

Coventry, Rhode Island
Coventry Crossings

April 2023
Revised July 2023
Revised August 2023

TRAFFIC IMPACT STUDY



BETA

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Proposed Mixed-Use Development

Coventry Crossings
Coventry, Rhode Island

TRAFFIC IMPACT STUDY

Prepared by: BETA GROUP, INC.

Prepared for: Mr. Jonathon Kent
Kreg Management
39 Nooseneck Hill Road
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April 2023

Revised July 2023

Revised August 2023



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Revised August 8, 2023

Mr. Jonathon Kent
Kreg Management
39 Nooseneck Hill Road
West Greenwich, Rhode Island 02817

Re: Proposed Mixed-Use Development
Coventry Crossings
Nooseneck Hill Road (Route 3)
Coventry, Rhode Island

Dear Mr. Kent:

BETA Group, Inc., in accordance with our scope of services, has completed an update to our original Traffic Impact Study in order to address changes made to the site development proposal for a proposed mixed-use project, *Coventry Crossings*, in the Town of Coventry, Rhode Island. The site is located on the northwestern corner of the intersection of Nooseneck Hill Road with Harkney Hill Road. The parcel is defined by Assessor's Plat 10, Lot 29 and Assessor's Plat 18 Lot 86, which together contain approximately 30 acres of undeveloped land.

Based upon our discussions and a review of the site development plan provided by *Garofalo & Associates, Inc.*, it is our understanding that the mixed-use project includes construction of 146 residential condominium units and a single small commercial building for retail use. Access and egress to the site is proposed via two new driveways, one located on Harkney Hill Road and one on Nooseneck Hill 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 mixed-use 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,
BETA Group, Inc.

A handwritten signature in black ink that reads "Paul J. Bannon".

Paul J. Bannon
Associate

BETA GROUP, INC.

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1.0 INTRODUCTION

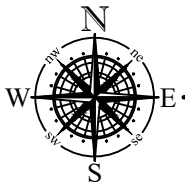
The objective of the following study is to assess the potential traffic impacts associated with a proposed mixed-use development project in the Town of Coventry, Rhode Island. The project is proposed to be constructed on a parcel of land with roadway frontage on both Nooseneck Hill Road (Route 3) and Harkney Hill Road (Route 118), situated on the northwest corner of their junction as shown in Figure 1 on the following page.

The proposed development consists of a total of up to 146 residential units comprised of 78 duplex homes and 68 single unit condominium buildings. In addition, the commercial component will consist of a 12,500 square foot building for a retail use in the northeast portion of the parcel along Nooseneck Hill Road. Access/egress to the site will be provided at two proposed driveways, one located on Harkney Hill Road where it intersects Maple Root Road and one along Nooseneck Hill Road, approximately 950 feet north of the intersection with Harkney Hill Road.

The study summarized herein focused on both traffic flow efficiency and safety along Nooseneck Hill Road, Harkney Hill Road, and Hill Farm Road in the immediate vicinity of the subject property, including the proposed site driveways. The potential 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:

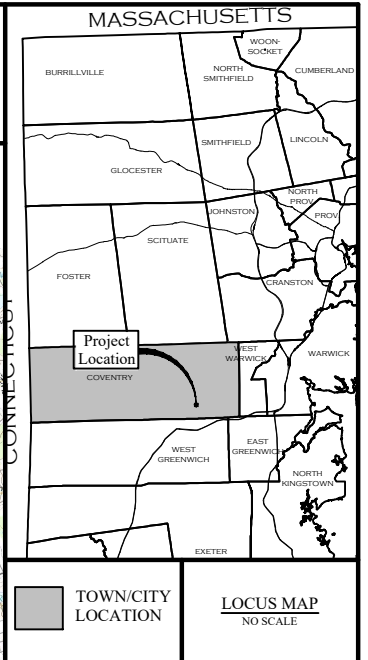
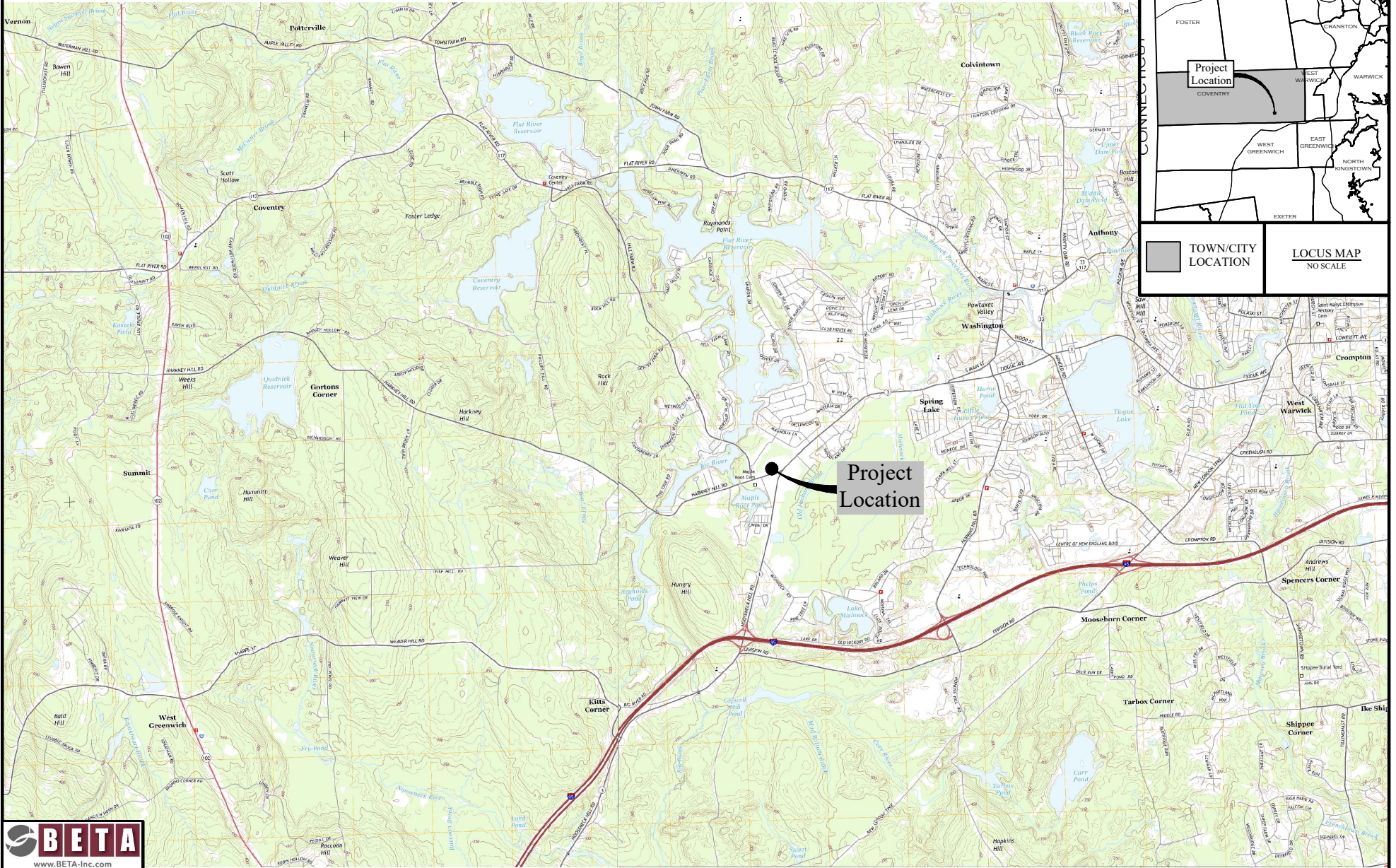
- A traffic counting program to define the existing traffic patterns and operational characteristics along the servicing roadways. The data collection included Automatic Traffic Recorder (ATR) counts on Harkney Hill Road and on Nooseneck Hill Road adjacent to the subject property, manual Turning Movement Counts (TMC) at the Harkney Hill Road intersections with Nooseneck Hill Road and Hill Farm Road, and a review of record information from the Rhode Island Department of Transportation (RIDOT) in the immediate area.
- An inventory of the physical roadway characteristics of Nooseneck Hill Road, Harkney Hill Road, and Hill Farm Road in the project area 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 mixed-use 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 conditions and development of recommendations where necessary, that would be required to maintain safe and efficient traffic flow in the project area.



Coventry Crossings

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Figure 1 - Project Vicinity Map



2.0 PROJECT AREA

As noted in the previous section, the proposed mixed-use project will be situated on a parcel of land on the northwest corner of the intersection of Nooseneck Hill Road with Harkney Hill Road. The subject parcel contains approximately 30.3 acres of undeveloped and partially wooded land. 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 defined as predominantly residential north and west of the site and commercial to northeast and southeast along the Route 3 corridor. To the immediate south and east along Nooseneck Hill Road are several local businesses including *Dollar General*, *Iannotti Funeral Home*, *Ocean State Credit Union*, *Coventry Lumber*, *Coventry Petroleum*, and *Lee's Appliance & Television*. To the west are residential properties and recreational uses such as a golf course, soccer and baseball fields. Further north along Nooseneck Hill Road are numerous small commercial properties and residential neighborhoods off of intersecting side streets. Nooseneck Hill Road becomes Tiogue Avenue to the north of Reservoir Road as the arterial provides access to a more densely populated area of the community heading into West Warwick.

