	PP	Driver Error
Year - 2024						
1/5/2024	New London Turnpike	Whittier Drive	Angle	NB/WB	PP	Failure to Yield
9/12/2024	New London Turnpike	Rejane Street	Sideswipe	NB/SB	PP	Driver Error

CRASH DATA LISTING

ACCIDENT No.	DATE	WEATHER	ROAD COND	ACC TYPE	TRAFF CONT	COLL INVOL	COLL TYPE	VEHICLE 1			VEHICLE 2		VEHICLE 3		KABCO
								DIR	VEH ACT	COLL WITH	DIR	VEH ACT	DIR	VEH ACT	
1	9/30/2022	Clear	Dry	Property	None	Object	Angle	NB	Straight	Object	-	-			O
2	5/31/2022	Clear	Dry	Property	None	Veh/Veh	Rear End	NB	Slowing	Veh	NB	Straight			O
3	6/17/2023	Clear	Dry	Property	None	Veh/Veh	Side Swipe	SB	Straight	Veh	NB	Parked			O
4	7/27/2023	Clear	Dry	Injury	None	Veh/Veh	Rear End	NB	Stopped	Veh	NB	Slowing			C
5	8/11/2023	Clear	Dry	Property	None	Object	Angle	WB	Straight	Hydrant	-	-			O
6	9/3/2023	Clear	Dry	Property	None	Object	Angle	NB	Straight	House	-	-			O
7	12/4/2023	Clear	Dry	Property	None	Veh/Veh	Angle	SB	Turning Left	Veh	NB	Right Turn			O
8	1/5/2024	Clear	Dry	Property	Stop	Veh/Veh	Angle	NB	Straight	Veh	WB	Left Turn			O
9	9/12/2024	Clear	Dry	Property	None	Veh/Veh	Sideswipe	NB	Straight	Veh	SB	Straight			O

Crash Severity

K = Fatal Injury
 A = Suspected Serious Injury
 B = Suspected Minor Injury
 C = Possible Injury
 O = No Apparent Injury

Crash Analysis

All Intersections and Segments

			2022	2023	2024	Total	Percent
Collision Type							
		Intersection		1	1	2	
		Non-Intersection	2	4	1	7	
		Rear End	1	1		2	25%
		Angle		2	1	3	38%
		Head On				0	0%
		Single Vehicle Crash	1			1	13%
		Sideswipe, Same Direction		1		1	13%
		Sideswipe, Opposite Direction			1	1	13%
		Broadside				0	0%
		Unknown/Other				0	0%
		Total	2	4	2	8	100%
Accident Severity							
		Property Damage Only	2	4	2	8	89%
		Injury		1		1	11%
		Fatal				0	0%
		Not Reported				0	0%
Light Condition							
		Day	2	5	2	9	100%
		Night				0	0%
		Dusk/Dawn				0	0%
		Dark, Lighted Roadway				0	0%
		Dark, Roadway Not Lighted				0	0%
		Not Reported				0	0%
Road Condition							
		Dry	2	5	2	9	100%
		Wet				0	0%
		Snow				0	0%
		Ice				0	0%
		Not Reported				0	0%
Hour of Day							
		6:00 AM -9:00 AM		1		1	11%
		9:00 AM -3:00 PM		4		4	44%
		3:00 PM -6:00 PM	2		2	4	44%
		6:00 PM -6:00 AM				0	0%
		Total Accidents:	2	5	2	9	

APPENDIX C – Trip Generation

ITE Trip Generation Summary

Site Trip Distribution

ITE Land Use Codes

ITE Land Use Code 210 – Single Family Detached Housing

ITE Land Use Code 215 – Single-Family Attached Housing

C

Trip Generation Summary

Trip Generation Summary

Village at Tiogue

	<u>Description</u>	<u>Enter</u>	<u>Exit</u>	<u>Total</u>
<u>DAILY</u>				
ITE Land Use Code 210	Single Family Detached			
	Area 2	193	193	386
	Area 3	288	288	576
		481	481	962
ITE Land Use Code 215	Single Family Attached			
	Area 1	209	209	418
	Area 2	58	58	116
		267	267	534
	TOTAL	748	748	1,496

AM PEAK HOUR

ITE Land Use Code 210	Single Family Detached			
	Area 2	8	21	29
	Area 3	11	32	43
		19	53	72
ITE Land Use Code 215	Single Family Attached			
	Area 1	9	19	28
	Area 2	3	5	8
		12	24	36
	TOTAL	31	77	108

PM PEAK HOUR

ITE Land Use Code 210	Single Family Detached			
	Area 2	25	14	39
	Area 3	36	21	57
		61	35	96
ITE Land Use Code 215	Single Family Attached			
	Area 1	19	14	33
	Area 2	5	4	9
		24	18	42
	TOTAL	85	53	138

Calculations;

ITE Land Use Code 210 – Single Family Detached (Area 3)

Independent Variable (X) = Dwelling Units

X = 61 Units

Daily *Directional Distribution 50% Entering, 50% Exiting*

$$T = 9.43 (X)$$

$$T = 9.43 (61)$$

$$T = 576$$

$$\text{Enter: } 288$$

$$\text{Exit: } 288$$

$$\text{Total } 576$$

AM Peak *Directional Distribution 26% Entering, 74% Exiting*

$$T = 0.70 (X)$$

$$T = 0.70 (61)$$

$$T = 43$$

$$\text{Enter: } 11$$

$$\text{Exit: } 32$$

$$\text{Total } 43$$

PM Peak *Directional Distribution 63% Entering, 37% Exiting*

$$T = 0.94 (X)$$

$$T = 0.94 (61)$$

$$T = 57$$

$$\text{Enter: } 36$$

$$\text{Exit: } 21$$

$$\text{Total } 57$$

ITE Land Use Code 210 – Single Family Detached (Area 2)

Independent Variable (X) = Dwelling Units

X = 41 Units

Daily *Directional Distribution 50% Entering, 50% Exiting*

$$T = 9.43 (X)$$

$$T = 9.43 (41)$$

$$T = 386$$

$$\text{Enter: } 193$$

$$\text{Exit: } 193$$

$$\text{Total } 386$$

AM Peak *Directional Distribution 26% Entering, 74% Exiting*

$$T = 0.70 (X)$$

$$T = 0.70 (41)$$

$$T = 29$$

$$\text{Enter: } 8$$

$$\text{Exit: } 21$$

$$\text{Total } 29$$

PM Peak *Directional Distribution 63% Entering, 37% Exiting*

$$T = 0.94 (X)$$

$$T = 0.94 (41)$$

$$T = 39$$

$$\text{Enter: } 25$$

$$\text{Exit: } 14$$

$$\text{Total } 39$$

ITE Land Use Code 215 – Single Family Attached (Area 2)

Independent Variable (X) = Dwelling Units

X = 16 Units

Daily *Directional Distribution 50% Entering, 50% Exiting*

T = 7.2 (X)
T = 7.2 (16)
T = 116

Enter: 58
Exit: 58
Total 116

AM Peak *Directional Distribution 31% Entering, 69% Exiting*

T = 0.48 (X)
T = 0.48 (16)
T = 8

Enter: 3
Exit: 5
Total 8

PM Peak *Directional Distribution 57% Entering, 43% Exiting*

T = 0.57 (X)
T = 0.57 (16)
T = 9

Enter: 5
Exit: 4
Total 9

ITE Land Use Code 215 – Single Family Attached (Area 1)

Independent Variable (X) = Dwelling Units

X = 58 Units (Area 1)

Daily *Directional Distribution 50% Entering, 50% Exiting*

$$T = 7.2 (X)$$

$$T = 7.2 (58)$$

$$T = 418$$

$$\text{Enter: } 209$$

$$\text{Exit: } 209$$

$$\text{Total } 418$$

AM Peak *Directional Distribution 31% Entering, 69% Exiting*

$$T = 0.48 (X)$$

$$T = 0.48 (58)$$

$$T = 28$$

$$\text{Enter: } 9$$

$$\text{Exit: } 19$$

$$\text{Total } 28$$

PM Peak *Directional Distribution 57% Entering, 43% Exiting*

$$T = 0.57 (X)$$

$$T = 0.57 (58)$$

$$T = 33$$

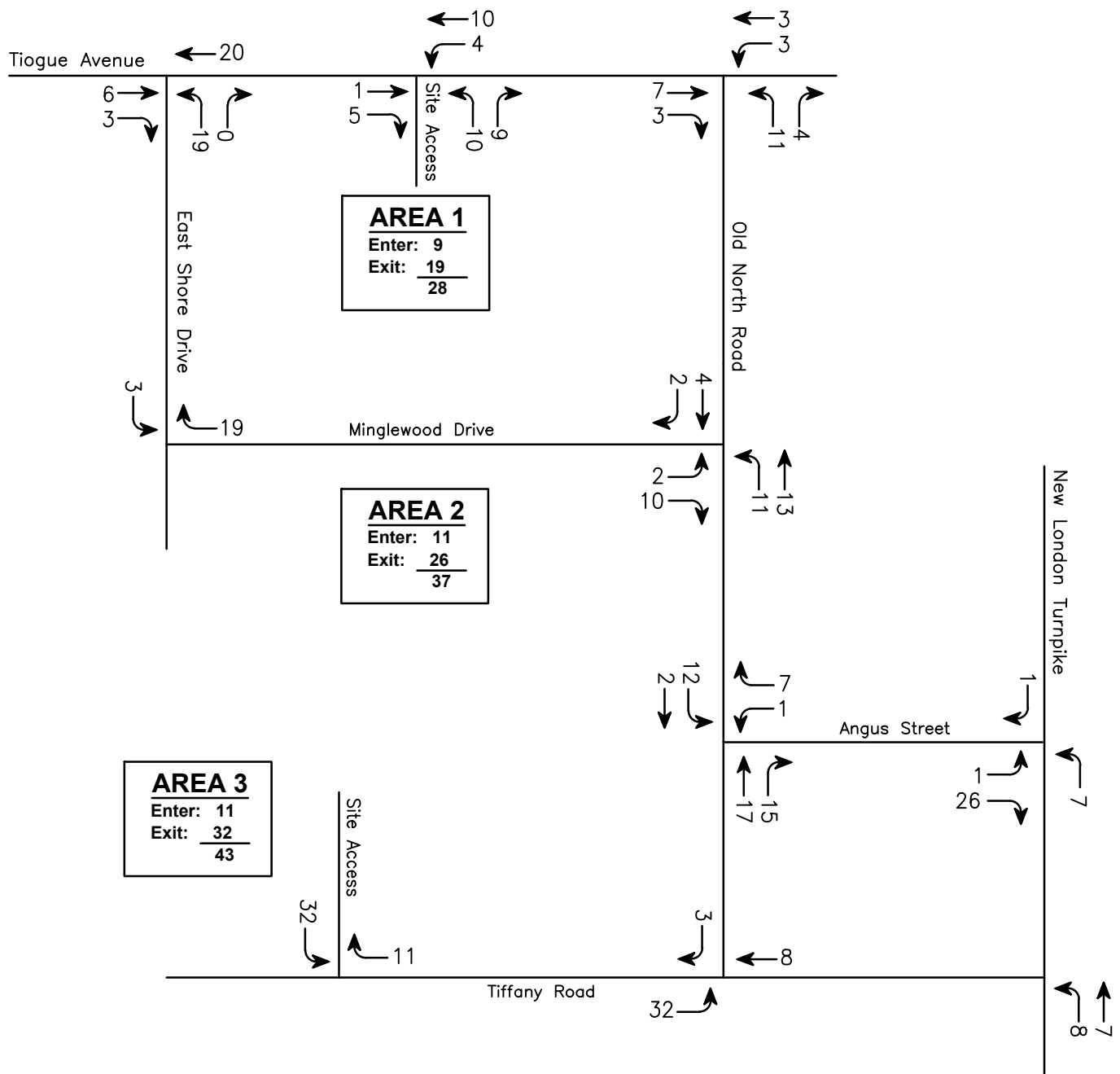
$$\text{Enter: } 19$$

$$\text{Exit: } 14$$

$$\text{Total } 33$$

C

Site Distribution

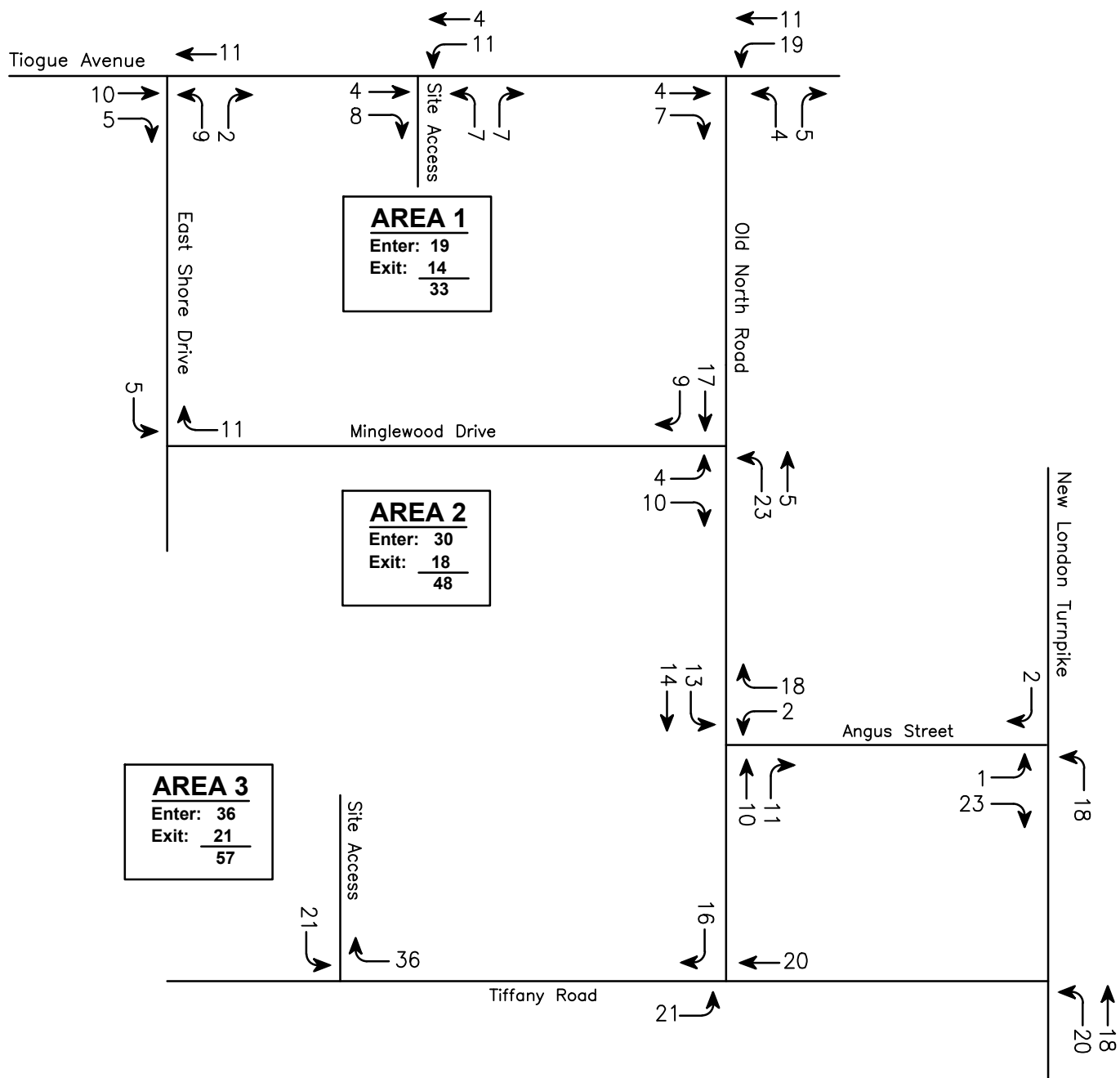


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1 George Leven Drive, Suite 200 | N. Attleboro, MA 02760

**SITE TRIP DISTRIBUTION
WEEKDAY AM PEAK HOUR**

**VILLAGE AT TIOGUE
COVENTRY, RHODE ISLAND**



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**SITE TRIP DISTRIBUTION
WEEKDAY PM PEAK HOUR**

**VILLAGE AT TIOGUE
COVENTRY, RHODE ISLAND**

C

ITE Land Use Code

ITE Land Use Code 210 – Single Family Detached Housing

ITE Land Use Code 215 – Single-Family Attached Housing

ITE Land Use Code 210 – Single Family Detached Housing

Land Use: 210

Single-Family Detached Housing

Description

A single-family detached housing site includes any single-family detached home on an individual lot. A typical site surveyed is a suburban subdivision.