Both Nooseneck Hill Road (Route 3) and Harkney Hill Road will serve as the primary access routes to the proposed development. Based upon the good operating characteristics along the servicing roadways in the immediate site vicinity, and the proposed development land uses, a study impact area was defined. The limits of our analysis focused on Harkney Hill Road between Nooseneck Hill Road and Hill Farm Road, including the proposed western site driveway, and Nooseneck Hill Road between Magnolia Lane and Maple Root Road.

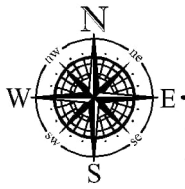
3.0 EXISTING CONDITIONS

3.1 ROADWAYS

Nooseneck Hill Road (Route 3)

Nooseneck Hill Road (Route 3) is an urban principal arterial in the Town of Coventry extending from Interstate 95 to the south in West Greenwich, to Reservoir Road to the north. Route 3 is defined as Tiogue Avenue to the north of its intersection with Reservoir Road heading into the Town of West Warwick, where it then becomes Cowesett Road.

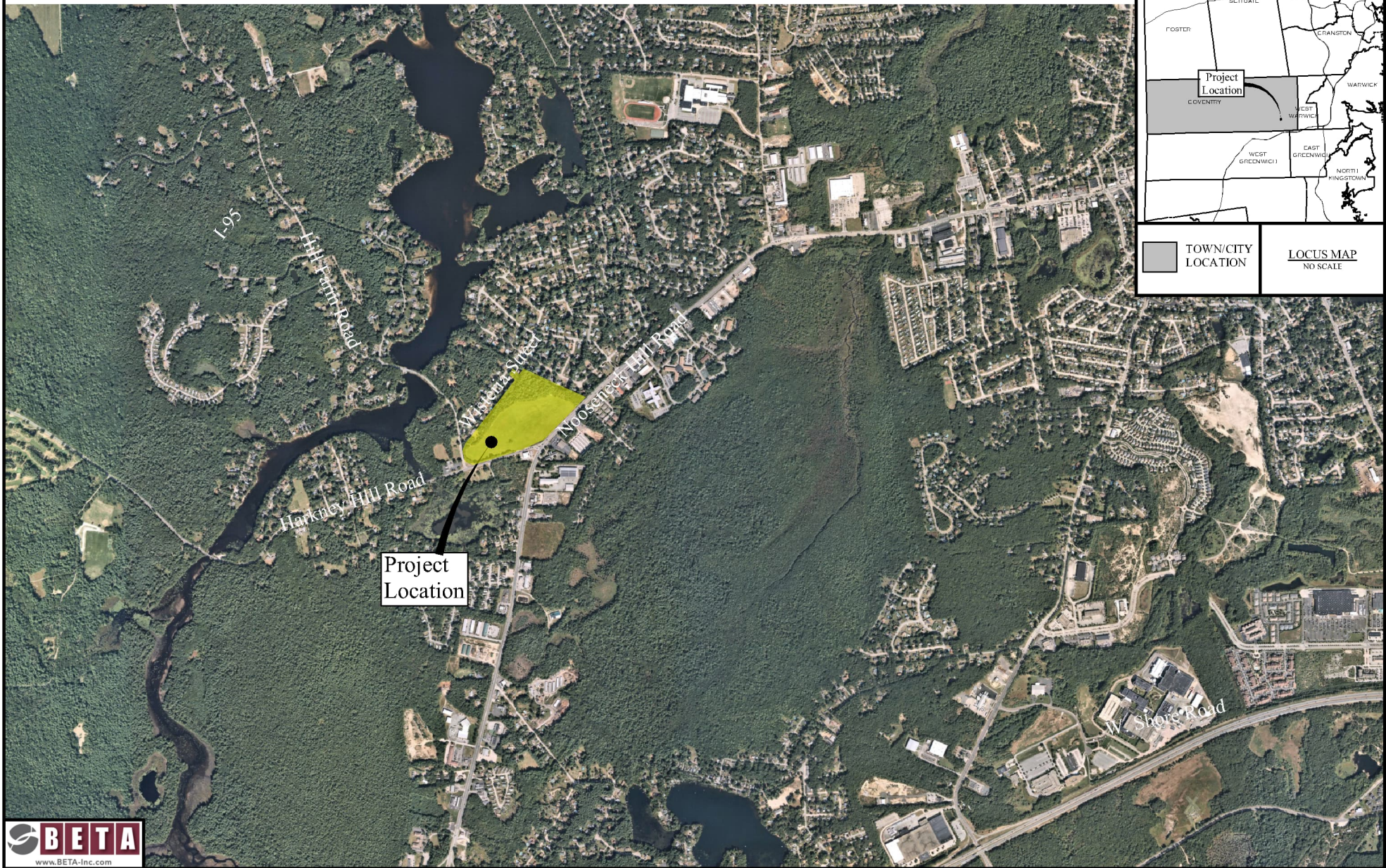
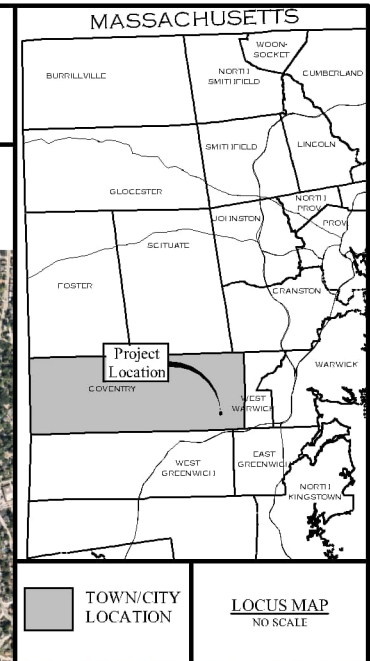
Route 3 in the immediate site vicinity is a sixty-four foot wide five lane roadway consisting of two, 11-foot travel lanes and a four-foot shoulder in each direction. The directions of travel are separated by a 12-foot median two-way left turn lane that provides a refuge lane for left turning vehicles into the many side streets and business driveways along its length. The pavement surface can be classified as being in good condition with only minor instances of edge cracking present.



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Figure 2 - Project Area Map



The speed limit is posted at 45 mph in the project area. There is no curbing generally provided along the roadway, though sporadic curbing and concrete sidewalks are present at driveways including the area recently constructed for the *Dollar General* store at the Harkney Hill Road intersection. In addition, lighting is available sporadically on utility poles for nighttime illumination of the Route 3 corridor. The adjacent photograph depicts the typical characteristics of Nooseneck Hill Road looking northeast along the subject property frontage.



Harkney Hill Road (Route 118)

Harkney Hill Road is an urban minor arterial running generally in an east/west direction through the Town of Coventry. The roadway is approximately 32 feet wide consisting of an 11-foot travel lane and 5-foot shoulder in each direction delineated with a double yellow centerline and white shoulder markings. There is no curbing or sidewalk provided along the road, maintaining a rural arterial character heading west to less densely populated areas of the community.



The pavement can be classified as being in fair condition with minor crack sealing treatments visible. The posted speed limit is 30 mph along the property frontage. Lighting is provided sporadically on utility poles for night time visibility in the area.

Hill Farm Road

Hill Farm Road is classified as an urban major collector running generally in a northwest/southeast direction between Flat River Road (Route 117) to the north and Harkney Hill Road in the south. In the project area, the typical roadway cross section is 34-feet wide consisting of a 12-foot travel lane and a 5-foot shoulder in each direction. No curbing or sidewalks are provided on either side of the road.

The pavement surface can be classified as being in good condition with no visible signs of distress. The posted speed limit is 30 mph in the site vicinity. Lighting is available on utility poles for night time illumination in the area. The adjacent photograph depicts the physical characteristics of the roadway looking northeast in the vicinity of the Harkney Hill Road intersection.



3.2 INTERSECTIONS

Nooseneck Hill Road at Harkney Hill Road and Ocean State Credit Union Driveway

Nooseneck Hill Road intersects Harkney Hill Road and a driveway to the *Ocean State Credit Union* to form a signalized, four-way junction. Each approach to the intersection has differing geometric configurations. Nooseneck Hill Road comprises the north and south legs, Harkney Hill Road comprises the west leg, and the *Ocean State Credit Union* northern driveway comprises the eastern leg.

The southbound approach contains one left turn lane, one thru lane, and one thru/right lane that transitions to a channelized right turn, yield control movement. The northbound approach is comprised of one left turn lane, one thru lane and one thru/right lane. It should be noted that the right turn movement on this approach occurs



approximately 70 feet south of the stop line as it provides access to the private credit union driveway that loops to the signal that forms the westbound approach to intersection consisting of a single lane for all movements. The eastbound approach is delineated for one right turn lane and one left turn lane, though the left lane is typically utilized for thru vehicles entering the *Ocean State Credit Union* northern driveway.

The traffic signal operates in a fully actuated four phase manner. The first phase allows for advanced protected left turn movements for the northbound and southbound approaches with overlapping eastbound right turns from Harkney Hill Road. The second phase provides thru movements for northbound and southbound vehicles on Route 3. The minor eastbound and westbound approaches are

split where the third phase services all eastbound movements from Harkney Hill Road, and concurrent pedestrian movements across the southern leg. The fourth and final phase services the westbound approach from the private driveway. The third and fourth phases of the signal are split as a safety measure to avoid turning conflicts due to the offset configuration of the approaches.

The layout of the signal equipment includes mast arm mounted signal heads with in-road loop detectors. In addition, a combination of mast arm pole and pedestal pole mounted pedestrian signal heads with pushbuttons including curb ramps are provided across the southern leg of the intersection. Some of the equipment including accessible pedestrian heads and pushbuttons was upgraded in 2019 that also included right turn overlap phasing for the Harkney Hill Road right turn movement.

Harkney Hill Road at Hill Farm Road

Harkney Hill Road intersects Hill Farm Road to form an unsignalized, T-type junction with stop control on the minor Hill Farm Road southbound approach. Hill Farm Road comprises the northern leg, and Harkney Hill Road comprises the eastern and western legs.

The eastbound approach includes a single lane for the left/thru movements. The westbound approach was upgraded in 2022 and includes a single thru travel lane and a separate 200 foot long right turn lane that was added to improve the safety and efficiency of the intersection. The southbound approach consists of one lane for the left and right turn movements.



No curbing or sidewalks are available along the perimeter of the intersection. A cobra-head light fixture on a utility pole is provided for nighttime illumination of the junction. The adjacent aerial depicts the physical characteristics of the intersection.

3.3 TRAFFIC DATA

Existing traffic flow characteristics for this area were developed from a traffic counting program conducted by BETA. The data collection effort included seven-day Automatic Traffic Recorder (ATR's) counts on Harkney Hill Road and Nooseneck Hill Road along the property frontage in January 2023. Turning Movement Counts (TMC's) were also obtained at the signalized intersection of Nooseneck Hill Road with Harkney Hill Road and at the unsignalized intersection of Harkney Hill Road with Hill Farm Road during the weekday morning and afternoon peak periods between 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, as well as the Saturday midday peak period between 12:00 PM and 3:00 PM. The counts were

seasonally adjusted higher to represent average daily traffic conditions based upon RIDOT adjustment factors for urban arterials.

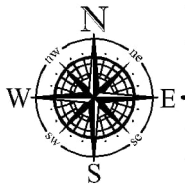
Based upon the January 2023 ATR data, Nooseneck Hill Road along the property frontage was found to have a weekday traffic demand of approximately 12,900 vehicles per day (VPD), while the daily demand on Harkney Hill Road was approximately 9,000 VPD. During the daily peak hours of traffic, Nooseneck Hill Road services approximately 960 vehicles between 7:00 and 8:00 AM with 430 vehicles northbound and 530 vehicles southbound. During the weekday afternoon peak hour between 4:30 and 5:30 PM, the roadway services approximately 1,180 vehicles with 590 vehicles northbound and 590 vehicles southbound and during the Saturday peak hour between 1:00 PM and 2:00 PM, Nooseneck Hill Road services approximately 1,170 vehicles, with 510 vehicles northbound and 660 southbound.

Based upon the turning movement count data at the unsignalized intersection of Harkney Hill Road with Hill Farm Road, Harkney Hill Road was found to service approximately 790 vehicles per hour with 635 vehicles eastbound and 155 vehicles westbound during the morning peak hour between 7:00 and 8:00 AM. During the same time period, Hill Farm Road serviced approximately 330 vehicles per hour with 85 vehicles northbound and 245 vehicles southbound. During the weekday afternoon peak hour between 4:30 and 5:30 PM, Harkney Hill Road was found to service approximately 970 vehicles per hour with 310 vehicles eastbound and 660 vehicles westbound. During this same period, Hill Farm Road was found to service approximately 380 vehicles per hour with 255 vehicles northbound and 125 vehicles southbound. Figure 3 on the following page depicts the daily peak hour turning movement volumes at the study intersections utilized in our analysis. Complete count information can be found in the Appendix.

4.0 SAFETY ANALYSIS

To determine if there are any limiting factors affecting safety relating to access to the proposed mixed-use project, the physical characteristics of Nooseneck Hill Road and Harkney Hill Road in the project area were investigated. These limiting factors would potentially include horizontal or vertical roadway geometry 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 sight distance standard is necessary to permit turning vehicles to safely enter and exit the site driveways proposed on Harkney Hill Road and Nooseneck Hill Road.

Speed data was obtained utilizing ATR methods in determining the 85th percentile speed for drivers within the project area. The 85th percentile speed is considered as a design speed and represents the speed at which 85 percent of drivers are travelling at or below and is utilized for sight distance assessments. 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* is referenced for required stopping sight distances based on the design speeds for each roadway. The stopping sight distance is the minimum distance that a vehicle driving along the roadway requires to adequately react and safely come to a stop and avoid a collision.

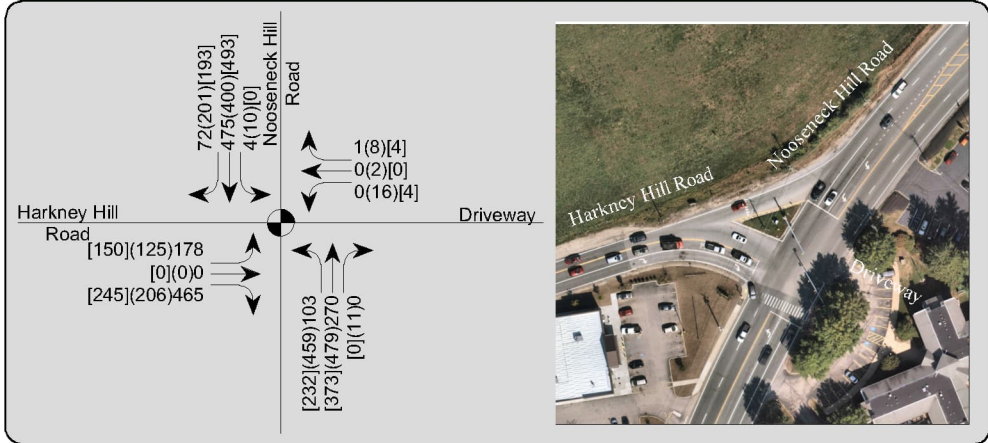


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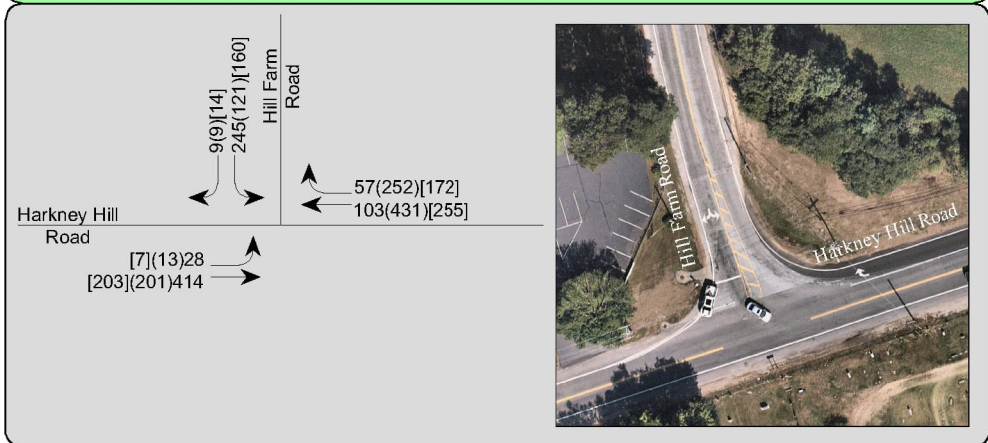
Figure 3 - Existing Traffic Volumes



1 Nooseneck Hill Road (Route 3) at Harkney Hill Road (Route 118) & Driveway



2 Hill Farm Road at Harkney Hill Road (Route 118)



LEGEND:

- TURN LANE
- XXX AM PEAK VOLUMES (7:00 TO 8:00)
- (XXX) PM PEAK VOLUMES (4:30 TO 5:30)
- [XXX] SATURDAY PEAK VOLUMES (1:00 TO 2:00)
- ① STUDY INTERSECTION
- ⦿ TRAFFIC SIGNAL

The horizontal and vertical alignment of Nooseneck Hill Road in the vicinity of the proposed northern site driveway can be described as straight and relatively level. Based upon the existing roadway geometry as defined, the measured sight distances along Nooseneck Hill Road at the proposed site access driveway are greater than 800 feet to the northeast and to the southwest. These values exceed AASHTO's recommended minimum sight distance of 360 feet based on the posted speed limit of 45 mph and the 386 feet based on the measured 85th percentile vehicle speeds of 48 mph recorded on Nooseneck Hill Road.

The horizontal and vertical alignment of Harkney Hill Road in the vicinity of the proposed western site driveway can be described as straight and level. Based upon the existing roadway geometry as defined, the measured sight distances along Harkney Hill Road at the proposed site access driveway are greater than 500 feet to the east and west. These values exceed AASHTO's recommended minimum sight distance of 200 feet required for the posted speed limit of 30 mph and the 260 feet based on the measured 85th percentile vehicle speeds of 36 mph recorded on Harkney Hill Road. No physical obstructions were noted within the sight triangle at the proposed driveway location that would impede drivers sight lines.