Specialized Land Use

Data have been submitted for several single-family detached housing developments with homes that are commonly referred to as patio homes. A patio home is a detached housing unit that is located on a small lot with little (or no) front or back yard. In some subdivisions, communal maintenance of outside grounds is provided for the patio homes. The three patio home sites total 299 dwelling units with overall weighted average trip generation rates of 5.35 vehicle trips per dwelling unit for weekday, 0.26 for the AM adjacent street peak hour, and 0.47 for the PM adjacent street peak hour. These patio home rates based on a small sample of sites are lower than those for single-family detached housing (Land Use 210), lower than those for single-family attached housing (Land Use 251), and higher than those for senior adult housing – single-family (Land Use 251). Further analysis of this housing type will be conducted in a future edition of *Trip Generation Manual*.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

For 30 of the study sites, data on the number of residents and number of household vehicles are available. The overall averages for the 30 sites are 3.6 residents per dwelling unit and 1.5 vehicles per dwelling unit.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Arizona, California, Connecticut, Delaware, Illinois, Indiana, Kentucky, Maryland, Massachusetts, Minnesota, Montana, New Jersey, North Carolina, Ohio, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Vermont, Virginia, and West Virginia.

Source Numbers

100, 105, 114, 126, 157, 167, 177, 197, 207, 211, 217, 267, 275, 293, 300, 319, 320, 356, 357, 367, 384, 387, 407, 435, 522, 550, 552, 579, 598, 601, 603, 614, 637, 711, 716, 720, 728, 735, 868, 869, 903, 925, 936, 1005, 1007, 1008, 1010, 1033, 1066, 1077, 1078, 1079

Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 174

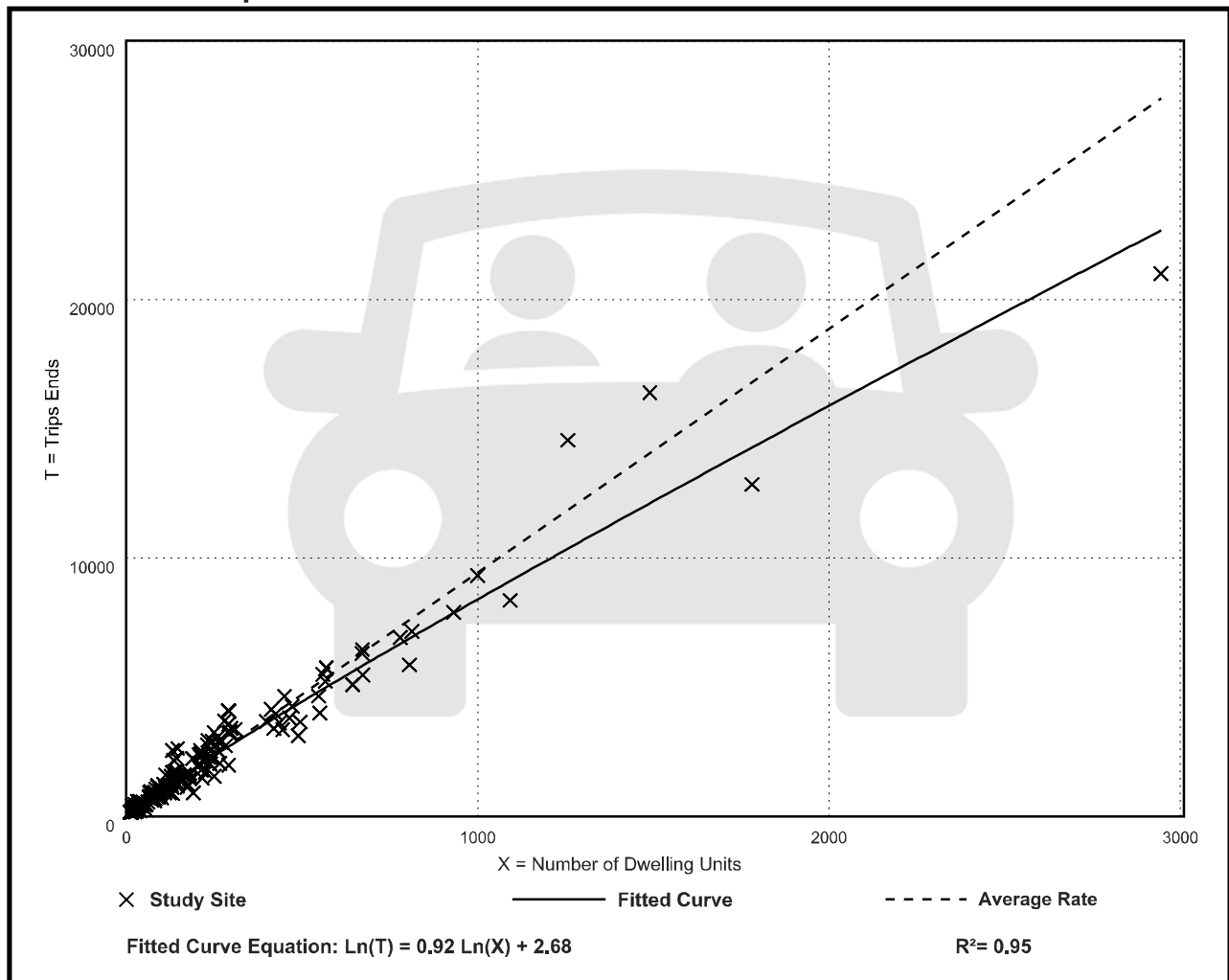
Avg. Num. of Dwelling Units: 246

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 192

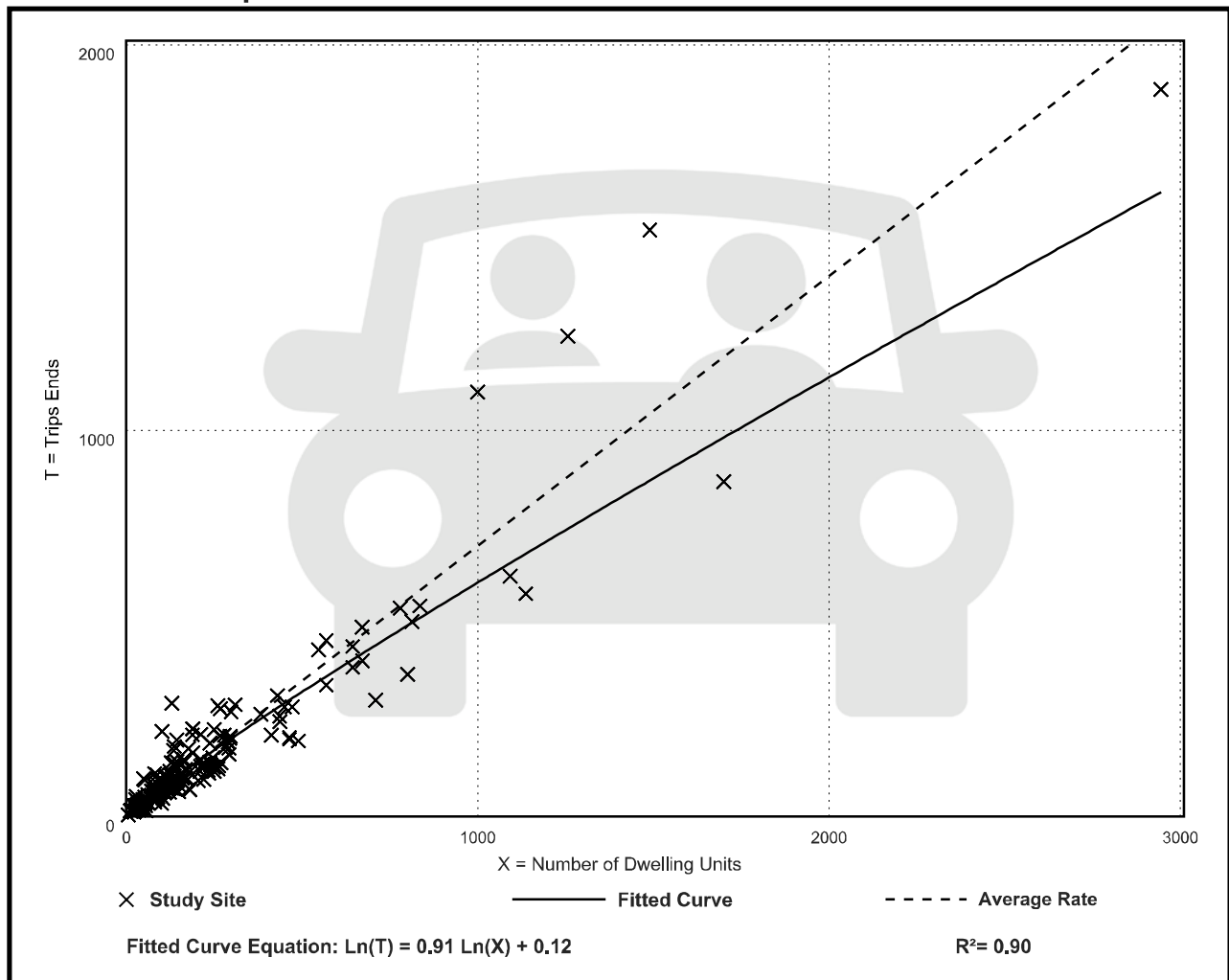
Avg. Num. of Dwelling Units: 226

Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 208

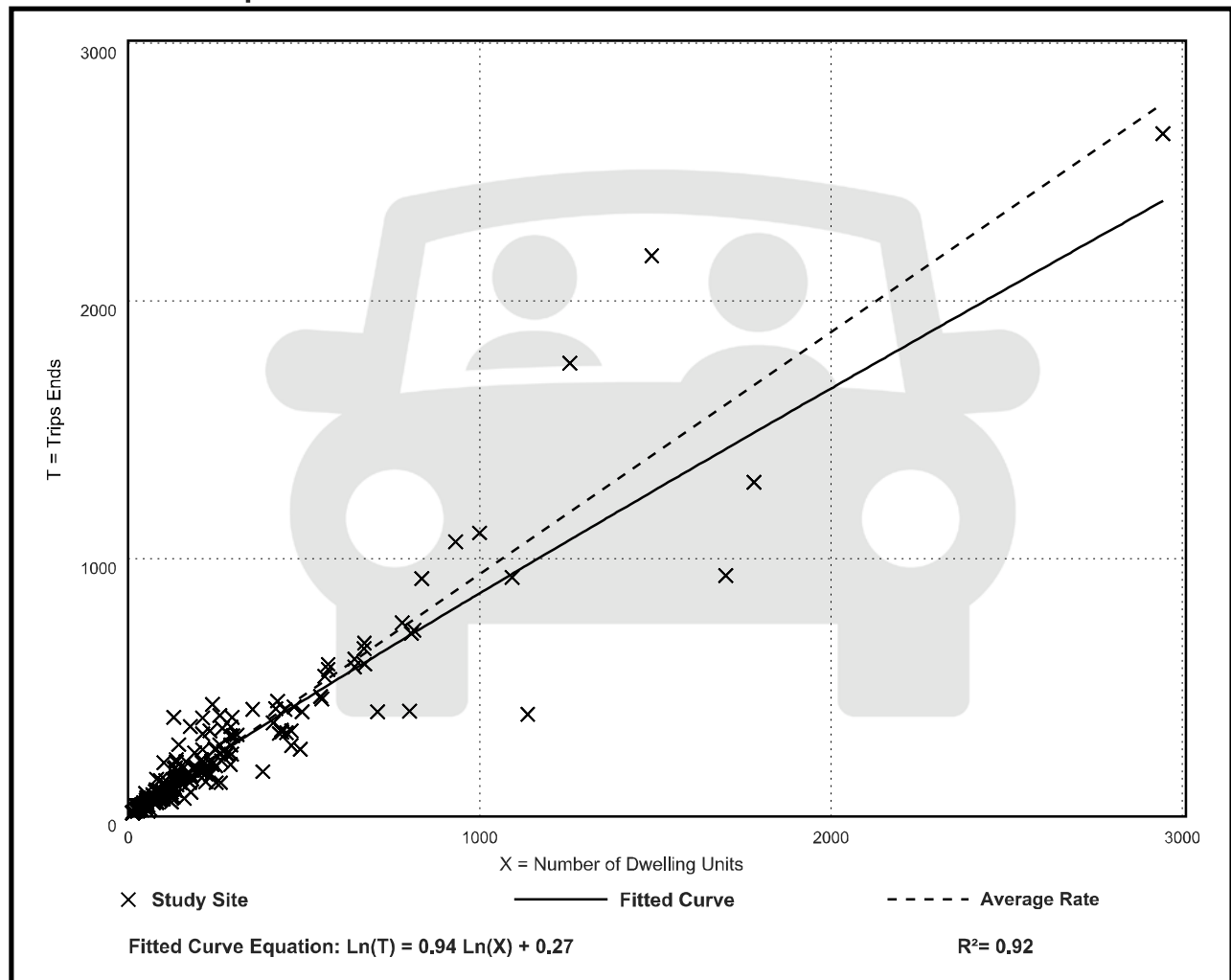
Avg. Num. of Dwelling Units: 248

Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



ITE Land Use Code 215 – Single-Family Attached Housing

Land Use: 215

Single-Family Attached Housing

Description

Single-family attached housing includes any single-family housing unit that shares a wall with an adjoining dwelling unit, whether the walls are for living space, a vehicle garage, or storage space.

Additional Data

The database for this land use includes duplexes (defined as a single structure with two distinct dwelling units, typically joined side-by-side and each with at least one outside entrance) and townhouses/rowhouses (defined as a single structure with three or more distinct dwelling units, joined side-by-side in a row and each with an outside entrance).

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in British Columbia (CAN), California, Georgia, Illinois, Maryland, Massachusetts, Minnesota, New Jersey, Ontario (CAN), Oregon, Pennsylvania, South Dakota, Utah, Virginia, and Wisconsin.