The horizontal and vertical alignment of Harkney Hill Road in the vicinity of the existing intersection with Hill Farm Road was also reviewed and determined to be relatively straight and level. Based upon the existing roadway geometry as described, the available sight distances at the Hill Farm Road junction along Harkney Hill Road were found to be greater than 500 feet to the east and west. These values exceed AASHTO's recommended minimum sight distance of 200 feet required for the posted speed limit of 30 mph and the 260 feet based on the measured 85th percentile vehicle speed of 36 mph recorded on Harkney Hill Road. No physical obstructions were noted within the sight triangle at the intersection that could impede drivers sight lines for approaching or stopped vehicles.

Also, as part of the safety analysis, a review of crash statistics along the servicing roadways within the project area and specifically at the signalized intersection of Nooseneck Hill Road at Harkney Hill Road, and at the unsignalized intersection of Harkney Hill Road at Hill Farm Road was completed. Data was reviewed from the Town of Coventry Police Department for the latest full three-year period (2018, 2019 and 2022) where traffic conditions were not impacted by the COVID-19 pandemic restrictions to determine if any location in the project area experienced a high frequency or pattern of crashes.

A total of 25 crashes occurred in the project area over the three-year study period, with six reported injuries and no fatalities. Table 1 on the following page summarizes the crash data obtained from the local police records. As can be seen in the table, the location experiencing the highest number of crashes occurred at the signalized junction of Nooseneck Hill Road with Harkney Hill Road. The predominant crash type was rear end collisions, which is typical of signalized junctions due to the numerous starting and stopping movements required for the change intervals. No trends in crash patterns or severity were determined at the junction that would require additional safety enhancements.

TABLE 1 – Crash Data Summary

| | Year | | | Total | Average per Year |
|--|------|------|------|-------|------------------|
| | 2018 | 2019 | 2022 | | |
| Intersections | | | | | |
| Nooseneck Hill Road (Route 3) at Harkney Hill Road (Route 118) | 8 | 7 | 2 | 17 | 6 |
| Harkney Hill Road (Route 118) at Maple Root Road | 1 | 0 | 0 | 1 | 0 |
| Harkney Hill Road (Route 118) at Hill Farm Road | 1 | 2 | 3 | 6 | 2 |
| Corridor | | | | | |
| Harkney Hill Road | 1 | 0 | 0 | 1 | 0 |
| Total | 11 | 9 | 5 | 25 | 8 |

The predominant crash type at the unsignalized intersection with Hill Farm Road was an angle collision. Each angle collision involved one driver performing a southbound left, while the other was heading westbound, through the intersection. Based on our site investigation, and as noted earlier, a right turn lane was recently added in 2022 to better define westbound vehicle movements when approaching the junction. This right turn lane helps improve both safety and efficiency of the intersection by allowing southbound vehicles on Hill Farm Road to confirm that a westbound vehicle is turning (from the right turn lane) avoiding potential conflict, while also taking better advantage in the available gaps in traffic on Harkney Hill Road. As mentioned previously, during the site visits performed, sight lines were investigated, and no physical or geometric obstructions were noted that would contribute to angle collisions associated with turning vehicles.

One collision occurred at the unsignalized intersection of Harkney Hill Road at Maple Root Road. This intersection is not specified as a study area intersection; however, a proposed site driveway will be located opposite Maple Root Road. Only one crash occurred throughout the study period considered and it was a rear-end collision caused by a driver's windshield fogging up. Only one other collision occurred along Harkney Hill Road within the study area but not at a study area intersection. This collision was caused by a driver erratically attempting to make a U-turn in the middle of the road by utilizing the dirt shoulder on the north side of the road. 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 are presently not warranted to improve traffic safety within the immediate project area.

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 proposed development consists of the construction of up to 146 residential units including 68 single family units

and 78 duplex units. The commercial component currently consists of a 12,500 square foot building for retail use. Access/egress to the mixed-use site will be provided via two driveways with one to the north along Nooseneck Hill Road and one to the west along Harkney Hill Road. Figure 4 on the following page depicts the site layout and access plan provided by *Garofalo & Associates, Inc.*

For this project, estimated traffic volumes for the development were based on use of trip generation factors, obtained 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. The data provided in the ITE report are based on extensive traffic studies for various types of land uses (residential, commercial, industrial, etc.). This data has been found to be very reliable and provides a sound basis for estimating future trips for new development projects.

For the proposed multi-use project, Land Use Code (LUC) 210 Single-Family Detached Housing, LUC 215 Single Family Attached Housing, and LUC 822 Strip Retail Plaza (<40k) were reviewed for applicability in developing an estimate of site related vehicles trips relative to the residential component. Table 2 summarizes the peak hour site trips for the mixed-use project that have been estimated utilizing the land use code data available from the *Trip Generation Manual*. The appropriate worksheets from the manual are included in the Appendix, along with the trip estimate calculations for the proposed land uses.

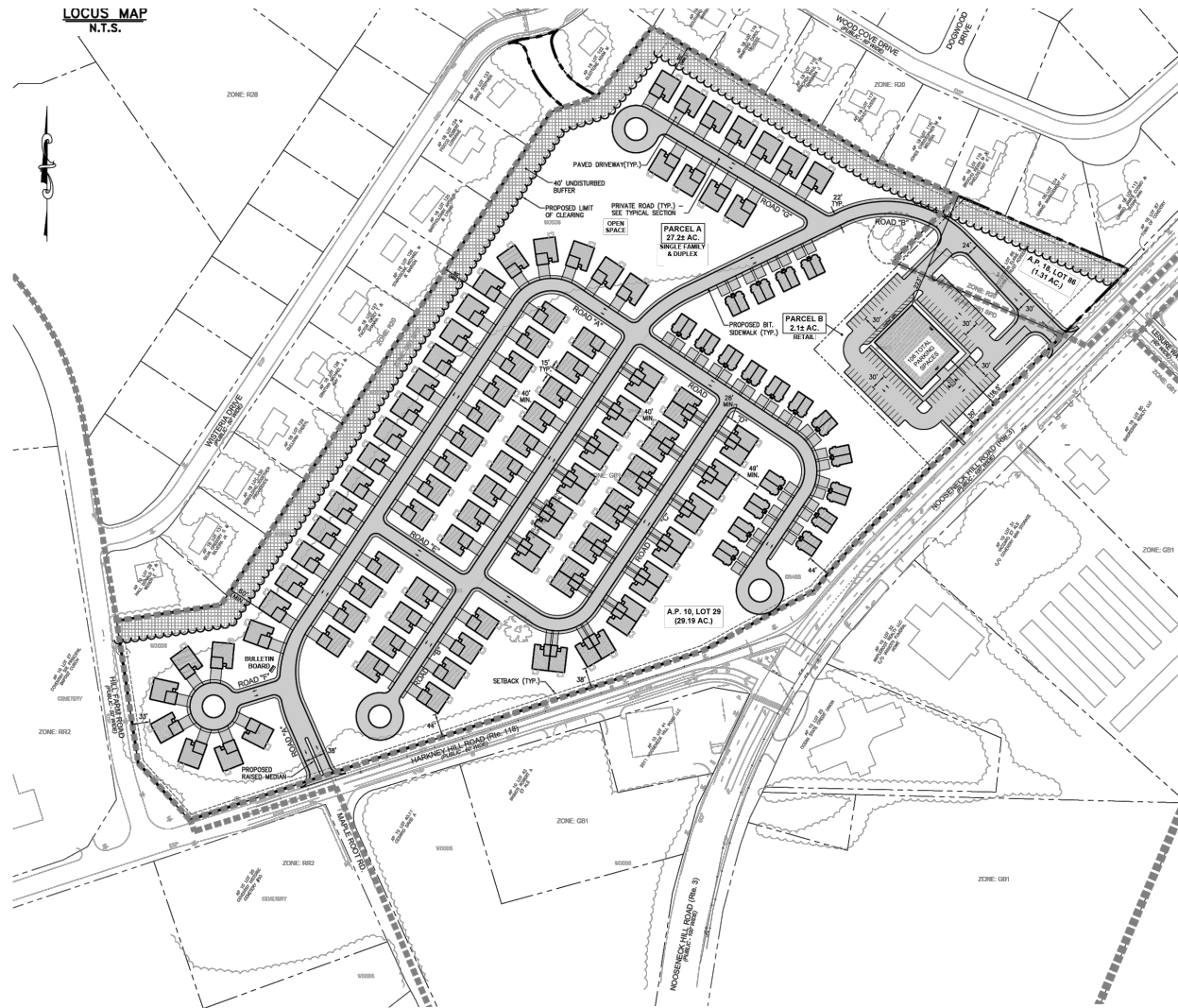
TABLE 2 – Trip Generation Estimate

| <u>Description</u> | | <u>Enter</u> | <u>Exit</u> | <u>Total</u> |
|-----------------------------|--------------------------------|--------------|-------------|--------------|
| <u>Weekday AM Peak Hour</u> | | | | |
| ITE Land Use Code 210 | Single-Family Detached Housing | 13 | 39 | 52 |
| ITE Land Use Code 215 | Single-Family Attached Housing | 9 | 28 | 37 |
| ITE Land Use Code 822 | Strip Retail Plaza (<40k) | <u>20</u> | <u>13</u> | <u>33</u> |
| | TOTAL | 42 | 80 | 122 |
| <u>Weekday PM Peak Hour</u> | | | | |
| ITE Land Use Code 210 | Single-Family Detached Housing | 44 | 25 | 69 |
| ITE Land Use Code 215 | Single-Family Attached Housing | 26 | 18 | 44 |
| ITE Land Use Code 822 | Strip Retail Plaza (<40k) | <u>45</u> | <u>46</u> | <u>91</u> |
| | TOTAL | 115 | 89 | 204 |
| <u>Weekend MD Peak Hour</u> | | | | |
| ITE Land Use Code 210 | Single-Family Detached Housing | 37 | 31 | 68 |
| ITE Land Use Code 215 | Single-Family Attached Housing | 26 | 29 | 55 |
| ITE Land Use Code 822 | Strip Retail Plaza (<40k) | <u>42</u> | <u>40</u> | <u>82</u> |
| | TOTAL | 105 | 100 | 205 |

Proposed Mixed-Use Development

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Figure 4 - Site Layout



Site Plan provided by Garofalo & Associates

5.2 FUTURE TRAFFIC CONDITIONS

In order to properly assess the traffic impacts from 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 between three to five years. The Town of Coventry has seen a minor increase in population over the past decade, increasing by 0.19 percent per year. To provide a conservative analysis, this actual rate was increased to one percent per year for a five-year study period. This one percent was applied to the existing seasonally adjusted volumes to establish Future 2028 No-Build traffic demands on the servicing roadways. Additionally, through coordination with the Town of Coventry planning department, BETA was made aware of a few additional planned developments within or adjacent to the project area. The new trips associated with these projects were included in the Future 2028 No-Build traffic condition. These developments include:

- Proscape – Located at 2043 Maple Root Road - 9,000 Square Foot Commercial Development
- Coventry Self Storage – Located at 1920 Nooseneck Hill Road – 75,088 Square Foot Storage Facility
- Shoreside Realty – 36 Tradesmen Units – Six buildings with six units, totaling 36,720 Square Feet

The table on the following page displays the trips these developments and anticipated to create, and the anticipated amount of the trips that would be expected to impact the proposed study area.

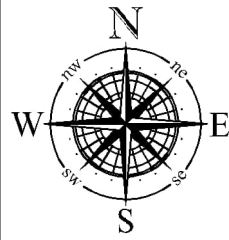
TABLE 3 – Outside Developments Trip Generation Estimate

| | <u>Description</u> | <u>Enter</u> | <u>Exit</u> | <u>Total</u> |
|-----------------------------|----------------------------|----------------|----------------|----------------|
| <u>Weekday AM Peak Hour</u> | | | | |
| Proscape - ITE LUC 180 | Specialty Trade Contractor | 11 (7) | 4 (2) | 15 (9) |
| Self-Storage - ITE LUC 151 | Mini Warehouse | 4 (2) | 3 (2) | 7 (4) |
| Shoreside Realty - LUC 180 | Specialty Trade Contractor | <u>44 (27)</u> | <u>16 (8)</u> | <u>60 (35)</u> |
| | TOTAL | 59 (36) | 23 (12) | 82 (48) |
| <u>Weekday PM Peak Hour</u> | | | | |
| Proscape - ITE LUC 180 | Specialty Trade Contractor | 6 (4) | 11 (5) | 17 (9) |
| Self-Storage - ITE LUC 151 | Mini Warehouse | 5 (2) | 6 (3) | 11 (5) |
| Shoreside Realty - LUC 180 | Specialty Trade Contractor | <u>22 (15)</u> | <u>47 (24)</u> | <u>69 (39)</u> |
| | TOTAL | 33 (21) | 64 (32) | 97 (53) |
| <u>Weekend MD Peak Hour</u> | | | | |
| Proscape - ITE LUC 180 | Specialty Trade Contractor | 0 (0) | 0 (0) | 0 (0) |
| Self-Storage - ITE LUC 151 | Mini Warehouse | 8 (6) | 5 (2) | 13 (8) |
| Shoreside Realty - LUC 180 | Specialty Trade Contractor | <u>0 (0)</u> | <u>0 (0)</u> | <u>0 (0)</u> |
| | TOTAL | 8 (6) | 5 (2) | 13 (8) |

Traffic associated with the proposed mixed-use development was then added to the No-Build condition to establish the Future 2028 Build traffic condition reviewed in our analysis. Figure 5 on the following page depicts the estimated future traffic volumes at the study intersections. In developing the intersection volumes to be analyzed under build conditions, a proportionate distribution of the site traffic at the site driveways was determined. Based on the ATR data for Nooseneck Hill Road and Harkney Hill Road, it is anticipated that 40 percent of trips would utilize the western site driveway along Harkney Hill Road, while 60% would utilize the northern site driveway along Nooseneck Hill Road. Beyond the site driveway intersections, traffic is anticipated to mirror traffic patterns determined from the data collection program. Trip distribution figures are provided in the Appendix for reference.

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 record traffic data found that the weekday morning and afternoon peak hours, as well as the weekend mid-day peak hour would represent this worst-case combination of site-generated traffic with the servicing roadway peak traffic period.



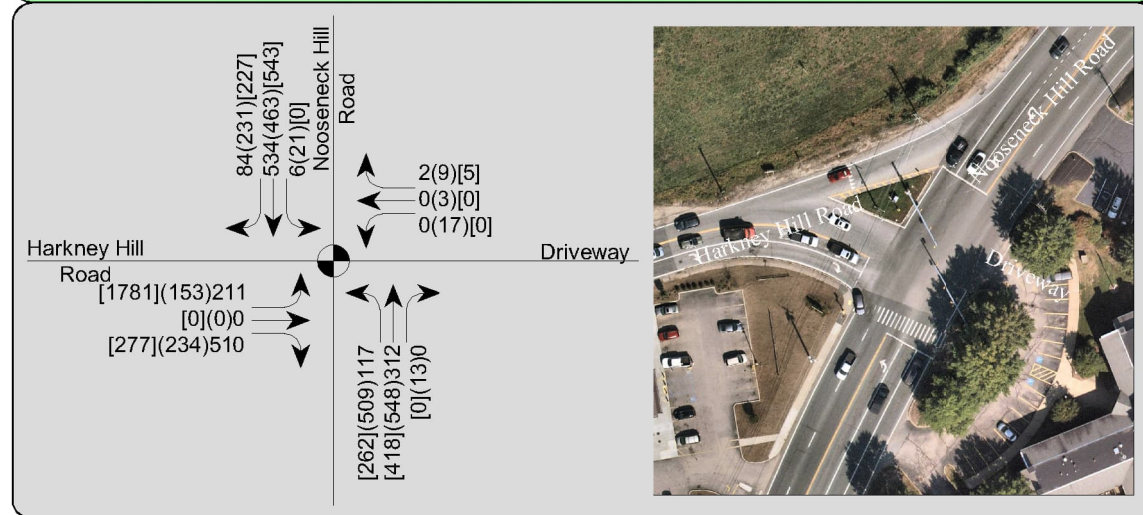
Proposed Mixed-Use Development

COVENTRY, RHODE ISLAND

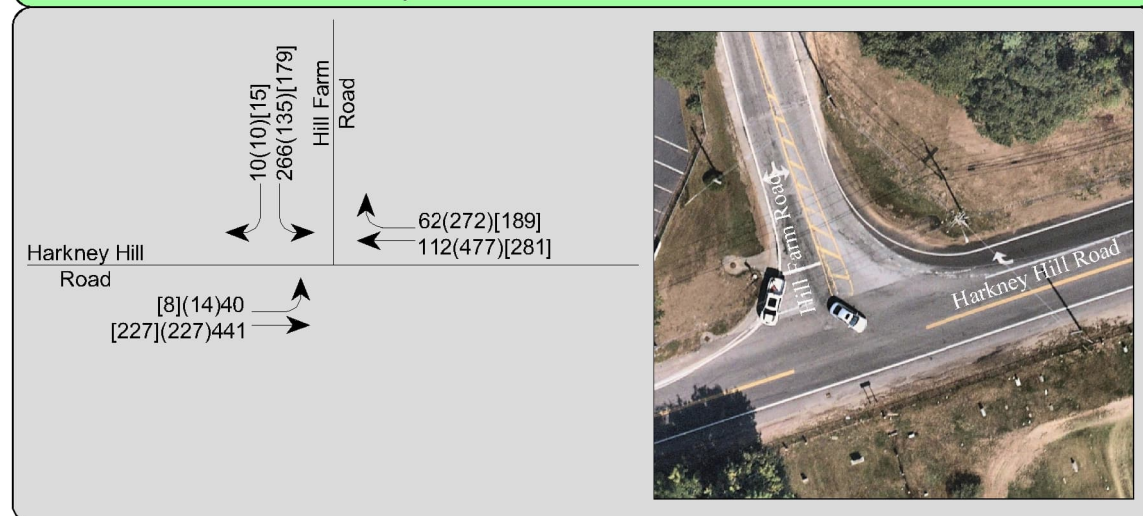
Figure 5 - Proposed Traffic Volumes



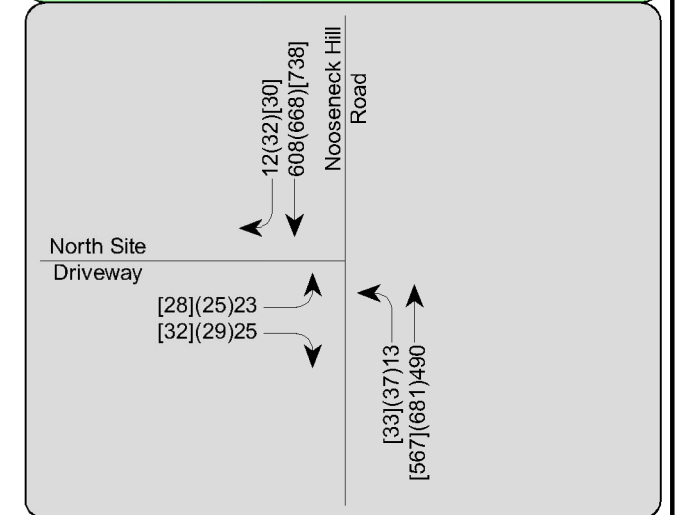
1 Nooseneck Hill Road at Hartney Hill Road & Credit Union Driveway