Source Numbers

168, 204, 211, 237, 305, 306, 319, 321, 357, 390, 418, 525, 571, 583, 638, 735, 868, 869, 870, 896, 912, 959, 1009, 1046, 1056, 1058, 1077

Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 22

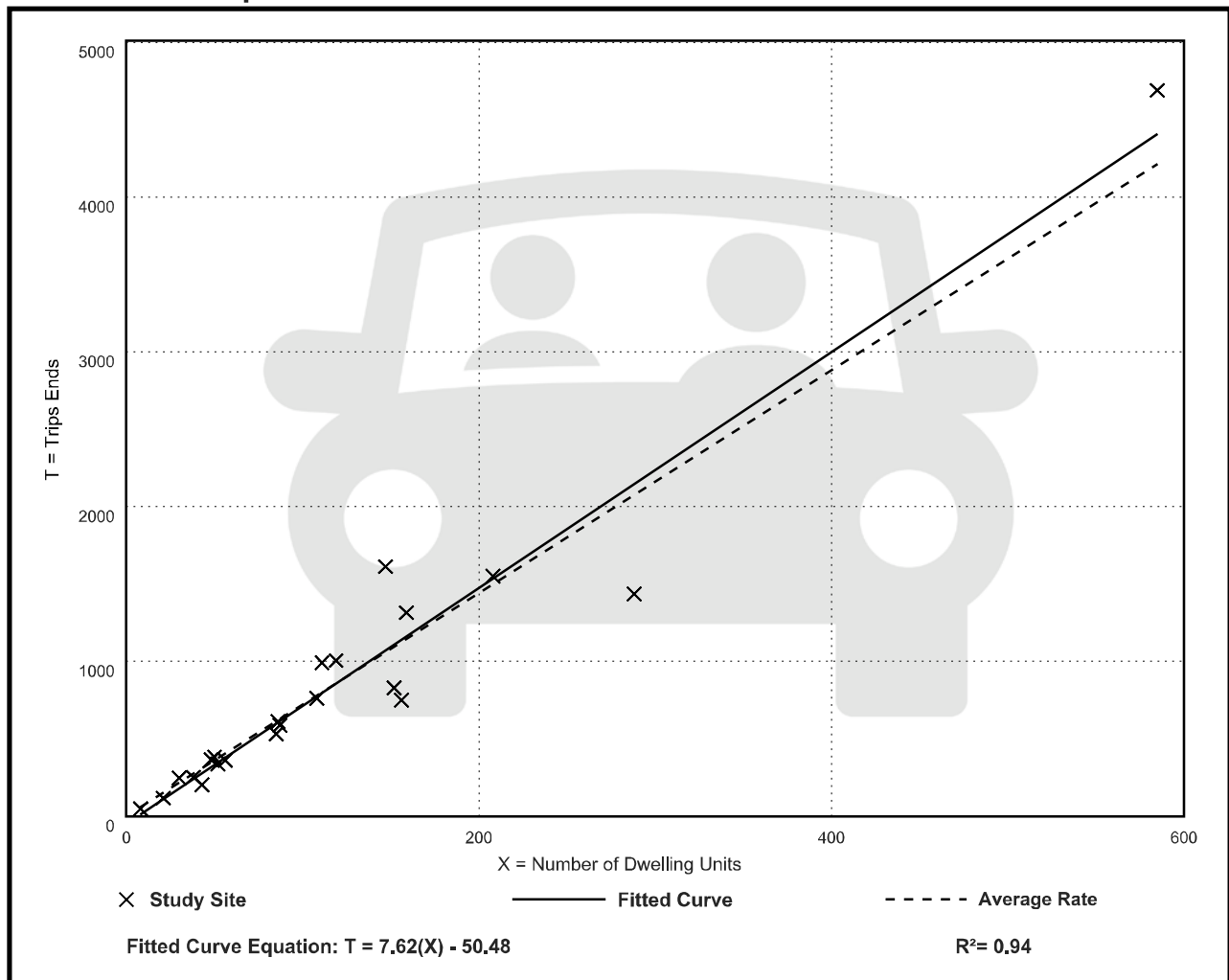
Avg. Num. of Dwelling Units: 120

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
7.20	4.70 - 10.97	1.61

Data Plot and Equation



Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 46

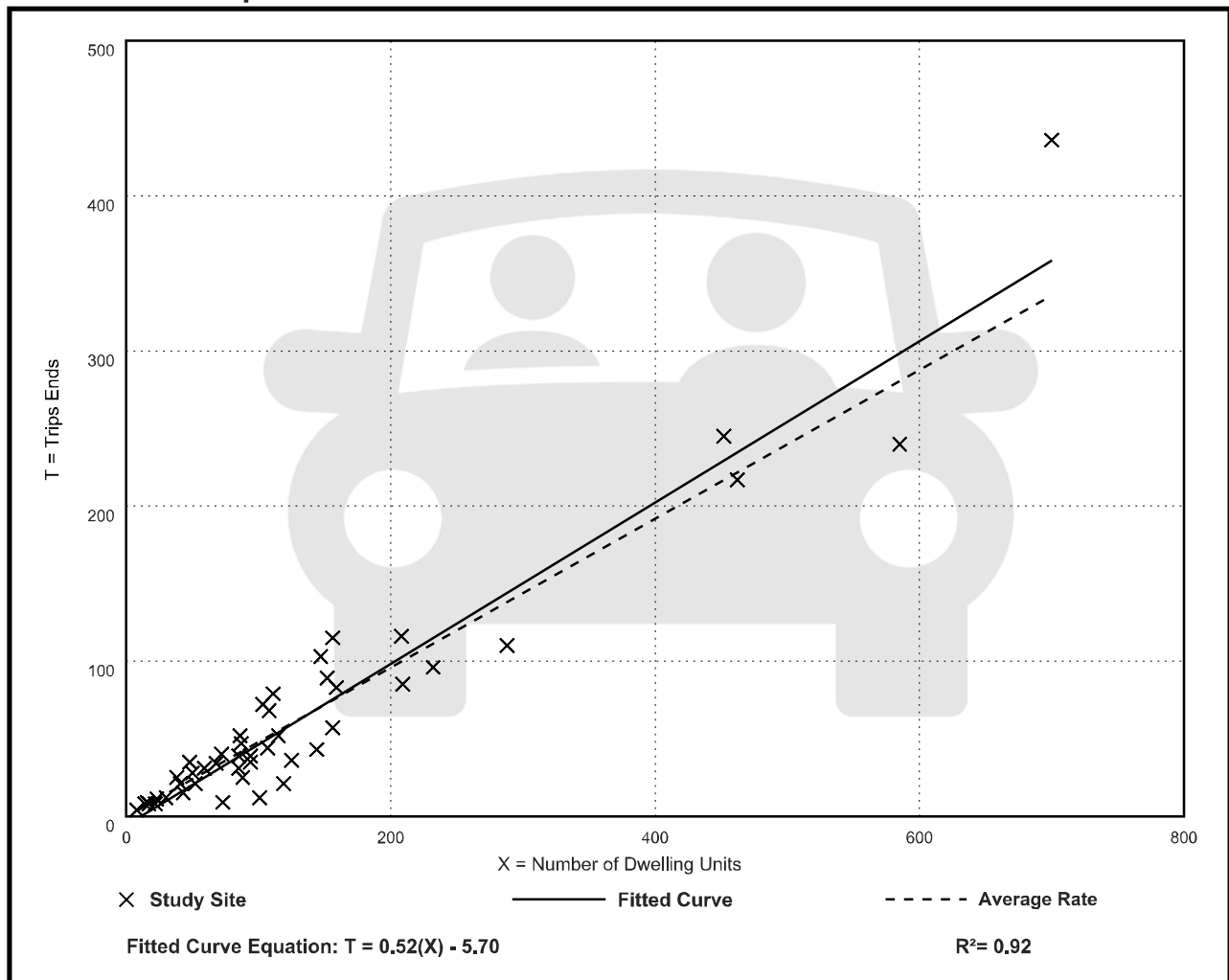
Avg. Num. of Dwelling Units: 135

Directional Distribution: 31% entering, 69% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.48	0.12 - 0.74	0.14

Data Plot and Equation



Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 51

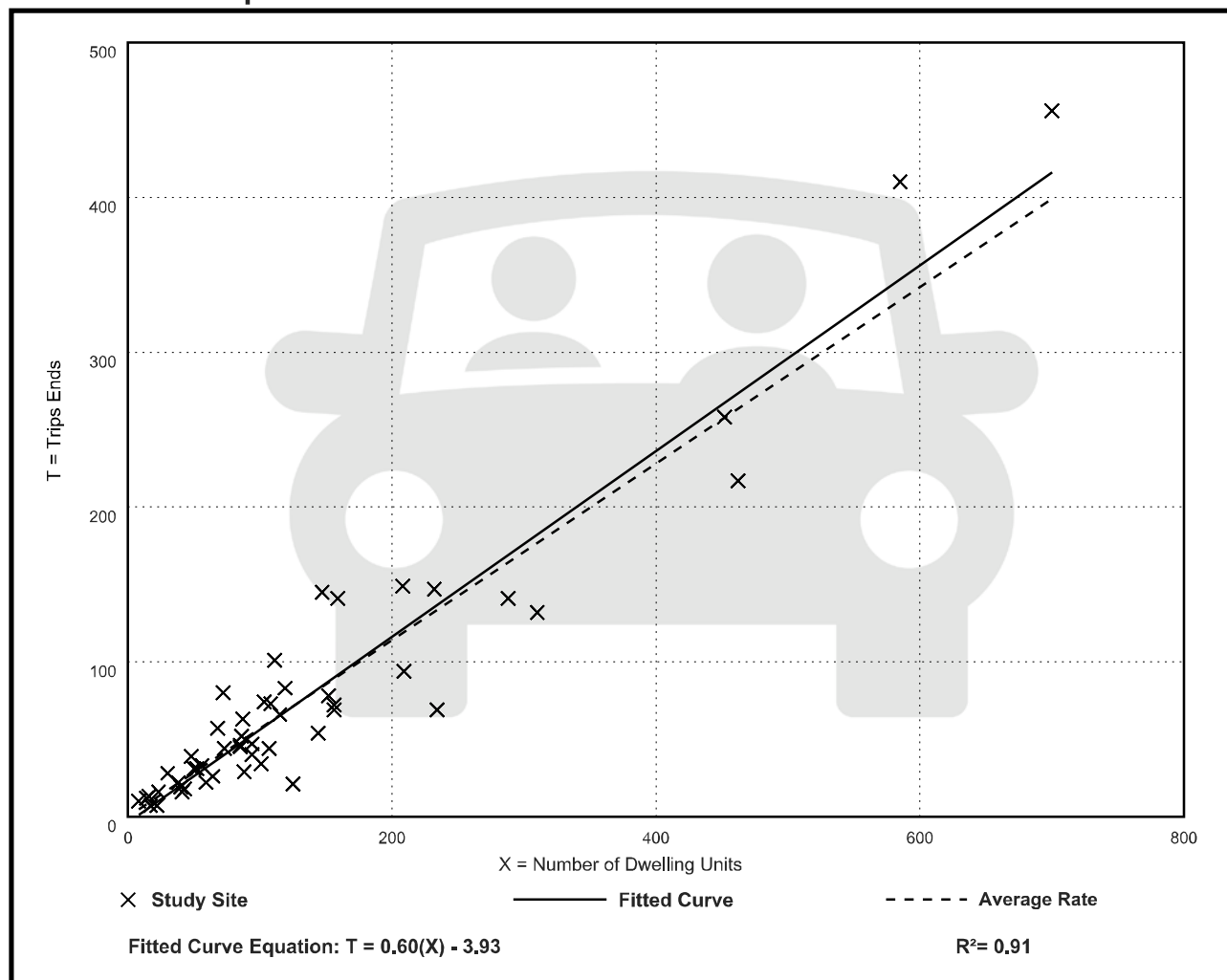
Avg. Num. of Dwelling Units: 136

Directional Distribution: 57% entering, 43% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.57	0.17 - 1.25	0.18

Data Plot and Equation



APPENDIX D – Operational Analysis

Existing Conditions

- Tiogue Avenue at East Shore Drive
- Tiogue Avenue at Old North Road
- Old North Road at Minglewood Drive
- New London Turnpike at Angus Street

Build Conditions

- Tiogue Avenue at East Shore Drive
- Tiogue Avenue at Proposed Site Driveway
- Tiogue Avenue at Old North Road
- Old North Road at Minglewood Drive
- New London Turnpike at Angus Street

D

Existing Weekday AM / PM Peak Hour

Tiogue Avenue at East Shore Drive

Tiogue Avenue at Old North Road

Old North Road at Minglewood Drive

New London Turnpike at Angus Street

Tiogue Avenue at East Shore Drive



Turning Movement Diagram

Major Street: Tiogue Ave (Rte. 3)

Minor Street: East Shore Road

City/Town: Coventry

Day of Week: Weekday

Reference No.: 2940

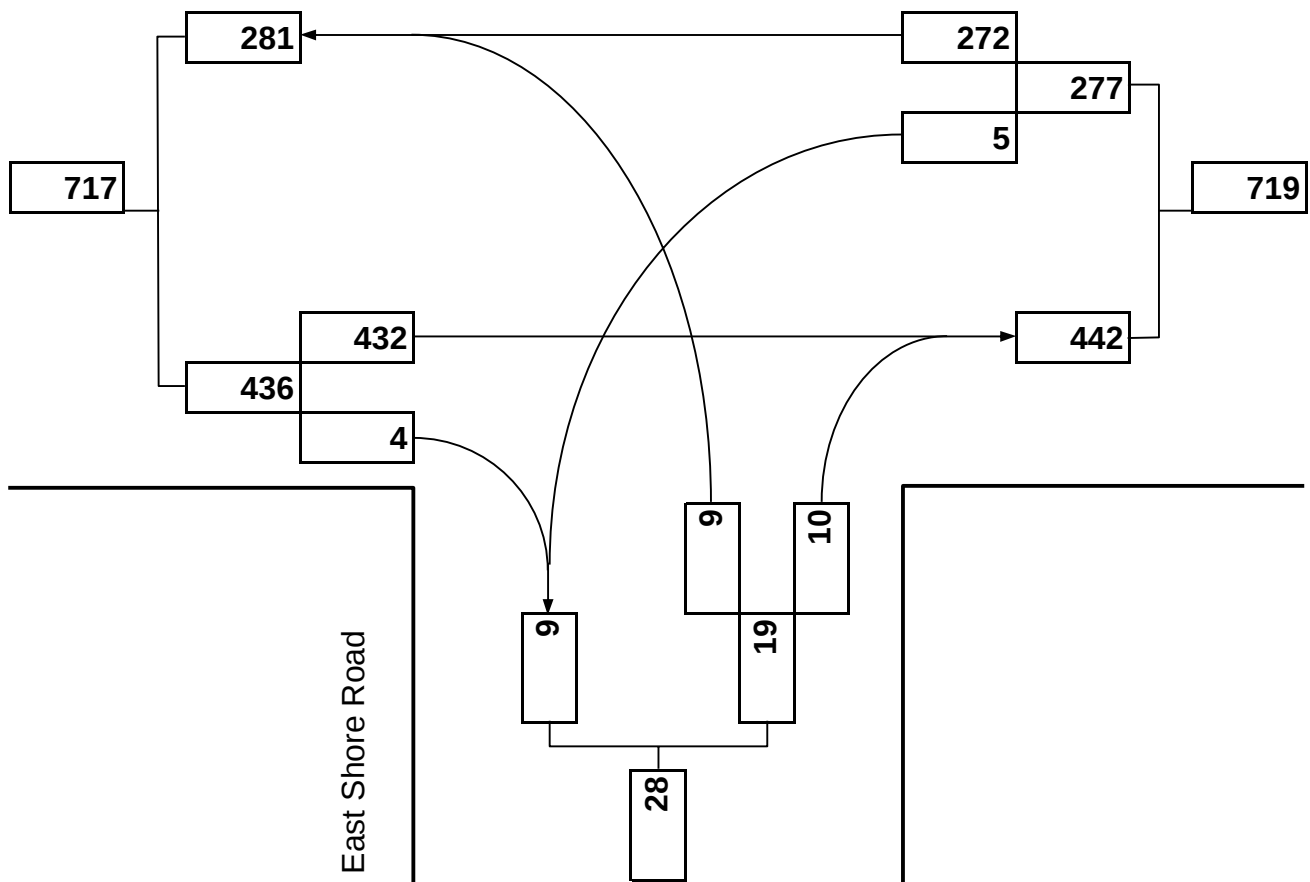
Peak Period: 7:45 - 8:45 AM

Existing: AM Peak

Future: n/a



Tiogue Avenue (Route 3)



The Village at Tiogue

Intersection

Int Delay, s/veh 0.4

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	432	4	5	272	9	10
Future Vol, veh/h	432	4	5	272	9	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	475	4	5	299	10	11

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	479
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.11
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.209
Pot Cap-1 Maneuver	-	-	1088
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1088
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SE	NW	NE
HCM Ctrl Dly, s/v	0	0.15	13.33
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	453	32	-	-	-
HCM Lane V/C Ratio	0.046	0.005	-	-	-
HCM Ctrl Dly (s/v)	13.3	8.3	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	0	-	-	-

Existing Conditions
Timing Plan: AM Peak

Tiogue at East Shore



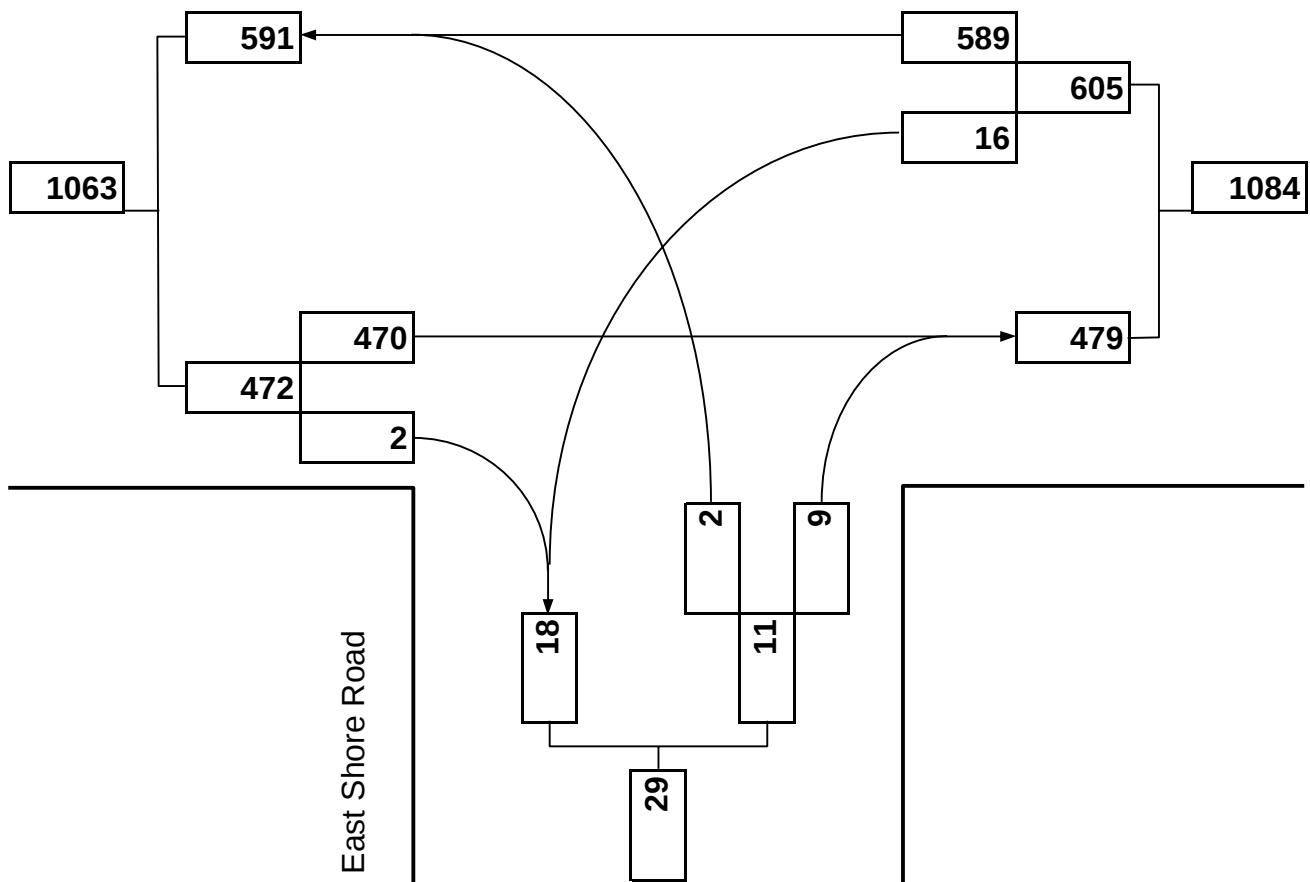
Turning Movement Diagram

Major Street: Tiogue Ave (Rte. 3)
City/Town: Coventry
Reference No.: 2940
Existing: PM Peak

Minor Street: East Shore Road
Day of Week: Weekday
Peak Period: 4:00 - 5:00 PM
Future: n/a



Tiogue Avenue (Route 3)



The Village at Tiogue

Intersection

Int Delay, s/veh 0.3

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	470	2	16	589	2	9
Future Vol, veh/h	470	2	16	589	2	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	495	2	17	620	2	9

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	497
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.11
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.209
Pot Cap-1 Maneuver	-	-	1072
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1072
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SE	NW	NE
HCM Ctrl Dly, s/v	0	0.22	13.38
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	441	48	-	-	-
HCM Lane V/C Ratio	0.026	0.016	-	-	-
HCM Ctrl Dly (s/v)	13.4	8.4	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	0	-	-	-

Existing Conditions
Timing Plan: PM Peak

Tiogue at East Shore

Tiogue Avenue at Old North Road



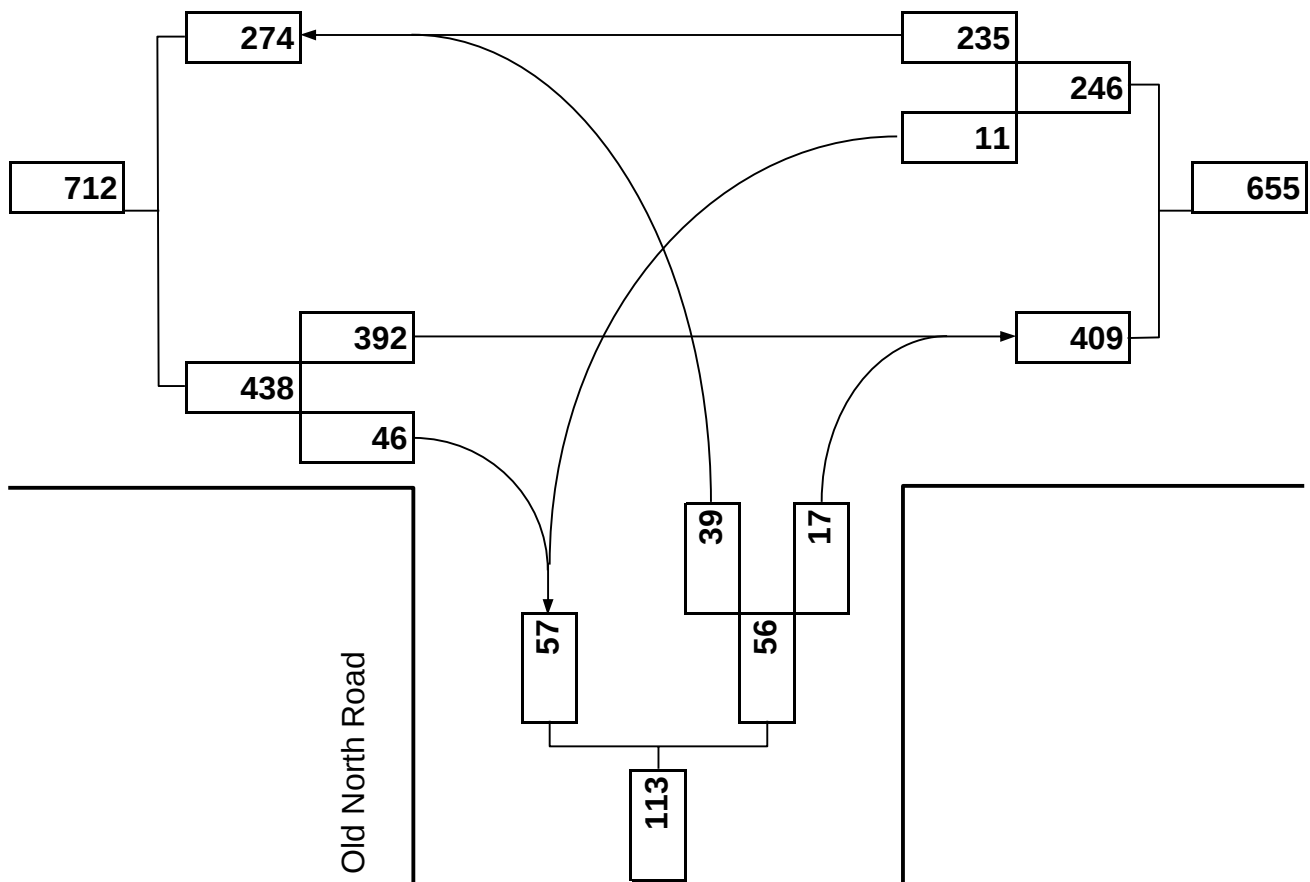
Turning Movement Diagram

Major Street: Tiogue Ave (Rte. 3)
City/Town: Coventry
Reference No.: 2940
Existing: AM Peak

Minor Street: Old North Road
Day of Week: Weekday
Peak Period: 7:45 - 8:45 AM
Future: n/a



Tiogue Avenue (Route 3)



The Village at Tiogue

Intersection

Int Delay, s/veh 1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	392	46	11	235	39	17
Future Vol, veh/h	392	46	11	235	39	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	426	50	12	255	42	18

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	476
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.11
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.209
Pot Cap-1 Maneuver	-	-	1091
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1091
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.37	14.64
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	434	-	-	80	-
HCM Lane V/C Ratio	0.14	-	-	0.011	-
HCM Ctrl Dly (s/v)	14.6	-	-	8.3	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0	-

Existing Conditions
Timing Plan: AM Peak

Tiogue at Old North



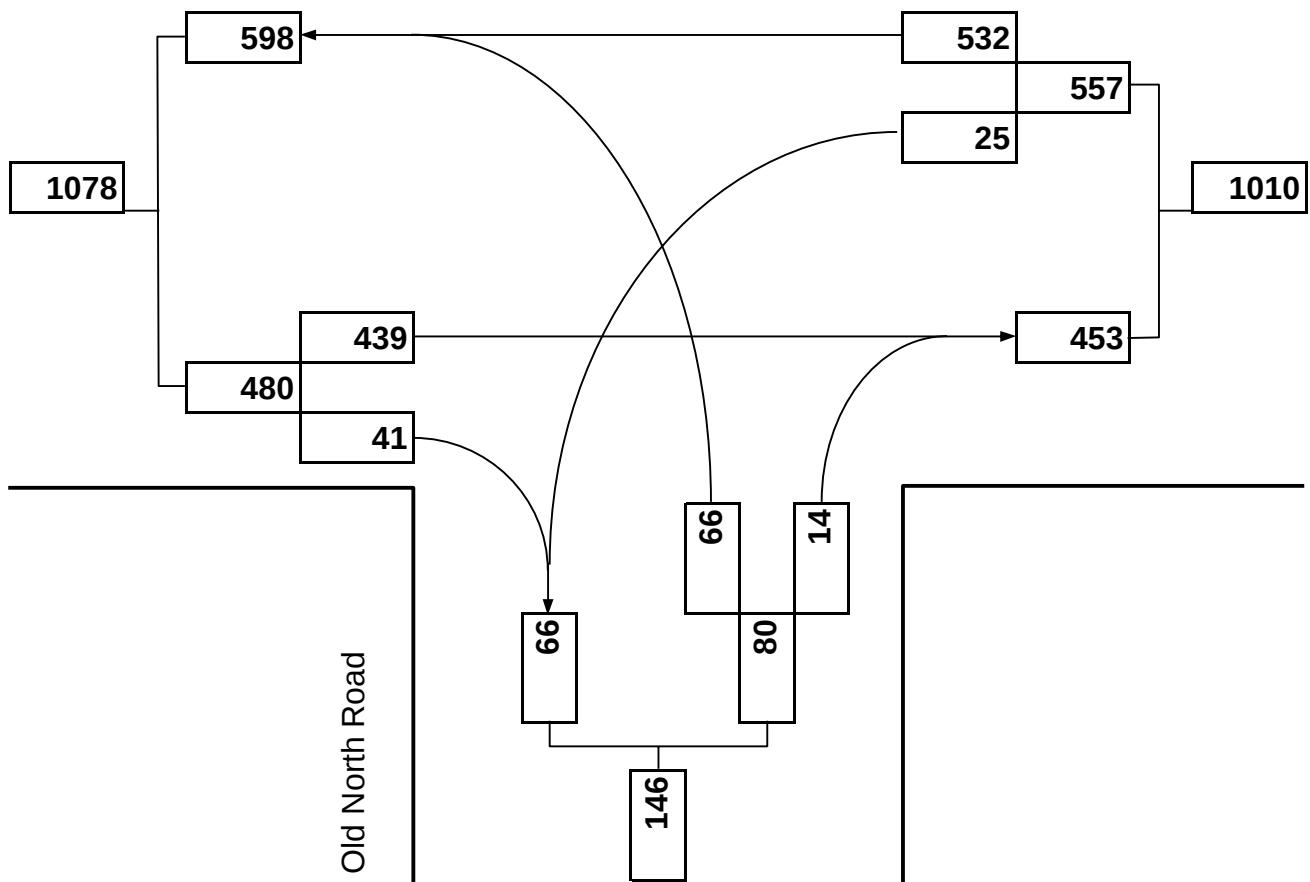
Turning Movement Diagram

Major Street:	Tiogou Ave (Rte. 3)
City/Town:	Coventry
Reference No.:	2940
Existing:	PM Peak

Minor Street:	Old North Road
Day of Week:	Weekday
Peak Period:	4:00 - 5:00 PM
Future:	n/a



Tiogou Avenue (Route 3)



The Village at Tiogue

Intersection

Int Delay, s/veh 2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	439	41	25	532	66	14
Future Vol, veh/h	439	41	25	532	66	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	462	43	26	560	69	15

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	505
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.11
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.209
Pot Cap-1 Maneuver	-	-	1065
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1065
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.38	25.82
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	256	-	-	81	-
HCM Lane V/C Ratio	0.329	-	-	0.025	-
HCM Ctrl Dly (s/v)	25.8	-	-	8.5	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	1.4	-	-	0.1	-

Existing Conditions
Timing Plan: PM Peak

Tiogue at Old North

Old North Road at Minglewood Drive



Turning Movement Diagram

Major Street: Old North Road

City/Town: Coventry

Reference No.: 2940

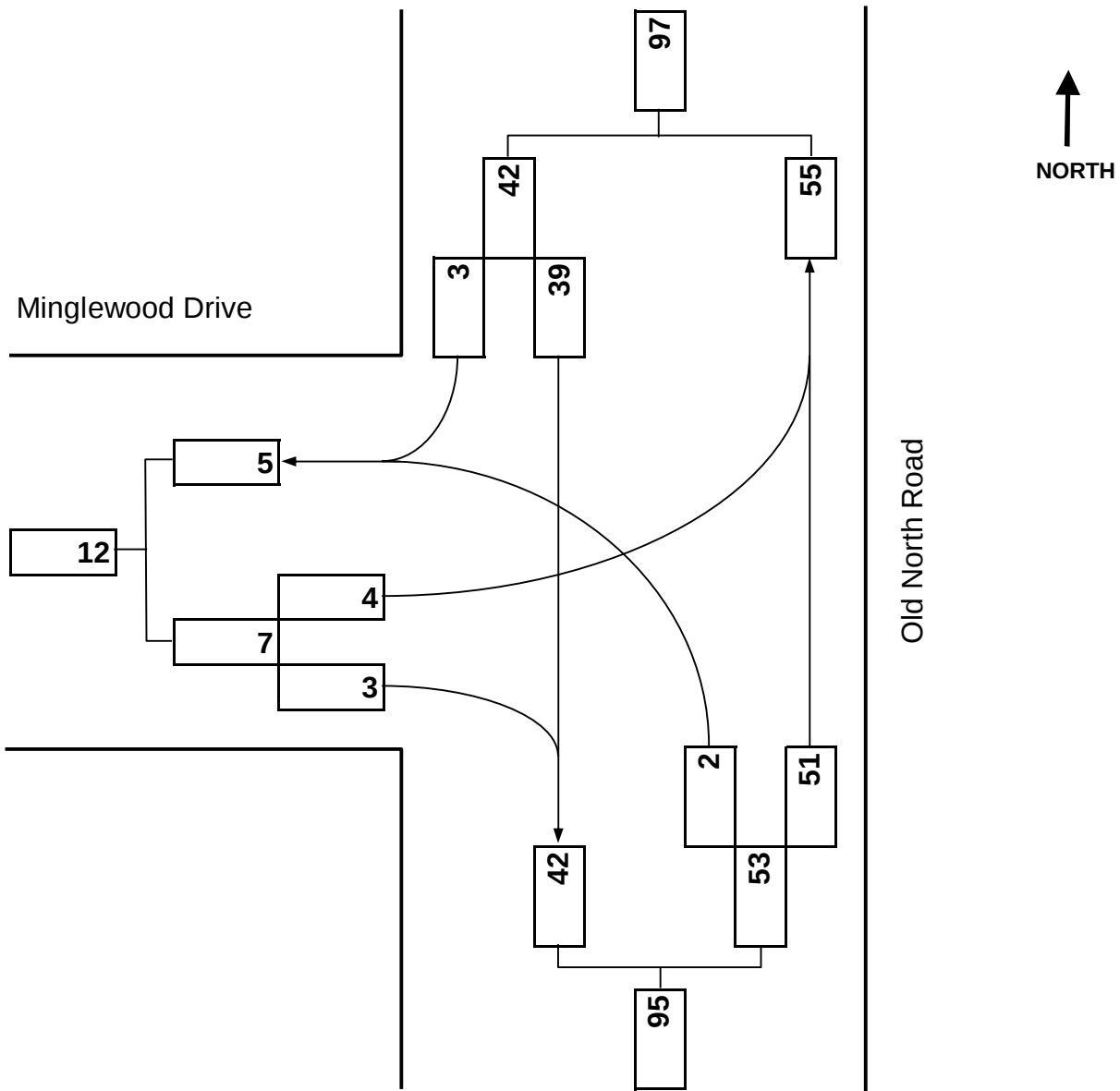
Existing: AM Peak

Minor Street: Minglewood Drive

Day of Week: Weekday

Peak Period: 7:00 - 8:00 AM

Future: n/a



The Village at Tiogue

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	3	2	51	39	3
Future Vol, veh/h	4	3	2	51	39	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	4	3	2	55	42	3