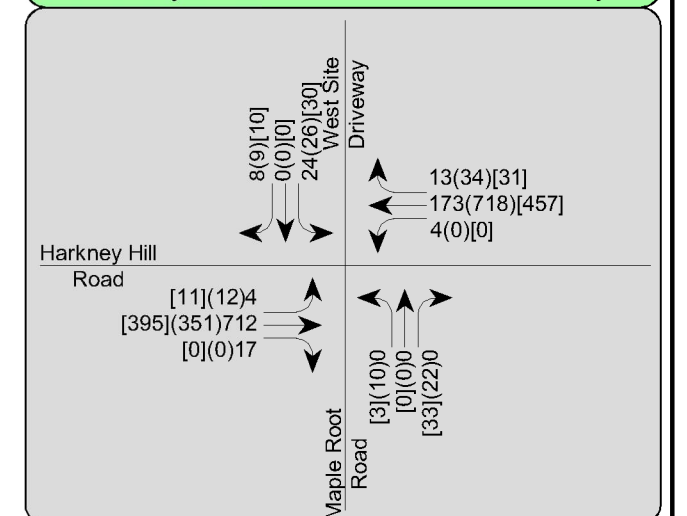
2 Hill Farm Road at Harkney Hill Road



3 Nooseneck Hill Road at North Site Driveway



4 Harkney Hill Road at West Site Driveway



LEGEND:

- ▼ TURN LANE
- XXX AM PEAK VOLUMES (7:00 TO 8:00)
- (XXX) PM PEAK VOLUMES (4:30 TO 5:30)
- [XXX] SATURDAY PEAK VOLUMES (1:00 TO 2:00)
- ① STUDY INTERSECTION
- ⦿ TRAFFIC SIGNAL

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 is at full capacity resulting in extended vehicle delays and potential queuing. Table 3 outlines the Level of Service delay criteria presented in the Highway Capacity Manual for signalized and unsignalized intersections.

TABLE 4 – Highway Capacity Manual 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 |

The study area intersections as defined were analyzed for the weekday morning and afternoon peak hours as well as the Saturday mid-day peak period. The capacity analysis worksheets are included in the Appendix and Tables 4 through 6 summarize the results of the analyses.

Table 4 on the following page depicts the existing operational conditions at the study intersections of Nooseneck Hill Road at Harkney Hill Road and Harkney Hill Road at Hill Farm Road. As can be seen in the table, the signalized intersection of Nooseneck Hill Road at Harkney Hill Road was determined to operate overall at an acceptable LOS B during the morning and weekend peak hours and LOS C during the afternoon peak hours with critical movements experiencing LOS C or better. The unsignalized intersection of Hill Farm Road at Harkney Hill Road found that all critical movements currently operate at an acceptable LOS C or better during all peak periods.

Table 5 presents the Future 2028 No-Build design period taking into consideration the base traffic growth and other planned developments as previously noted. The proposed mixed-use project is not included in this Future 2028 No-Build scenario. As can be seen in the table, under the Future 2028 No-Build conditions, the signalized intersection of Nooseneck Hill Road at Harkney Hill Road continues to operate at an acceptable LOS B during the morning and weekend peak hours and LOS C during the afternoon peak hour, similar to the existing conditions. The unsignalized intersection of Hill Farm Road at Harkney Hill Road will also continue to operate in acceptable manner with all critical movements experiencing LOS D or better during all peak periods.

TABLE 5 – Level of Service Summary (Existing Conditions)

| Location / Movement | 2023 EXISTING CONDITIONS | | | | | | | | | | | |
|---|--------------------------|-------|---------------------------------------|------|--------------|-------|---------------------------------------|------|-------------------|-------|---------------------------------------|------|
| | AM Peak Hour | | | | PM Peak Hour | | | | Weekend Peak Hour | | | |
| | LOS | Delay | 95 th % Queue (veh.) | v/c | LOS | Delay | 95 th % Queue (veh.) | v/c | LOS | Delay | 95 th % Queue (veh.) | v/c |
| <i>Nooseneck Hill Road at Harkney Hill Road and Ocean State Credit Union Driveway (S)</i> | | | | | | | | | | | | |
| Nooseneck Hill Road NB Left | C | 26.8 | 4 | 0.37 | D | 35.2 | 20 | 0.76 | C | 29.5 | 8 | 0.58 |
| Nooseneck Hill Road NB Thru/Right | A | 9.5 | 3 | 0.16 | A | 8.9 | 6 | 0.23 | A | 6.3 | 3 | 0.18 |
| Nooseneck Hill Road SB Left | C | 28.5 | 1 | 0.02 | D | 39.1 | 1 | 0.06 | A | 0.0 | 0 | 0.00 |
| Nooseneck Hill Road SB Thru/Right | C | 20.0 | 7 | 0.59 | C | 28.4 | 9 | 0.73 | C | 22.7 | 10 | 0.68 |
| Harkney Hill Road EB Left | C | 26.9 | 6 | 0.52 | D | 39.8 | 6 | 0.52 | C | 32.3 | 6 | 0.50 |
| Harkney Hill Road EB Right | A | 5.1 | 3 | 0.53 | A | 2.0 | 2 | 0.23 | A | 2.3 | 2 | 0.28 |
| Credit Union Driveway WB All | A | 0.0 | 0 | 0.00 | C | 31.7 | 2 | 0.16 | A | 0.0 | 0 | 0.01 |
| OVERALL | B | 15.0 | - | - | C | 23.1 | - | - | B | 17.8 | - | - |
| <i>Harkney Hill Road at Hill Farm Road (U)</i> | | | | | | | | | | | | |
| Hill Farm Road SB All | C | 24.5 | 4 | 0.61 | C | 18.0 | 2 | 0.33 | C | 15.4 | 2 | 0.35 |
| Harkney Hill Road EB Left | A | 7.6 | 1 | 0.02 | A | 9.1 | 1 | 0.01 | A | 8.3 | 0 | 0.01 |

(S) – Signalized

(U) – Unsignalized

TABLE 6 – Level of Service Summary (No-Build Conditions)

| Location / Movement | 2028 FUTURE NO-BUILD CONDITIONS | | | | | | | | | | | |
|---|---------------------------------|-------|---------------------------------------|------|--------------|-------|---------------------------------------|------|-------------------|-------|---------------------------------------|------|
| | AM Peak Hour | | | | PM Peak Hour | | | | Weekend Peak Hour | | | |
| | LOS | Delay | 95 th % Queue (veh.) | v/c | LOS | Delay | 95 th % Queue (veh.) | v/c | LOS | Delay | 95 th % Queue (veh.) | v/c |
| <i>Nooseneck Hill Road at Harkney Hill Road and Ocean State Credit Union Driveway (S)</i> | | | | | | | | | | | | |
| Nooseneck Hill Road NB Left | C | 28.1 | 5 | 0.39 | D | 41.9 | 22 | 0.83 | C | 29.9 | 8 | 0.59 |
| Nooseneck Hill Road NB Thru/Right | A | 9.6 | 4 | 0.18 | B | 10.9 | 7 | 0.26 | A | 6.3 | 3 | 0.18 |
| Nooseneck Hill Road SB Left | C | 30.2 | 1 | 0.03 | D | 40.2 | 2 | 0.14 | A | 0.0 | 0 | 0.00 |
| Nooseneck Hill Road SB Thru/Right | C | 21.2 | 8 | 0.63 | C | 29.5 | 10 | 0.74 | C | 22.8 | 10 | 0.68 |
| Harkney Hill Road EB Left | C | 28.3 | 7 | 0.55 | D | 41.4 | 6 | 0.55 | C | 32.8 | 6 | 0.51 |
| Harkney Hill Road EB Right | A | 6.0 | 4 | 0.56 | A | 2.1 | 2 | 0.24 | A | 2.3 | 2 | 0.29 |
| Credit Union Driveway WB All | A | 0.0 | 0 | 0.00 | C | 32.8 | 2 | 0.18 | A | 0.0 | 0 | 0.01 |
| OVERALL | B | 16.0 | - | - | C | 25.7 | - | - | B | 18.0 | - | - |
| <i>Harkney Hill Road at Hill Farm Road (U)</i> | | | | | | | | | | | | |
| Hill Farm Road SB All | D | 32.3 | 6 | 0.71 | C | 19.8 | 2 | 0.38 | C | 16.5 | 2 | 0.39 |
| Harkney Hill Road EB Left | A | 7.6 | 1 | 0.03 | A | 9.3 | 1 | 0.02 | A | 8.3 | 0 | 0.01 |