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	104	44	46
Stage 1	44	-	-
Stage 2	60	-	-
Critical Hdwy	6.41	6.21	4.11
Critical Hdwy Stg 1	5.41	-	-
Critical Hdwy Stg 2	5.41	-	-
Follow-up Hdwy	3.509	3.309	2.209
Pot Cap-1 Maneuver	897	1029	1569
Stage 1	981	-	-
Stage 2	965	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	895	1029	1569
Mov Cap-2 Maneuver	895	-	-
Stage 1	980	-	-
Stage 2	965	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.83	0.28	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	68	-	948	-	-
HCM Lane V/C Ratio	0.001	-	0.008	-	-
HCM Ctrl Dly (s/v)	7.3	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Existing Conditions
Timing Plan: AM Peak

Old North at Minglewood



Turning Movement Diagram

Major Street: Old North Road

Minor Street: Minglewood Drive

City/Town: Coventry

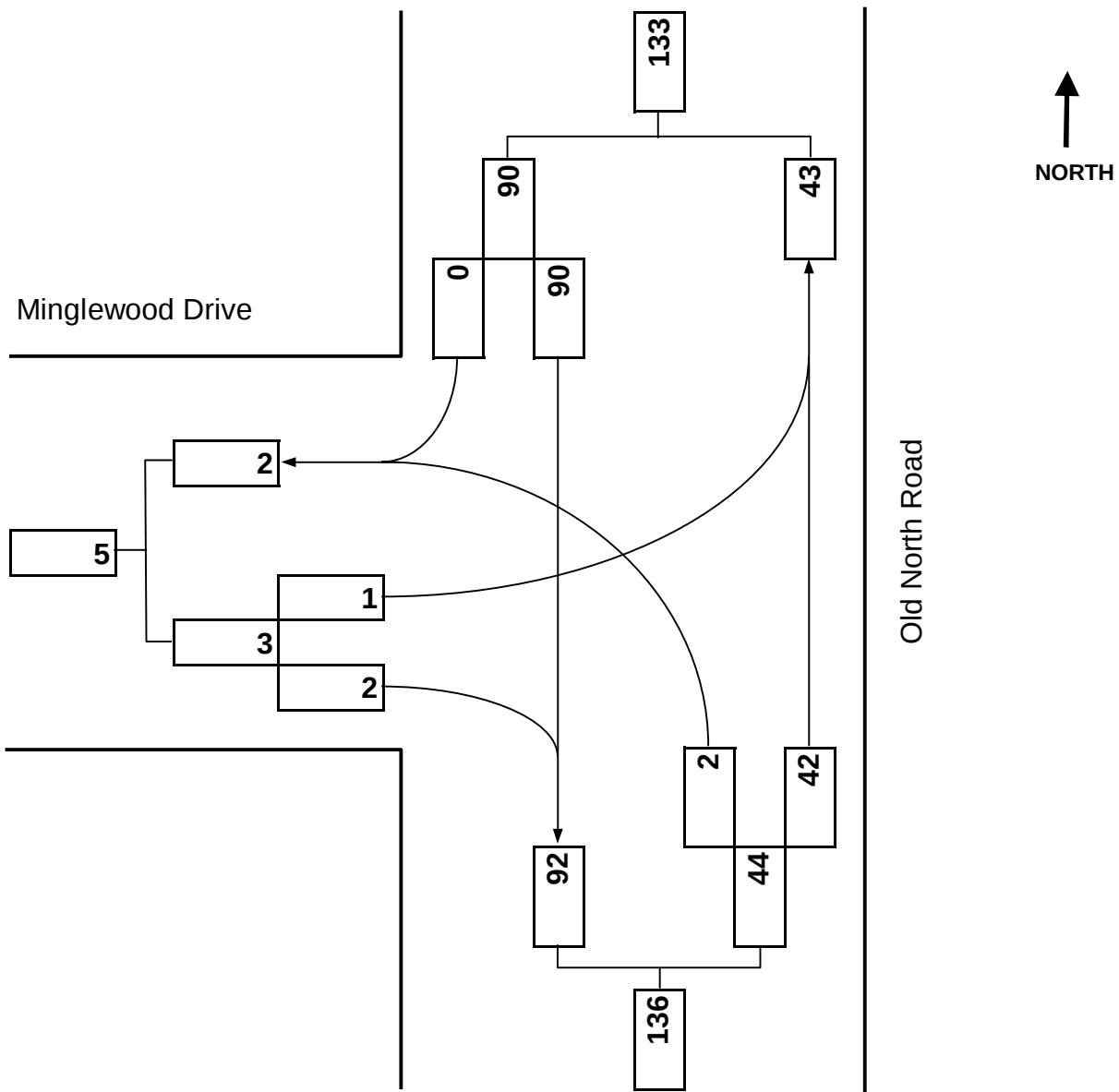
Day of Week: Weekday

Reference No.: 2940

Peak Period: 4:00 - 5:00 PM

Existing: PM Peak

Future: n/a



The Village at Tiogue

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	2	2	42	90	0
Future Vol, veh/h	1	2	2	42	90	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	1	2	2	50	107	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	162	107	107
Stage 1	107	-	-
Stage 2	55	-	-
Critical Hdwy	6.41	6.21	4.11
Critical Hdwy Stg 1	5.41	-	-
Critical Hdwy Stg 2	5.41	-	-
Follow-up Hdwy	3.509	3.309	2.209
Pot Cap-1 Maneuver	831	950	1490
Stage 1	920	-	-
Stage 2	970	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	830	950	1490
Mov Cap-2 Maneuver	830	-	-
Stage 1	918	-	-
Stage 2	970	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.99	0.34	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	82	-	906	-	-
HCM Lane V/C Ratio	0.002	-	0.004	-	-
HCM Ctrl Dly (s/v)	7.4	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Existing Conditions
Timing Plan: PM Peak

Old North at Minglewood

New London Turnpike at Angus Street



Turning Movement Diagram

Major Street: New London Turnpike

City/Town: Coventry

Reference No.: 2940

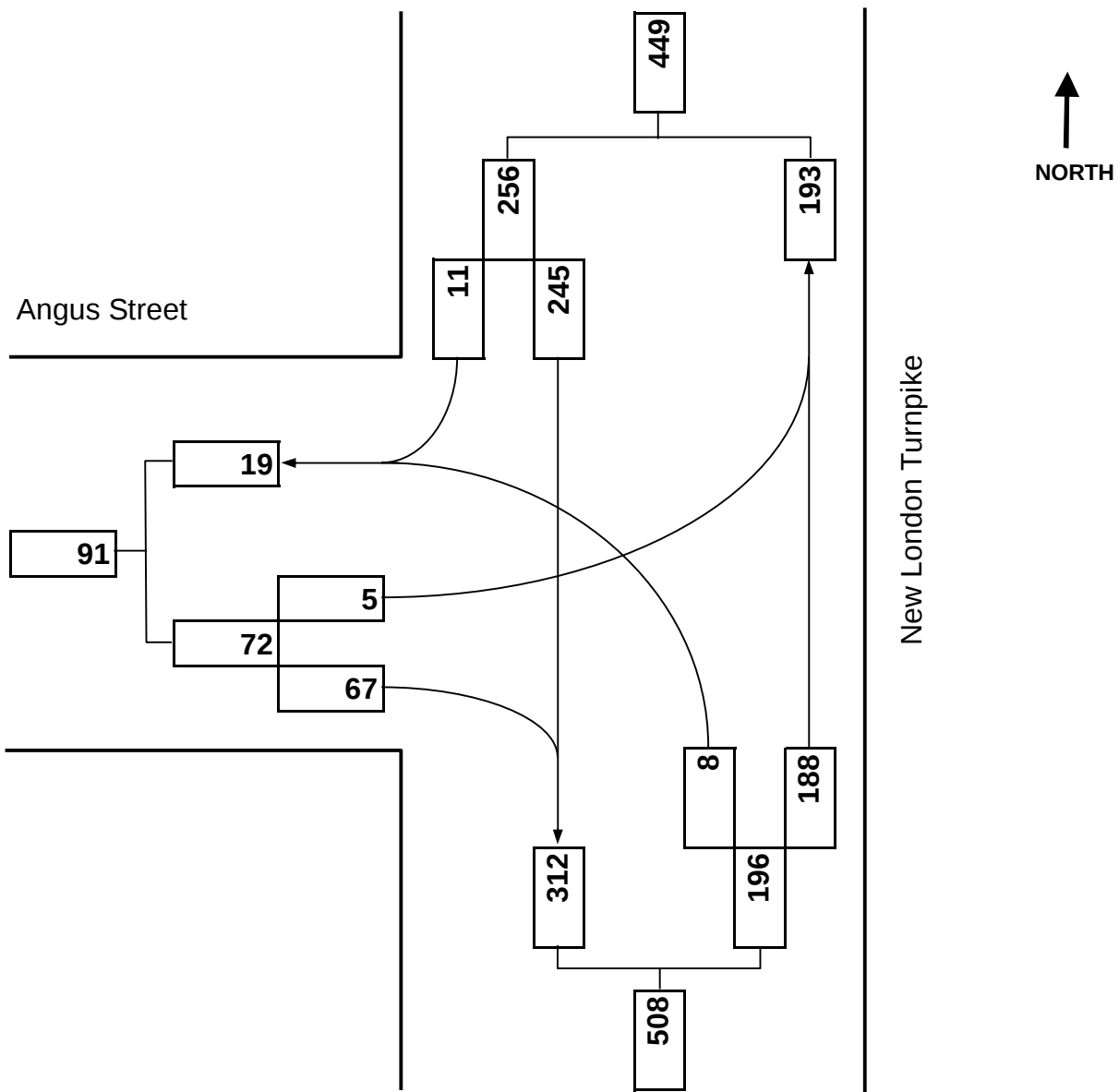
Existing: AM Peak

Minor Street: Angus Street

Day of Week: Weekday

Peak Period: 7:45 - 8:45 AM

Future: n/a



The Village at Tiogue

Intersection

Int Delay, s/veh 1.5

Movement

	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	5	67	8	188	245	11
Future Vol, veh/h	5	67	8	188	245	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	5	73	9	204	266	12

Major/Minor

	Minor2	Major1	Major2			
Conflicting Flow All	494	272	278	0	-	0
Stage 1	272	-	-	-	-	-
Stage 2	222	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	536	769	1290	-	-	-
Stage 1	776	-	-	-	-	-
Stage 2	818	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	532	769	1290	-	-	-
Mov Cap-2 Maneuver	532	-	-	-	-	-
Stage 1	770	-	-	-	-	-
Stage 2	818	-	-	-	-	-

Approach

	EB	NE	SW
HCM Ctrl Dly, s/v	10.39	0.32	0
HCM LOS	B		

Minor Lane/Major Mvmt

	NEL	NET EBLn1	SWT	SWR
Capacity (veh/h)	73	-	746	-
HCM Lane V/C Ratio	0.007	-	0.105	-
HCM Ctrl Dly (s/v)	7.8	0	10.4	-
HCM Lane LOS	A	A	B	-
HCM 95th %tile Q(veh)	0	-	0.4	-

Existing Conditions
Timing Plan: AM Peak

New London at Angus



Turning Movement Diagram

Major Street: New London Turnpike

Minor Street: Angus Street

City/Town: Coventry

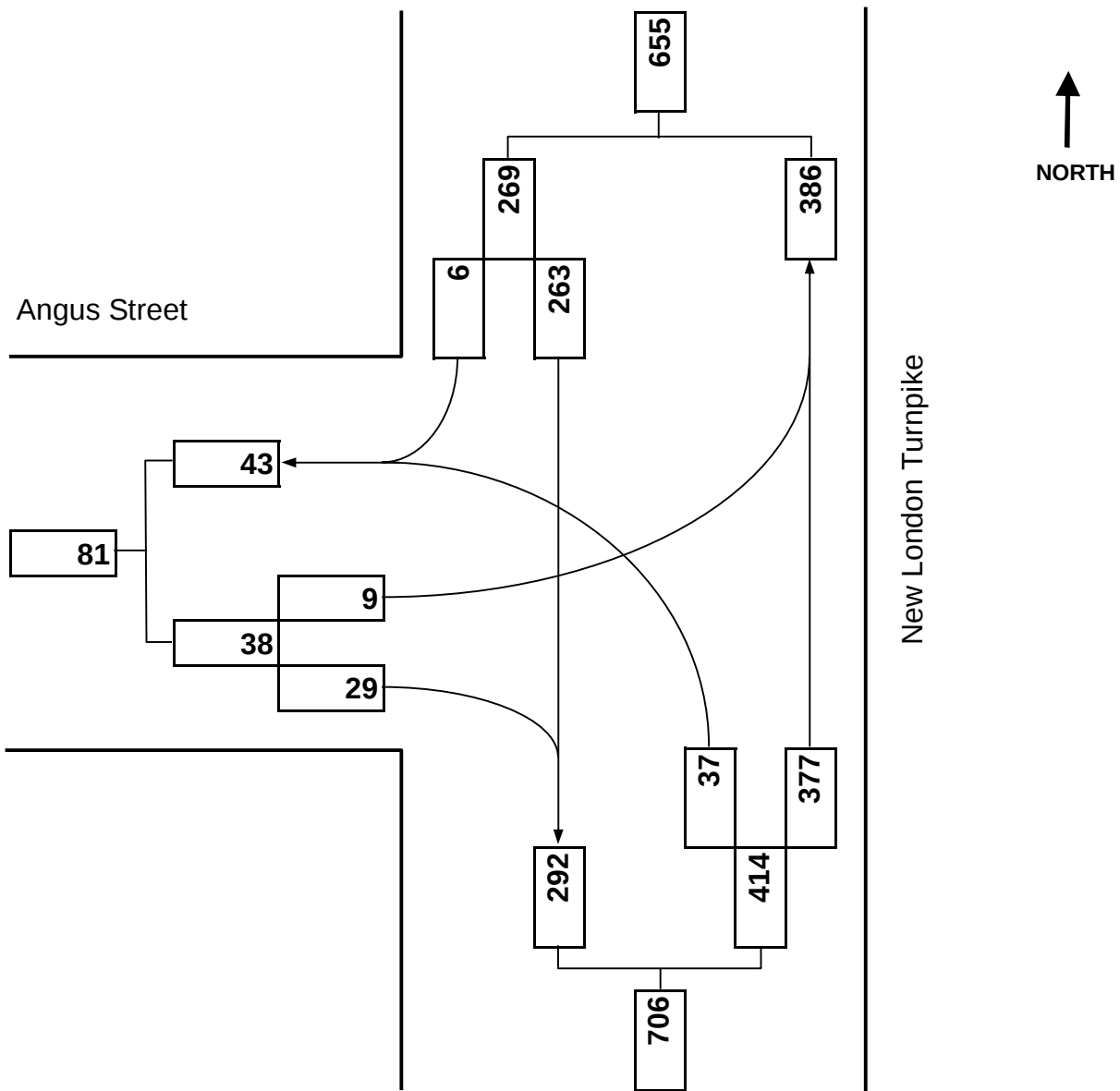
Day of Week: Weekday

Reference No.: 2940

Peak Period: 3:30 - 4:30 PM

Existing: PM Peak

Future: n/a



The Village at Tiogue

Intersection

Int Delay, s/veh 1

Movement

	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	9	29	37	377	263	6
Future Vol, veh/h	9	29	37	377	263	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	10	33	42	424	296	7

Major/Minor

	Minor2	Major1	Major2			
Conflicting Flow All	806	299	302	0	-	0
Stage 1	299	-	-	-	-	-
Stage 2	507	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	353	743	1264	-	-	-
Stage 1	755	-	-	-	-	-
Stage 2	607	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	338	743	1264	-	-	-
Mov Cap-2 Maneuver	338	-	-	-	-	-
Stage 1	722	-	-	-	-	-
Stage 2	607	-	-	-	-	-

Approach

	EB	NE	SW
HCM Ctrl Dly, s/v	11.72	0.71	0
HCM LOS	B		

Minor Lane/Major Mvmt

	NEL	NET EBLn1	SWT	SWR
Capacity (veh/h)	161	-	579	-
HCM Lane V/C Ratio	0.033	-	0.074	-
HCM Ctrl Dly (s/v)	7.9	0	11.7	-
HCM Lane LOS	A	A	B	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-

Existing Conditions
Timing Plan: PM Peak

New London at Angus

D

Future Build Weekday AM / PM Peak Hour

Tiogue Avenue at East Shore Drive
Tiogue Avenue at Proposed Site Driveway
Tiogue Avenue at Old North Road
Old North Road at Minglewood Drive
New London Turnpike at Angus Street

Tiogue Avenue at East Shore Drive



Turning Movement Diagram

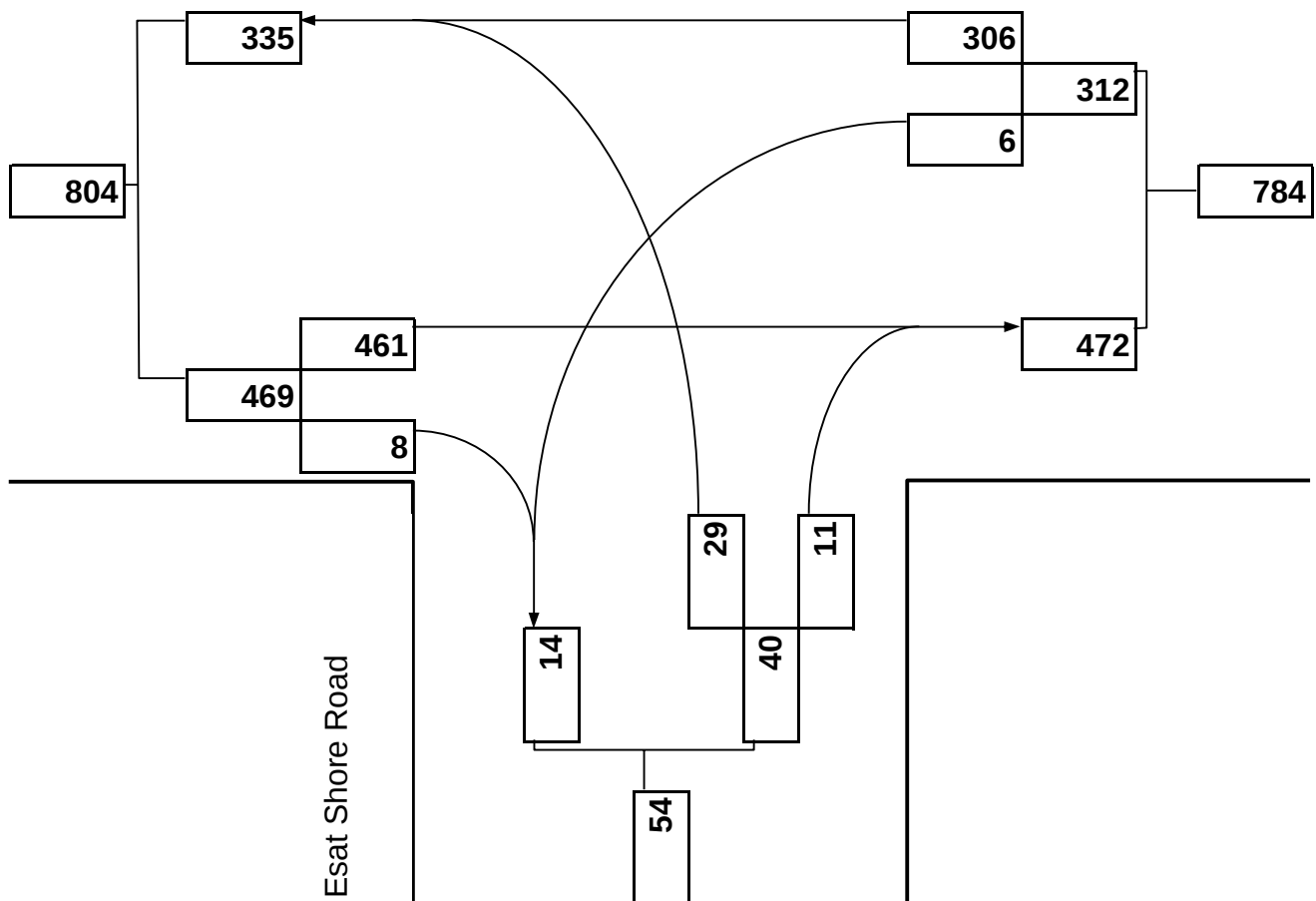
Major Street:	Tiogou Ave (Rte. 3)
City/Town:	Coventry
Reference No.:	2940
Existing:	n/a

Minor Street:	East Shore Road
Day of Week:	Weekday
Peak Period:	AM Peak
Future:	Build



NORTH

Tiogou Avenue (Route 3)



The Village at Tiogue

Intersection

Int Delay, s/veh 0.8

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	461	8	6	306	29	11
Future Vol, veh/h	461	8	6	306	29	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	507	9	7	336	32	12

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	515
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.11
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.209
Pot Cap-1 Maneuver	-	-	1055
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1055
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SE	NW	NE
HCM Ctrl Dly, s/v	0	0.16	16.11
HCM LOS			C

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	368	35	-	-	-
HCM Lane V/C Ratio	0.119	0.006	-	-	-
HCM Ctrl Dly (s/v)	16.1	8.4	0	-	-
HCM Lane LOS	C	A	A	-	-
HCM 95th %tile Q(veh)	0.4	0	-	-	-



Turning Movement Diagram

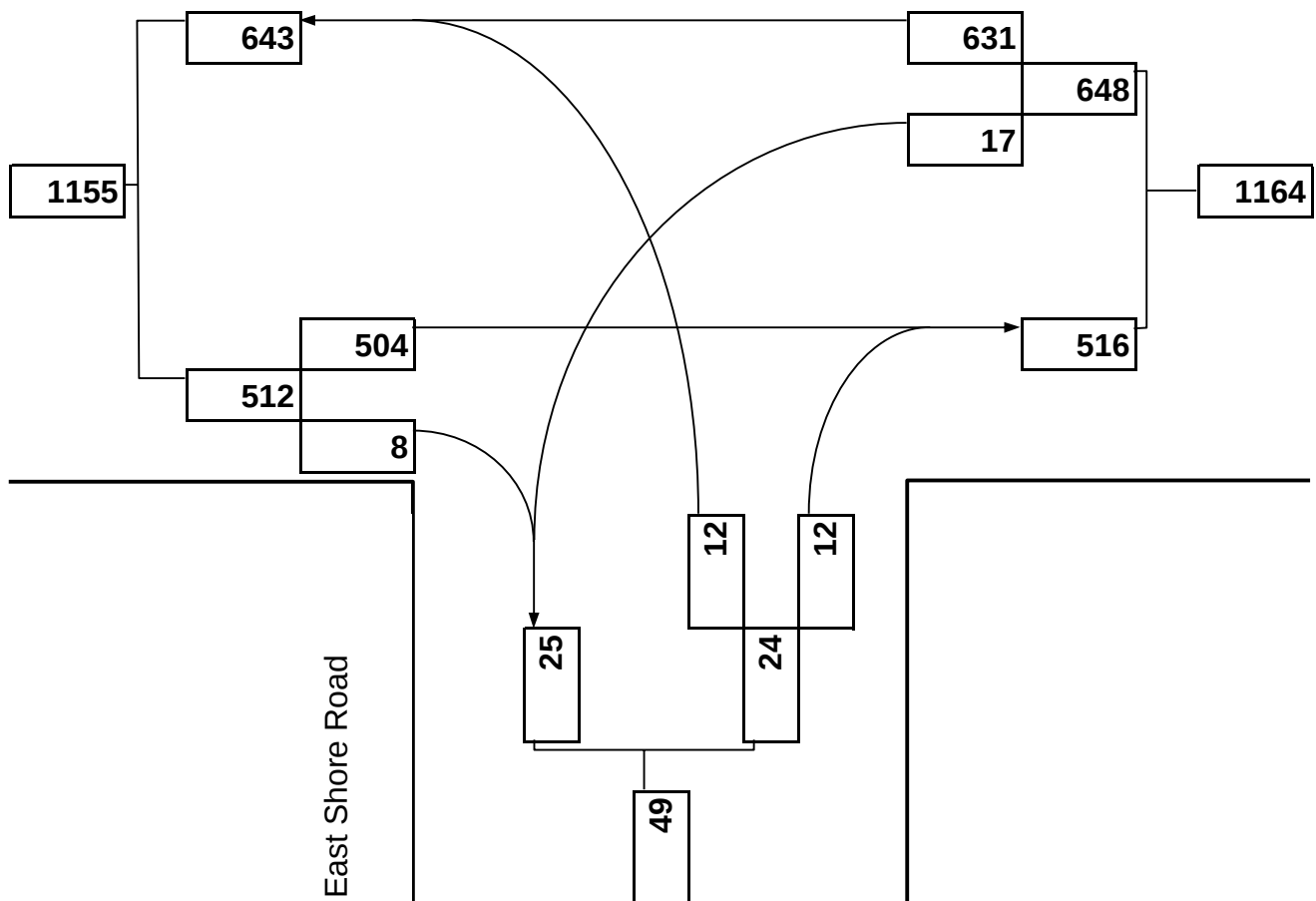
Major Street:	Tiogue Ave (Rte. 3)
City/Town:	Coventry
Reference No.:	2940
Existing:	n/a

Minor Street:	East Shore Road
Day of Week:	Weekday
Peak Period:	PM Peak
Future:	Build



NORTH

Tiogue Avenue (Route 3)



The Village at Tiogue

Intersection

Int Delay, s/veh 0.5

Movement

	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	504	8	17	631	12	12
Future Vol, veh/h	504	8	17	631	12	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	531	8	18	664	13	13

Major/Minor

	Major1	Major2	Minor1
Conflicting Flow All	0	0	539
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.11
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.209
Pot Cap-1 Maneuver	-	-	1034
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1034
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach

	SE	NW	NE
HCM Ctrl Dly, s/v	0	0.22	18.99
HCM LOS			C

Minor Lane/Major Mvmt

	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	283	47	-	-	-
HCM Lane V/C Ratio	0.089	0.017	-	-	-
HCM Ctrl Dly (s/v)	19	8.5	0	-	-
HCM Lane LOS	C	A	A	-	-
HCM 95th %tile Q(veh)	0.3	0.1	-	-	-

Tiogue Avenue at Proposed Site Driveway



Turning Movement Diagram

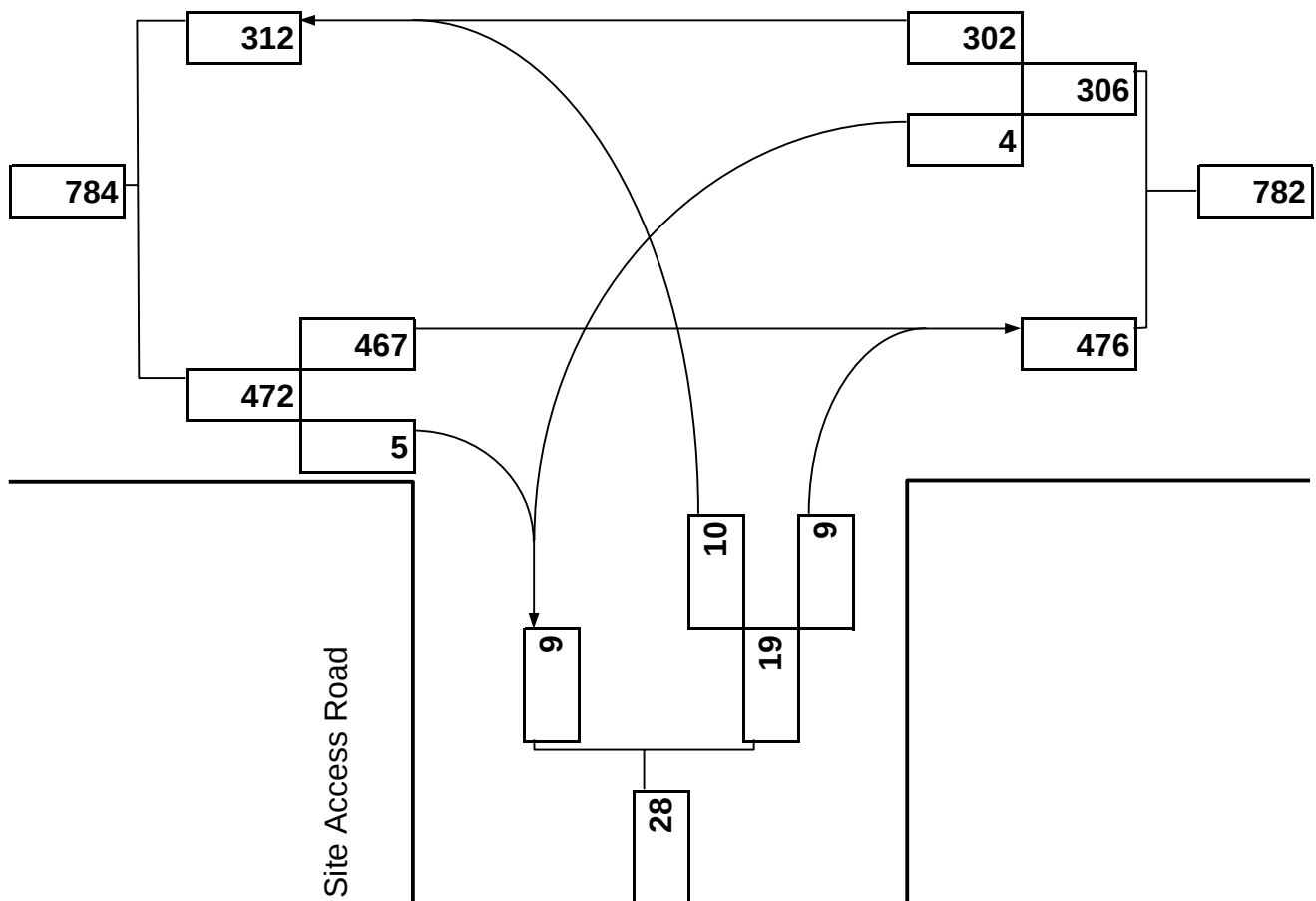
Major Street:	Tiogou Ave (Rte. 3)
City/Town:	Coventry
Reference No.:	2940
Existing:	n/a

Minor Street:	Site Access Road
Day of Week:	Weekday
Peak Period:	AM Peak
Future:	Build



NORTH

Tiogou Avenue (Route 3)



The Village at Tiogue

Intersection

Int Delay, s/veh 0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	467	5	4	302	10	9
Future Vol, veh/h	467	5	4	302	10	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	508	5	4	328	11	10

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	513
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.11
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.209
Pot Cap-1 Maneuver	-	-	1058
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1058
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.11	14.19
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	412	-	-	24	-
HCM Lane V/C Ratio	0.05	-	-	0.004	-
HCM Ctrl Dly (s/v)	14.2	-	-	8.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-