TABLE 7 – Level of Service Summary (Build Conditions)

| Location / Movement | 2028 FUTURE BUILD CONDITIONS | | | | | | | | | | | |
|---|------------------------------|-------|---------------------------------------|-------|--------------|-------|---------------------------------------|------|-------------------|-------|---------------------------------------|------|
| | AM Peak Hour | | | | PM Peak Hour | | | | Weekend Peak Hour | | | |
| | LOS | Delay | 95 th % Queue (veh.) | v/c | LOS | Delay | 95 th % Queue (veh.) | v/c | LOS | Delay | 95 th % Queue (veh.) | v/c |
| <i>Nooseneck Hill Road at Harkney Hill Road and Ocean State Credit Union Driveway (S)</i> | | | | | | | | | | | | |
| Nooseneck Hill Road NB Left | C | 29.1 | 5 | 0.42 | D | 49.2 | 23 | 0.93 | C | 32.6 | 9 | 0.65 |
| Nooseneck Hill Road NB Thru/Right | A | 9.7 | 4 | 0.19 | B | 11.2 | 7 | 0.31 | A | 6.4 | 4 | 0.22 |
| Nooseneck Hill Road SB Left | C | 31.0 | 1 | 0.03 | D | 40.9 | 2 | 0.15 | A | 0.0 | 0 | 0.00 |
| Nooseneck Hill Road SB Thru/Right | C | 21.9 | 9 | 0.65 | C | 30.3 | 10 | 0.82 | C | 24.7 | 14 | 0.73 |
| Harkney Hill Road EB Left | C | 29.5 | 9 | 0.57 | D | 43.1 | 7 | 0.60 | D | 36.3 | 7 | 0.58 |
| Harkney Hill Road EB Right | A | 6.6 | 5 | 0.58 | A | 2.1 | 2 | 0.26 | A | 2.3 | 1 | 0.31 |
| Credit Union Driveway WB All | A | 0.0 | 0 | 0.00 | C | 33.1 | 2 | 0.19 | A | 0.0 | 0 | 0.01 |
| OVERALL | B | 16.7 | - | - | C | 27.9 | - | - | B | 19.6 | - | - |
| <i>Harkney Hill Road at Hill Farm Road (U)</i> | | | | | | | | | | | | |
| Hill Farm Road SB All | D | 34.0 | 6 | 0.73 | C | 21.3 | 2 | 0.41 | C | 17.6 | 3 | 0.43 |
| Harkney Hill Road EB Left | A | 7.7 | 1 | 0.03 | A | 9.4 | 1 | 0.02 | A | 8.4 | 0 | 0.01 |
| <i>Harkney Hill Road at Maple Root Road and Western Driveway (U)</i> | | | | | | | | | | | | |
| Maple Root Road NB All | A | 0.0 | 0 | 0.00 | C | 17.4 | 1 | 0.11 | B | 12.1 | 1 | 0.07 |
| Western Site Driveway SB All | C | 20.2 | 1 | 0.13 | D | 30.8 | 1 | 0.22 | C | 22.3 | 1 | 0.17 |
| Harkney Hill Road EB Left | A | 7.6 | 0 | 0.01 | A | 9.5 | 1 | 0.02 | A | 8.5 | 0 | 0.01 |
| Harkney Hill Road WB Left | A | 9.4 | 0 | 0.01 | A | 0.0 | 0 | 0.00 | A | 0.0 | 0 | 0.00 |
| <i>Nooseneck Hill Road at Northern Driveway (U)</i> | | | | | | | | | | | | |
| Nooseneck Hill Road NB Left | A | 9.0 | 0 | 0.015 | A | 9.5 | 1 | 0.05 | A | 9.7 | 1 | 0.04 |
| Northern Site Driveway EB All | C | 16.4 | 1 | 0.14 | C | 21.2 | 1 | 0.21 | C | 22.3 | 1 | 0.24 |

(S) – Signalized

(U) – Unsignalized

Table 6 above represents the future design period taking into considerations base traffic growth along the servicing roadways as defined for the No-Build condition, and adding the trips generated by the proposed mixed-use project. As can be seen in the table, the signalized intersection of Nooseneck Hill Road with Harkney Hill Road maintains its good LOS B during the morning and weekend midday peak periods, while also continuing to operate at a good LOS C during the afternoon peak period. The unsignalized intersection of Harkney Hill Road at Hill Farm Road similarly will also continue to operate with its critical movements operating at LOS D or better.

The proposed unsignalized intersection of Harkney Hill Road at Maple Root Road and Western Driveway will operate in an acceptable manner with critical movements operating at LOS C or better during the daily peak hours, with the exception of the afternoon peak where its southbound movement would operate at LOS D. These delays will also result in typically one vehicle queued on the site driveway waiting to turn onto Harkney Hill Road.

The proposed unsignalized intersection of Nooseneck Hill Road at Northern Driveway will have its critical movements operate at LOS C or better during all analysis periods. During all peak hours, it is estimated that only one vehicle would be queued exiting from the site driveway with delays under 25 seconds. Left turn entering vehicles are estimated to experience minimal delays at LOS A during all analysis periods. These left turning vehicles should be able to access the site driveway safely and efficiently from the dedicated median left turn lane available along this section of Route 3.

6.0 CONCLUSIONS AND RECOMMENDATIONS

In summary, the study has shown that the proposed mixed-use 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 proposed intersections of Nooseneck Hill Road at the northern site driveway and Harkney Hill Road at the western site driveway 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 Harkney Hill Road or Nooseneck Hill Road from the site driveway.

The results of the operational analysis determined that the estimated increase in traffic during the peak periods resulting from the proposed mixed-use development project will have a minor impact on overall traffic operations along Harkney Hill Road, Nooseneck Hill Road and Hill Farm Road in the project area, particularly during the weekday morning, weekday afternoon, and Saturday midday peak hours when the site would service its greatest daily volumes in combination with the adjacent servicing roadways.

Therefore, based upon the data collected on the servicing roadways, the analysis completed as part of this study, along with the access design, the proposed mixed-use 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

RIDOT Seasonal Adjustment Factors 2017

Automatic Traffic Recorder Count

Nooseneck Hill Road (Route 3)

Harkney Hill Road (Route 118)

Intersection Turning Movement Count

Nooseneck Hill Road (Route 3) at Harkney Hill Road (Route 118)

Harkney Hill Road (Route 118) at Hill Farm Road

A

RIDOT Seasonal Adjustment Factors 2017

2017 SEASONAL FACTORS

| Factor Group | Month | | | | | | | | | | | | Number of Stations |
|--------------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|--------------------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | |
| Rural Interstate | 0.79 | 0.82 | 0.91 | 0.97 | 1.04 | 1.09 | 1.18 | 1.19 | 1.08 | 1.01 | 0.98 | 0.93 | 3 |
| Rural Freeway/Expressway | 0.74 | 0.73 | 0.83 | 0.89 | 1.05 | 1.16 | 1.35 | 1.34 | 1.12 | 0.93 | 0.85 | 0.81 | 1 |
| Rural Other Principal Arterial | 0.83 | 0.85 | 0.93 | 0.97 | 1.05 | 1.10 | 1.10 | 1.11 | 1.11 | 1.05 | 0.98 | 0.77 | 6 |
| Rural Minor Arterial | 0.76 | 0.87 | 0.93 | 0.99 | 1.03 | 1.06 | 1.02 | 1.05 | 1.09 | 1.04 | 0.99 | 0.93 | 1 |
| Rural Major Collector | | | | | | | | | | | | | 0 |
| Urban Interstate | 0.89 | 0.89 | 0.99 | 1.02 | 1.04 | 1.07 | 1.05 | 1.06 | 1.05 | 0.99 | 0.99 | 0.97 | 26 |
| Urban Freeway/Expressway | 0.88 | 0.92 | 1.01 | 1.02 | 1.05 | 1.10 | 1.05 | 1.05 | 1.05 | 0.97 | 0.96 | 0.94 | 29 |
| Urban Other Principal Arterial | 0.96 | 0.97 | 1.04 | 1.05 | 1.06 | 1.02 | 1.02 | 1.03 | 1.04 | 0.97 | 0.93 | 0.93 | 21 |
| Urban Minor Arterial | 0.83 | 0.87 | 0.97 | 0.88 | 1.07 | 1.08 | 1.13 | 1.10 | 1.07 | 0.98 | 0.97 | 0.81 | 8 |
| Urban Major Collector | 0.89 | 0.92 | 1.03 | 0.99 | 1.05 | 1.13 | 0.99 | 1.04 | 1.07 | 0.98 | 0.95 | 0.93 | 2 |

A

Automatic Traffic Recorder Count

Nooseneck Hill Road (Route 3)

Harkney Hill Road (Route 118)

Nooseneck Hill Road (Route 3)