Turning Movement Diagram

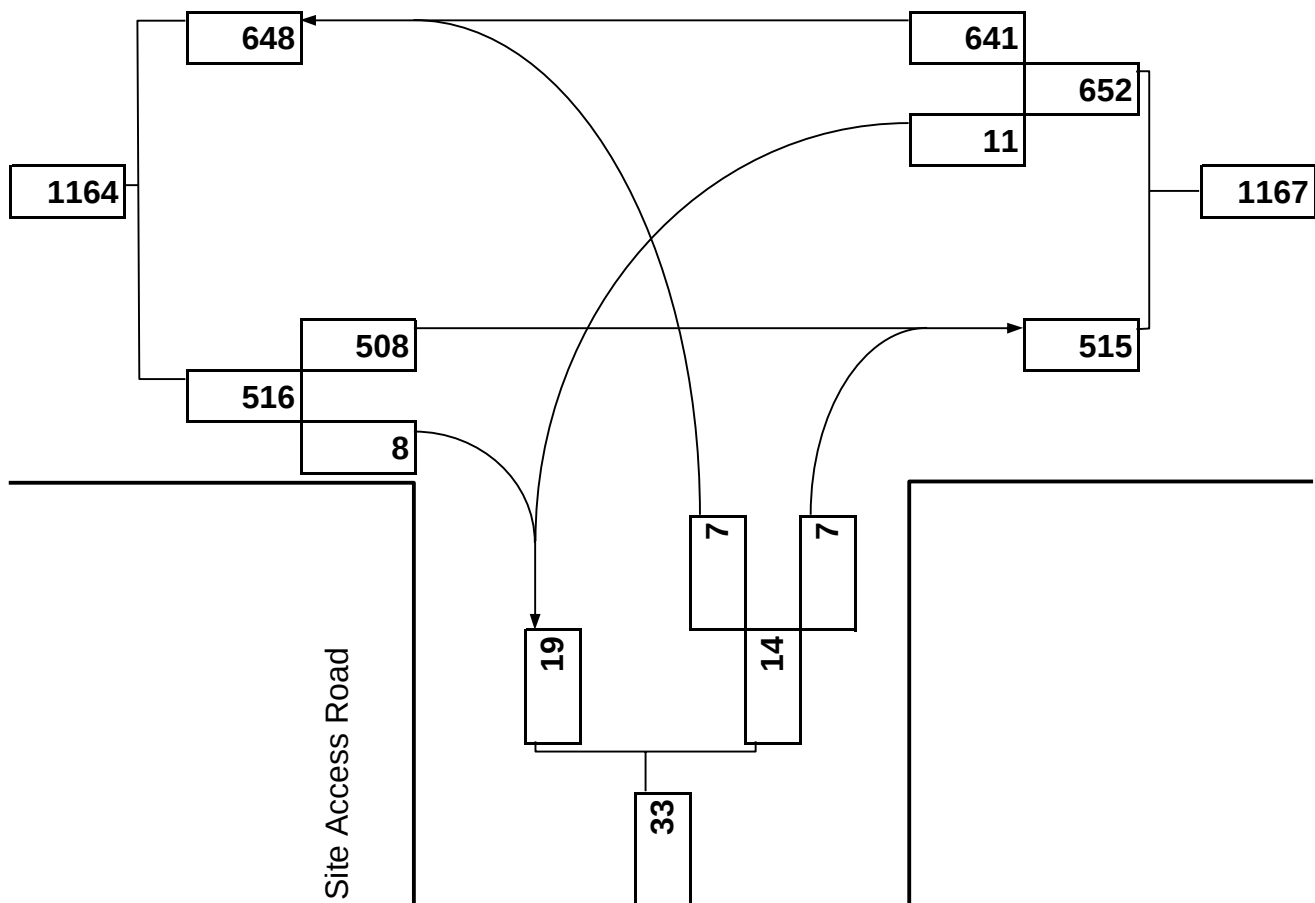
Major Street:	Tiogue Ave (Rte. 3)
City/Town:	Coventry
Reference No.:	2940
Existing:	n/a

Minor Street:	Site Access Road
Day of Week:	Weekday
Peak Period:	PM Peak
Future:	Build



NORTH

Tiogue Avenue (Route 3)



The Village at Tiogue

Intersection

Int Delay, s/veh 0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	508	8	11	641	7	7
Future Vol, veh/h	508	8	11	641	7	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	552	9	12	697	8	8

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	561
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.11
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.209
Pot Cap-1 Maneuver	-	-	1015
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1015
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.14	19.12
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	270	-	-	30	-
HCM Lane V/C Ratio	0.056	-	-	0.012	-
HCM Ctrl Dly (s/v)	19.1	-	-	8.6	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Tiogue Avenue at Old North Road



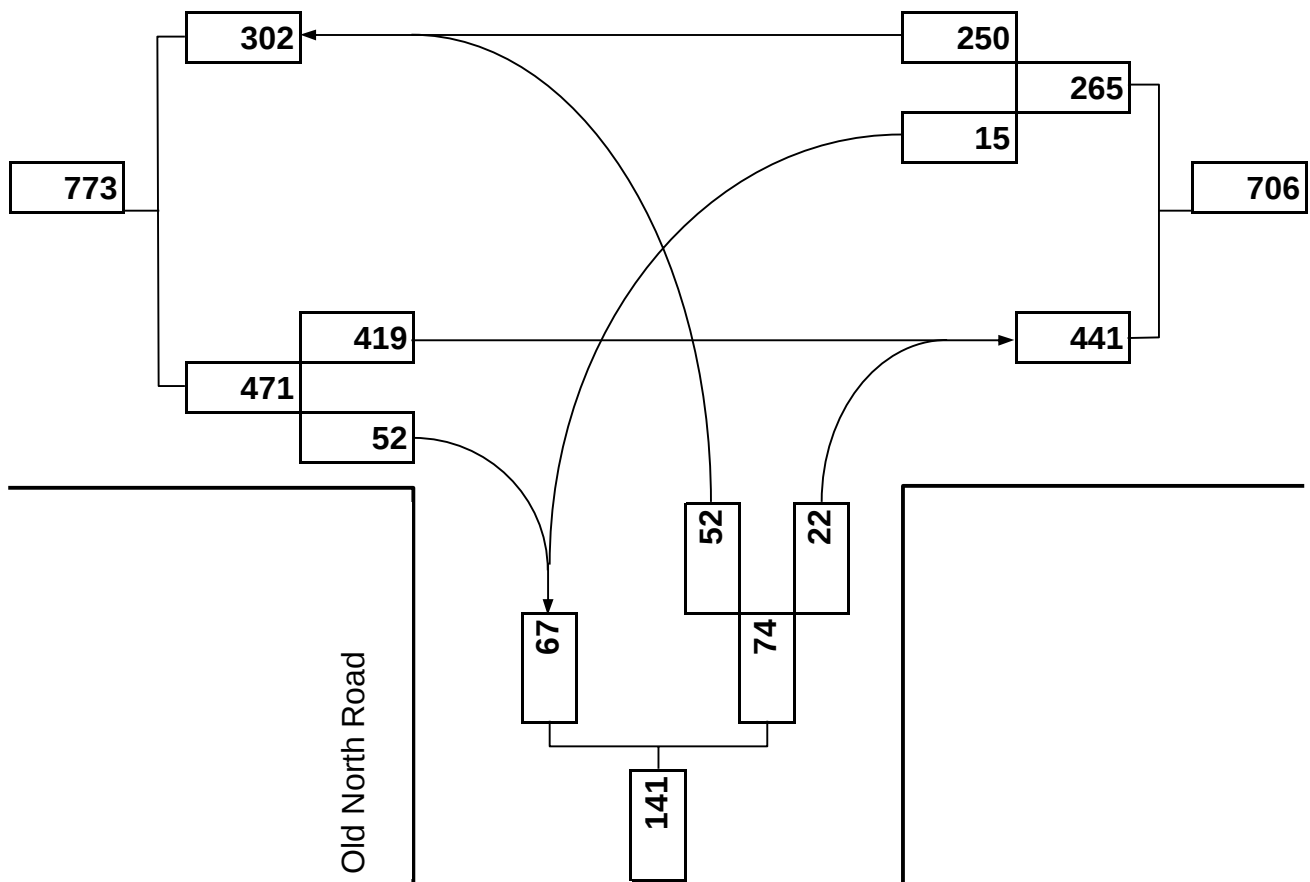
Turning Movement Diagram

Major Street:	Tiogou Ave (Rte. 3)
City/Town:	Coventry
Reference No.:	2940
Existing:	n/a

Minor Street:	Old North Road
Day of Week:	Weekday
Peak Period:	AM Peak
Future:	Build



Tiogou Avenue (Route 3)



The Village at Tiogue

Intersection

Int Delay, s/veh 1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	419	52	15	250	52	22
Future Vol, veh/h	419	52	15	250	52	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	455	57	16	272	57	24

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	512
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.11
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.209
Pot Cap-1 Maneuver	-	-	1059
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1059
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.48	16.19
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	402	-	-	102	-
HCM Lane V/C Ratio	0.2	-	-	0.015	-
HCM Ctrl Dly (s/v)	16.2	-	-	8.5	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.7	-	-	0	-



Turning Movement Diagram

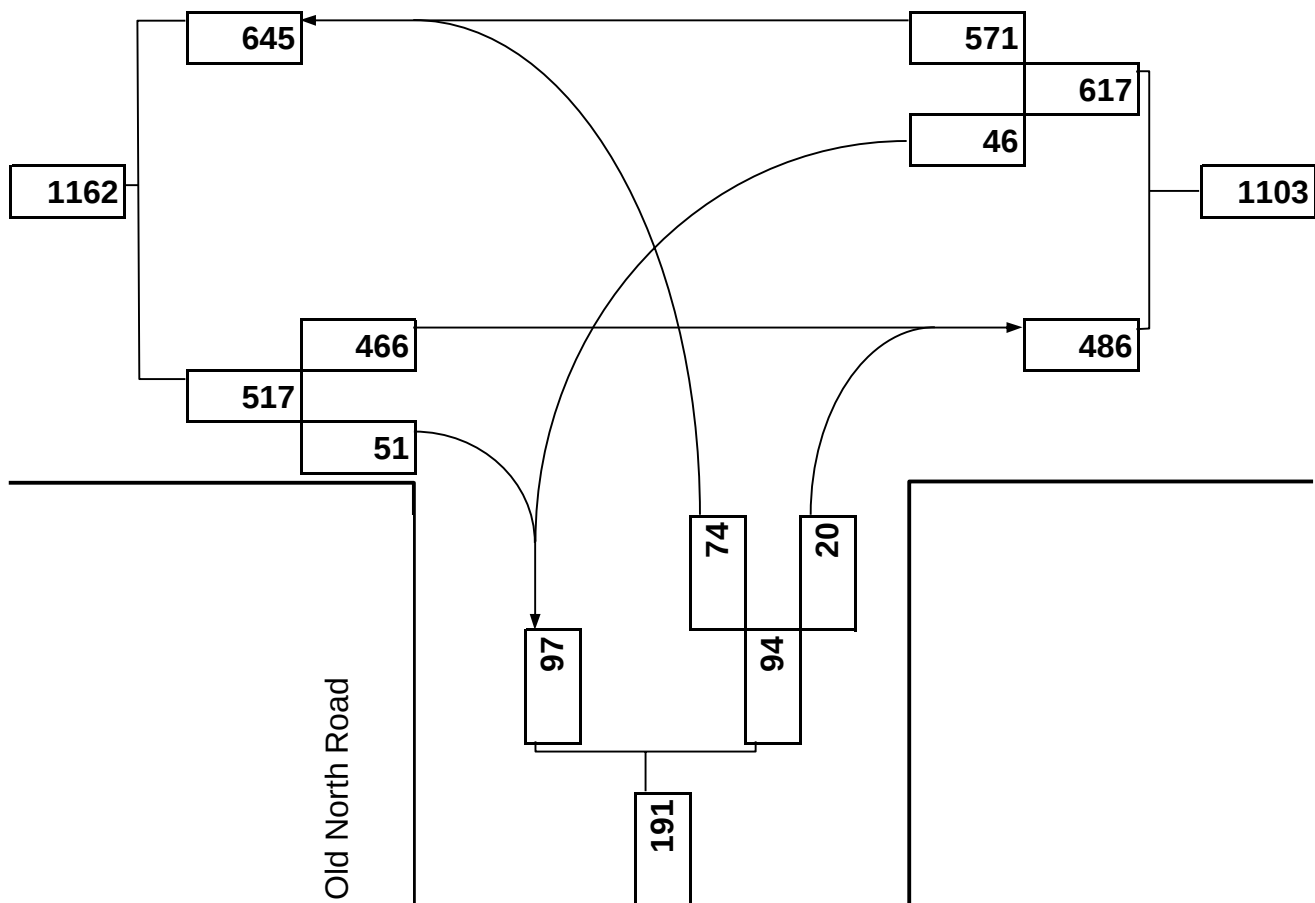
Major Street:	Tiogue Ave (Rte. 3)
City/Town:	Coventry
Reference No.:	2940
Existing:	n/a

Minor Street:	Old North Road
Day of Week:	Weekday
Peak Period:	PM Peak
Future:	Build



NORTH

Tiogue Avenue (Route 3)



The Village at Tiogue

Intersection

Int Delay, s/veh 3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	466	51	46	571	74	20
Future Vol, veh/h	466	51	46	571	74	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	491	54	48	601	78	21

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	544
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.11
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.209
Pot Cap-1 Maneuver	-	-	1030
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1030
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.65	34.59
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	218	-	-	134	-
HCM Lane V/C Ratio	0.454	-	-	0.047	-
HCM Ctrl Dly (s/v)	34.6	-	-	8.7	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	2.2	-	-	0.1	-

Old North Road at Minglewood Drive



Turning Movement Diagram

Major Street: Old North Road

Minor Street: Minglewood Drive

City/Town: Coventry

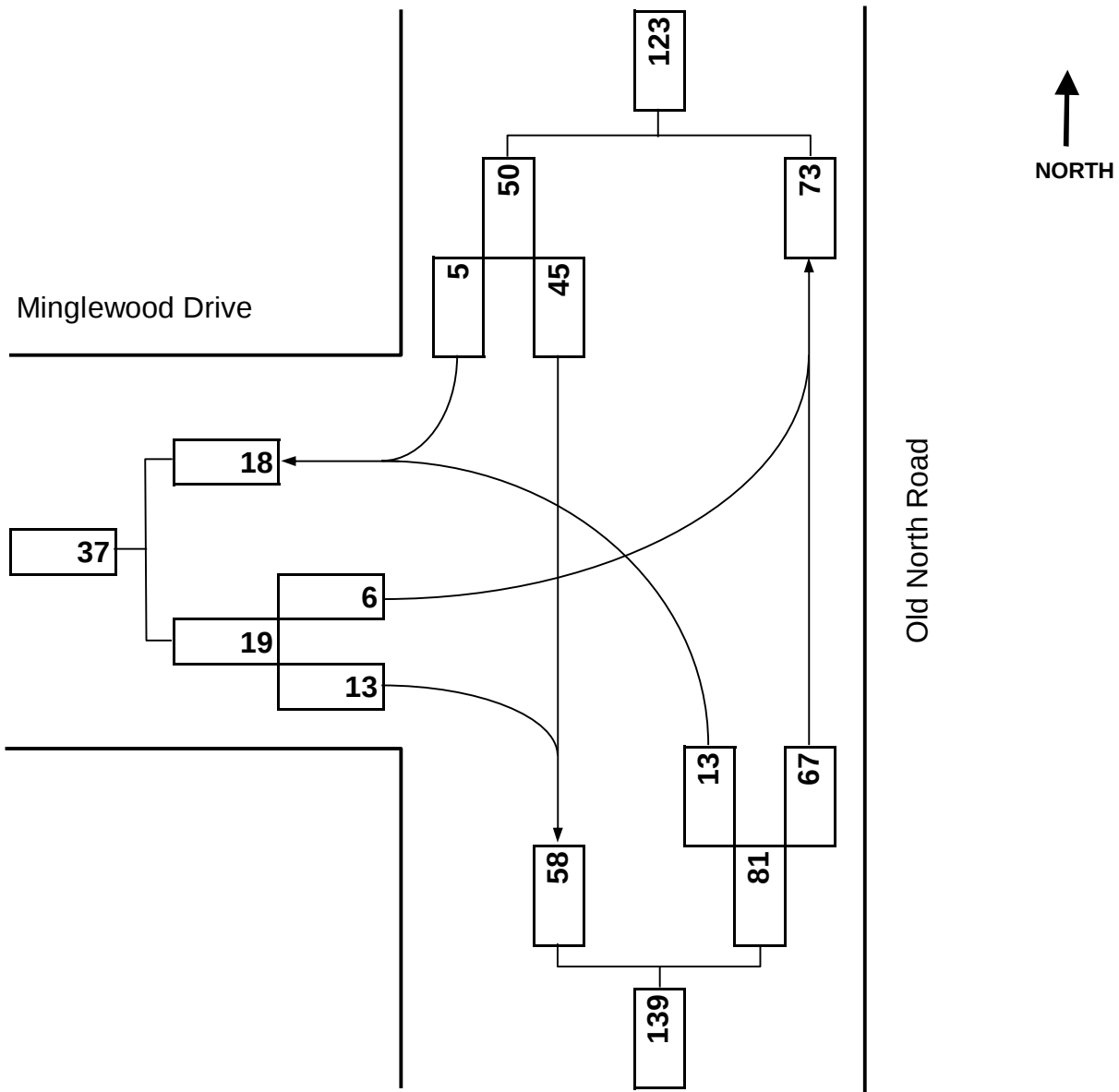
Day of Week: Weekday

Reference No.: 2940

Peak Period: AM Peak

Existing: n/a

Future: Build



The Village at Tiogue

Intersection

Int Delay, s/veh 1.8

Movement

	EBL	EBR	NBL	NBT	SBT	SBR
--	-----	-----	-----	-----	-----	-----

Lane Configurations						
Traffic Vol, veh/h	6	13	13	67	45	5
Future Vol, veh/h	6	13	13	67	45	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	7	14	14	73	49	5

Major/Minor

	Minor2	Major1	Major2
--	--------	--------	--------

Conflicting Flow All	153	52	54	0	-	0
Stage 1	52	-	-	-	-	-
Stage 2	101	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	841	1019	1557	-	-	-
Stage 1	973	-	-	-	-	-
Stage 2	925	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	833	1019	1557	-	-	-
Mov Cap-2 Maneuver	833	-	-	-	-	-
Stage 1	964	-	-	-	-	-
Stage 2	925	-	-	-	-	-

Approach

	EB	NB	SB
--	----	----	----

HCM Ctrl Dly, s/v	8.87	1.19	0
HCM LOS	A		

Minor Lane/Major Mvmt

	NBL	NBT	EBLn1	SBT	SBR
--	-----	-----	-------	-----	-----

Capacity (veh/h)	293	-	952	-	-
HCM Lane V/C Ratio	0.009	-	0.022	-	-
HCM Ctrl Dly (s/v)	7.3	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Turning Movement Diagram

Major Street: Old North Road

Minor Street: Minglewood Drive

City/Town: Coventry

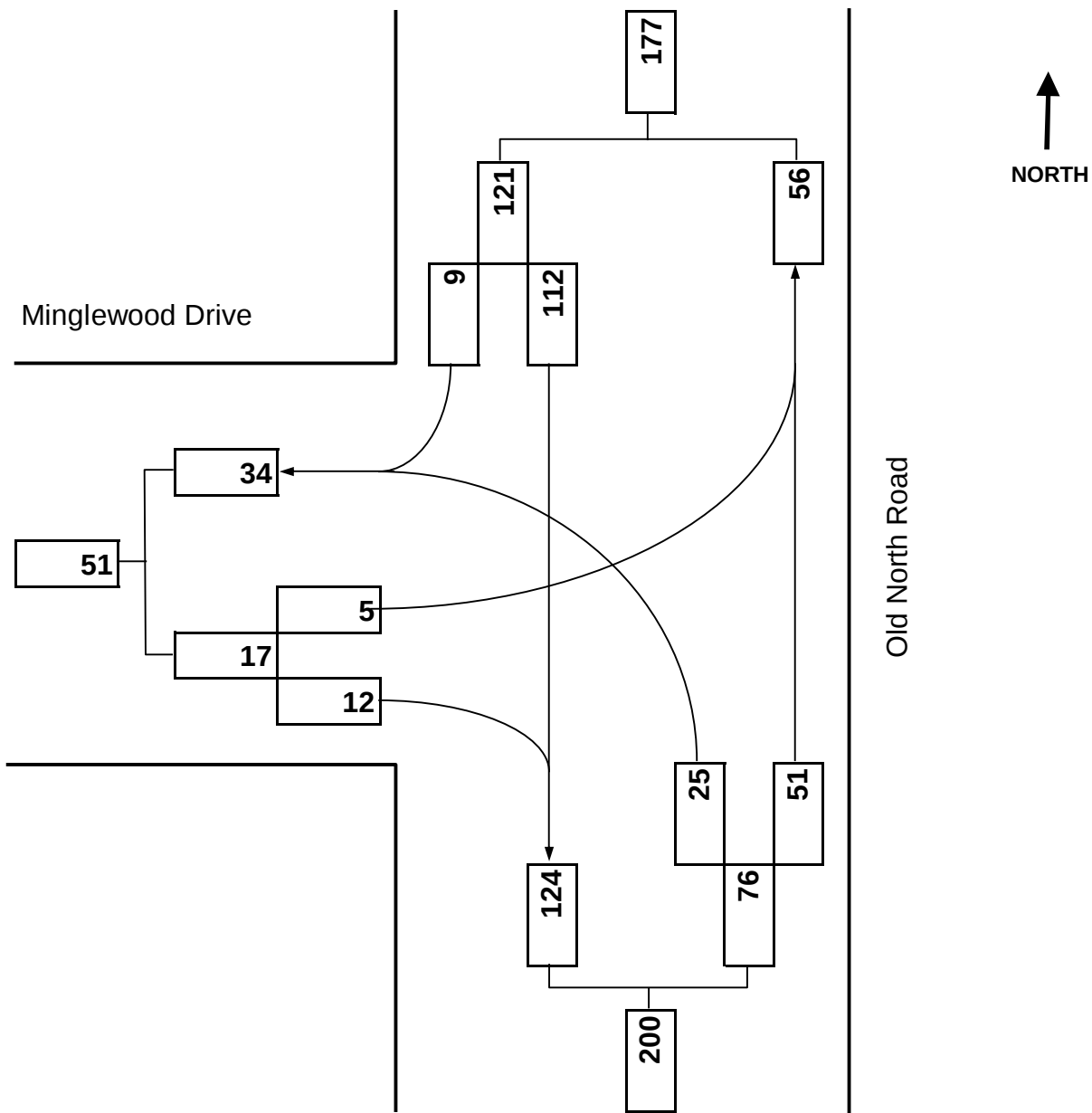
Day of Week: Weekday

Reference No.: 2940

Peak Period: PM Peak

Existing: n/a

Future: Build



The Village at Tiogue

Intersection

Int Delay, s/veh 1.6

Movement

	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	12	25	51	112	9
Future Vol, veh/h	5	12	25	51	112	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	6	14	30	61	133	11

Major/Minor

	Minor2	Major1	Major2
Conflicting Flow All	259	139	144
Stage 1	139	-	-
Stage 2	120	-	-
Critical Hdwy	6.41	6.21	4.11
Critical Hdwy Stg 1	5.41	-	-
Critical Hdwy Stg 2	5.41	-	-
Follow-up Hdwy	3.509	3.309	2.209
Pot Cap-1 Maneuver	732	912	1445
Stage 1	890	-	-
Stage 2	908	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	716	912	1445
Mov Cap-2 Maneuver	716	-	-
Stage 1	871	-	-
Stage 2	908	-	-

Approach

	EB	NB	SB
HCM Ctrl Dly, s/v	9.37	2.48	0
HCM LOS	A		

Minor Lane/Major Mvmt

	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	592	-	844	-	-
HCM Lane V/C Ratio	0.021	-	0.024	-	-
HCM Ctrl Dly (s/v)	7.5	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

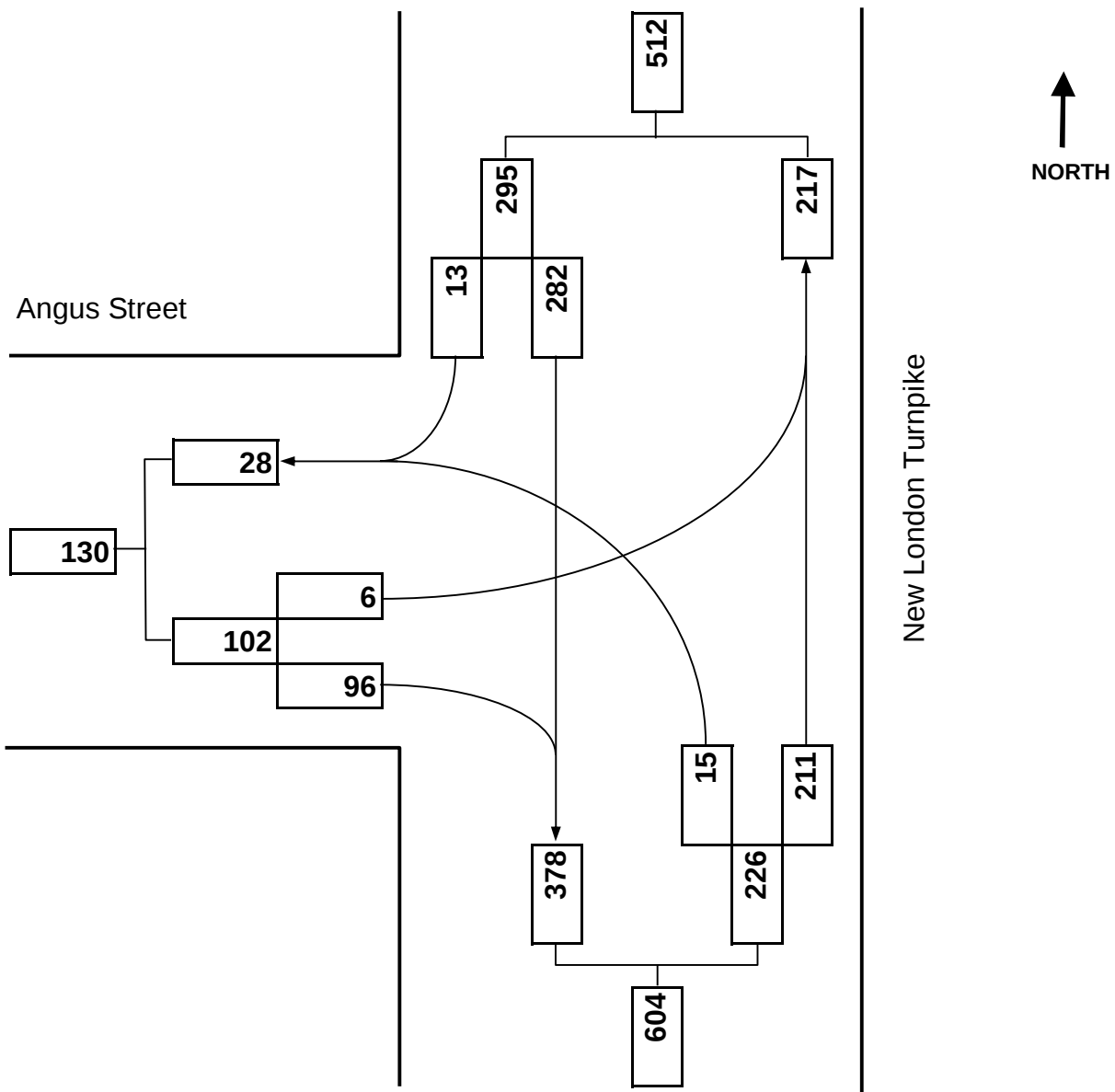
New London Turnpike at Angus Street



Turning Movement Diagram

Major Street:	New London Turnpike
City/Town:	Coventry
Reference No.:	2940
Existing:	n/a

Minor Street:	Angus Street
Day of Week:	Weekday
Peak Period:	AM Peak
Future:	Build



The Village at Tiogue

Intersection

Int Delay, s/veh 2

Movement

	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	6	96	15	211	282	13
Future Vol, veh/h	6	96	15	211	282	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	7	104	16	229	307	14

Major/Minor

	Minor2	Major1	Major2			
Conflicting Flow All	576	314	321	0	-	0
Stage 1	314	-	-	-	-	-
Stage 2	262	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	481	729	1245	-	-	-
Stage 1	743	-	-	-	-	-
Stage 2	784	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	474	729	1245	-	-	-
Mov Cap-2 Maneuver	474	-	-	-	-	-
Stage 1	732	-	-	-	-	-
Stage 2	784	-	-	-	-	-

Approach

	EB	NE	SW
HCM Ctrl Dly, s/v	11.04	0.53	0
HCM LOS	B		

Minor Lane/Major Mvmt

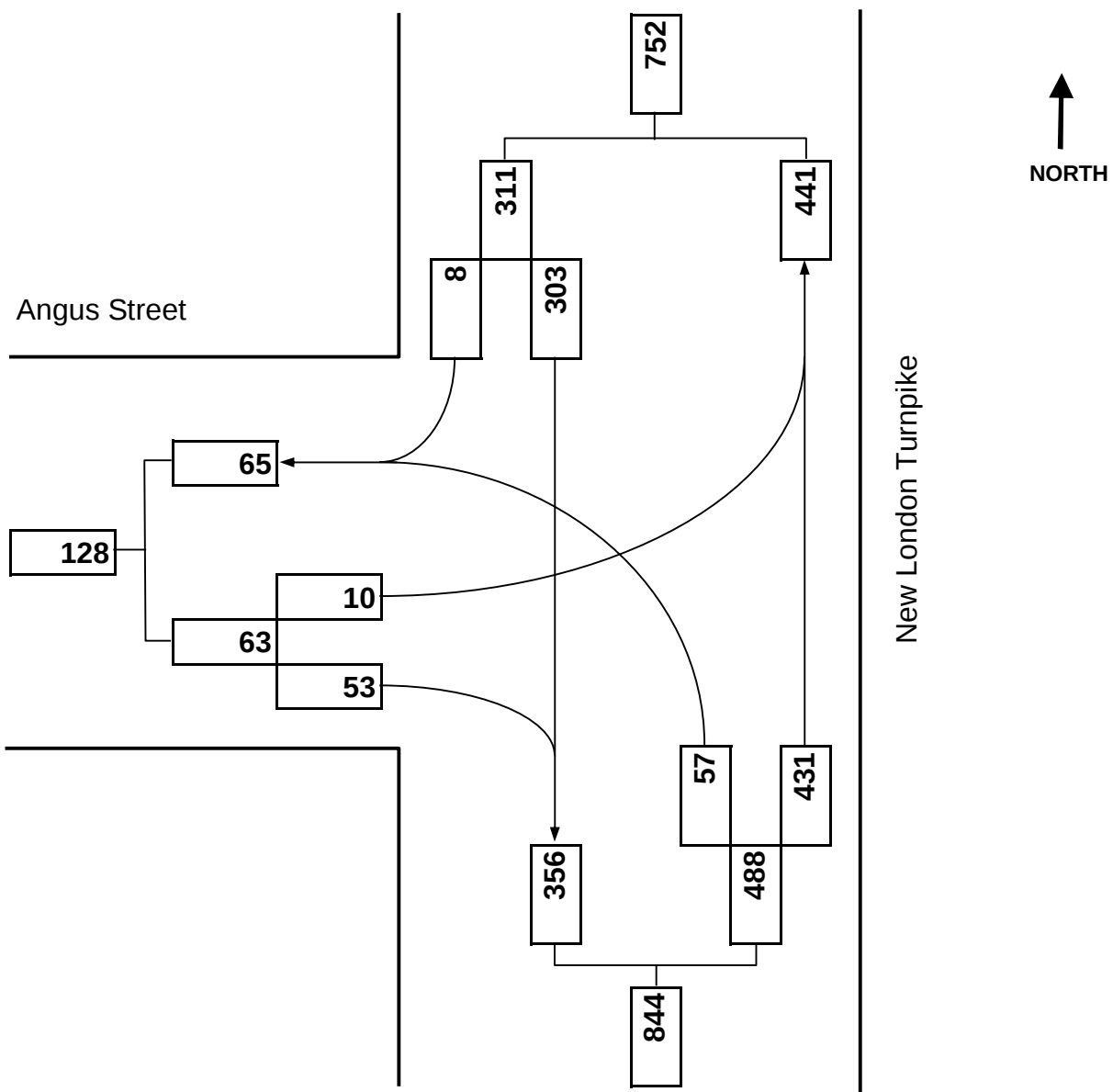
	NEL	NET EBLn1	SWT	SWR
Capacity (veh/h)	119	-	707	-
HCM Lane V/C Ratio	0.013	-	0.157	-
HCM Ctrl Dly (s/v)	7.9	0	11	-
HCM Lane LOS	A	A	B	-
HCM 95th %tile Q(veh)	0	-	0.6	-



Turning Movement Diagram

Major Street:	New London Turnpike
City/Town:	Coventry
Reference No.:	2940
Existing:	n/a

Minor Street:	Angus Street
Day of Week:	Weekday
Peak Period:	PM Peak
Future:	Build



The Village at Tiogue

Intersection

Int Delay, s/veh 1.4

Movement

	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	10	53	57	431	303	8
Future Vol, veh/h	10	53	57	431	303	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	11	60	64	484	340	9

Major/Minor

	Minor2	Major1	Major2			
Conflicting Flow All	957	345	349	0	-	0
Stage 1	345	-	-	-	-	-
Stage 2	612	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	287	700	1215	-	-	-
Stage 1	719	-	-	-	-	-
Stage 2	543	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	266	700	1215	-	-	-
Mov Cap-2 Maneuver	266	-	-	-	-	-
Stage 1	668	-	-	-	-	-
Stage 2	543	-	-	-	-	-

Approach

	EB	NE	SW
HCM Ctrl Dly, s/v	12.41	0.95	0
HCM LOS	B		

Minor Lane/Major Mvmt

	NEL	NET EBLn1	SWT	SWR
Capacity (veh/h)	210	-	556	-
HCM Lane V/C Ratio	0.053	-	0.127	-
HCM Ctrl Dly (s/v)	8.1	0	12.4	-
HCM Lane LOS	A	A	B	-
HCM 95th %tile Q(veh)	0.2	-	0.4	-