Traffic Volumes

Accurate Counts
978-664-2565

10749002

Location : Nooseneck Hill Road
Location : North of Harkney Hill Road
City/State: Coventry, RI

| 1/9/2023 Time | Monday | | Tuesday | | Wednesday | | Thursday | | Friday | | Saturday | | Sunday | | Week Average | |
|------------------|--------|----|---------|------|-----------|------|----------|-------|--------|-------|----------|----------|----------|----------|--------------|-------|
| | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB |
| 12:00 AM | * | * | * | * | 18 | 22 | 22 | 22 | 19 | 23 | 27 | 53 | 51 | 70 | 27 | 38 |
| 1:00 | * | * | * | * | 12 | 13 | 13 | 14 | 5 | 12 | 22 | 38 | 22 | 28 | 15 | 21 |
| 2:00 | * | * | * | * | 8 | 8 | 10 | 10 | 4 | 7 | 14 | 15 | 23 | 11 | 12 | 10 |
| 3:00 | * | * | * | * | 8 | 15 | 9 | 9 | 7 | 13 | 9 | 13 | 8 | 11 | 8 | 12 |
| 4:00 | * | * | * | * | 42 | 34 | 42 | 20 | 42 | 29 | 22 | 16 | 11 | 14 | 32 | 23 |
| 5:00 | * | * | * | * | 103 | 70 | 117 | 72 | 105 | 68 | 30 | 40 | 30 | 24 | 77 | 55 |
| 6:00 | * | * | * | * | 240 | 289 | 272 | 279 | 246 | 256 | 89 | 70 | 47 | 47 | 179 | 188 |
| 7:00 | * | * | * | * | 444 | 450 | 423 | 413 | 405 | 400 | 134 | 184 | 105 | 121 | 302 | 314 |
| 8:00 | * | * | * | * | 380 | 390 | 382 | 415 | 349 | 382 | 263 | 268 | 169 | 196 | 309 | 330 |
| 9:00 | * | * | * | * | 326 | 374 | 320 | 366 | 338 | 362 | 302 | 411 | 260 | 373 | 309 | 377 |
| 10:00 | * | * | * | * | 331 | 426 | 332 | 368 | 349 | 380 | 348 | 528 | 311 | 386 | 334 | 418 |
| 11:00 | * | * | * | * | 380 | 449 | 348 | 450 | 347 | 425 | 396 | 621 | 360 | 443 | 366 | 478 |
| 12:00 PM | * | * | 45 | 48 | 472 | 505 | 371 | 414 | 393 | 479 | 372 | 511 | 415 | 454 | 345 | 402 |
| 1:00 | * | * | 415 | 436 | 432 | 462 | 345 | 457 | 422 | 483 | 445 | 461 | 378 | 450 | 406 | 458 |
| 2:00 | * | * | 544 | 506 | 515 | 491 | 504 | 542 | 511 | 552 | 390 | 442 | 342 | 351 | 468 | 481 |
| 3:00 | * | * | 488 | 550 | 470 | 588 | 449 | 557 | 523 | 610 | 355 | 468 | 301 | 374 | 431 | 524 |
| 4:00 | * | * | 553 | 686 | 515 | 630 | 458 | 559 | 518 | 610 | 313 | 471 | 276 | 341 | 439 | 550 |
| 5:00 | * | * | 504 | 504 | 457 | 517 | 433 | 528 | 519 | 556 | 336 | 365 | 308 | 275 | 426 | 458 |
| 6:00 | * | * | 326 | 379 | 335 | 381 | 319 | 374 | 394 | 424 | 281 | 268 | 192 | 208 | 308 | 339 |
| 7:00 | * | * | 226 | 246 | 214 | 222 | 263 | 291 | 262 | 277 | 194 | 212 | 144 | 177 | 217 | 238 |
| 8:00 | * | * | 161 | 181 | 174 | 187 | 138 | 199 | 200 | 212 | 134 | 172 | 105 | 181 | 152 | 189 |
| 9:00 | * | * | 97 | 142 | 108 | 159 | 113 | 142 | 169 | 162 | 129 | 134 | 80 | 103 | 116 | 140 |
| 10:00 | * | * | 56 | 75 | 65 | 86 | 59 | 77 | 101 | 125 | 80 | 138 | 56 | 77 | 70 | 96 |
| 11:00 | * | * | 30 | 44 | 52 | 48 | 48 | 74 | 72 | 93 | 63 | 97 | 46 | 60 | 52 | 69 |
| Total | 0 | 0 | 3445 | 3797 | 6101 | 6816 | 5790 | 6652 | 6300 | 6940 | 4748 | 5996 | 4040 | 4775 | 5400 | 6208 |
| Day | 0 | | 7242 | | 12917 | | 12442 | | 13240 | | 10744 | | 8815 | | 11608 | |
| AM Peak | | | | | 7:00 | 7:00 | 7:00 | 11:00 | 7:00 | 11:00 | 11:00 | 11:00 | 11:00 | 11:00 | 11:00 | 11:00 |
| Volume | | | | | 444 | 450 | 423 | 450 | 405 | 425 | 396 | 621 | 360 | 443 | 366 | 478 |
| PM Peak | | | 4:00 | 4:00 | 2:00 | 4:00 | 2:00 | 4:00 | 3:00 | 3:00 | 1:00 | 12:00 PM | 12:00 PM | 12:00 PM | 2:00 | 4:00 |
| Volume | | | 553 | 686 | 515 | 630 | 504 | 559 | 523 | 610 | 445 | 511 | 415 | 454 | 468 | 550 |

Accurate Counts
978-664-2565

10749002

Location : Nooseneck Hill Road
Location : North of Harkney Hill Road
City/State: Coventry, RI

| 1/16/2023 Time | Monday | | Tuesday | | Wednesday | | Thursday | | Friday | | Saturday | | Sunday | | Week Average | |
|-------------------|-------------|-------|--------------|----------|-----------|----|----------|----|--------|----|----------|----|--------|----|--------------|-------|
| | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB |
| 12:00 AM | 23 | 25 | 17 | 18 | * | * | * | * | * | * | * | * | * | * | 20 | 22 |
| 1:00 | 12 | 8 | 5 | 7 | * | * | * | * | * | * | * | * | * | * | 8 | 8 |
| 2:00 | 11 | 12 | 4 | 7 | * | * | * | * | * | * | * | * | * | * | 8 | 10 |
| 3:00 | 13 | 6 | 13 | 11 | * | * | * | * | * | * | * | * | * | * | 13 | 8 |
| 4:00 | 34 | 28 | 58 | 21 | * | * | * | * | * | * | * | * | * | * | 46 | 24 |
| 5:00 | 84 | 50 | 109 | 66 | * | * | * | * | * | * | * | * | * | * | 96 | 58 |
| 6:00 | 163 | 144 | 238 | 254 | * | * | * | * | * | * | * | * | * | * | 200 | 199 |
| 7:00 | 222 | 218 | 421 | 464 | * | * | * | * | * | * | * | * | * | * | 322 | 341 |
| 8:00 | 233 | 270 | 339 | 401 | * | * | * | * | * | * | * | * | * | * | 286 | 336 |
| 9:00 | 290 | 323 | 340 | 372 | * | * | * | * | * | * | * | * | * | * | 315 | 348 |
| 10:00 | 293 | 336 | 318 | 397 | * | * | * | * | * | * | * | * | * | * | 306 | 366 |
| 11:00 | 289 | 405 | 411 | 487 | * | * | * | * | * | * | * | * | * | * | 350 | 446 |
| 12:00 PM | 367 | 422 | 101 | 129 | * | * | * | * | * | * | * | * | * | * | 234 | 276 |
| 1:00 | 342 | 403 | * | * | * | * | * | * | * | * | * | * | * | * | 342 | 403 |
| 2:00 | 362 | 455 | * | * | * | * | * | * | * | * | * | * | * | * | 362 | 455 |
| 3:00 | 370 | 457 | * | * | * | * | * | * | * | * | * | * | * | * | 370 | 457 |
| 4:00 | 369 | 463 | * | * | * | * | * | * | * | * | * | * | * | * | 369 | 463 |
| 5:00 | 357 | 383 | * | * | * | * | * | * | * | * | * | * | * | * | 357 | 383 |
| 6:00 | 234 | 286 | * | * | * | * | * | * | * | * | * | * | * | * | 234 | 286 |
| 7:00 | 164 | 160 | * | * | * | * | * | * | * | * | * | * | * | * | 164 | 160 |
| 8:00 | 162 | 172 | * | * | * | * | * | * | * | * | * | * | * | * | 162 | 172 |
| 9:00 | 85 | 140 | * | * | * | * | * | * | * | * | * | * | * | * | 85 | 140 |
| 10:00 | 61 | 63 | * | * | * | * | * | * | * | * | * | * | * | * | 61 | 63 |
| 11:00 | 37 | 39 | * | * | * | * | * | * | * | * | * | * | * | * | 37 | 39 |
| Total | 4577 | 5268 | 2374 | 2634 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4747 | 5463 |
| Day | 9845 | | 5008 | | 0 | | 0 | | 0 | | 0 | | 0 | | 10210 | |
| AM Peak | 10:00 | 11:00 | 7:00 | 11:00 | | | | | | | | | | | 11:00 | 11:00 |
| Volume | 293 | 405 | 421 | 487 | | | | | | | | | | | 350 | 446 |
| PM Peak | 3:00 | 4:00 | 12:00 PM | 12:00 PM | | | | | | | | | | | 3:00 | 4:00 |
| Volume | 370 | 463 | 101 | 129 | | | | | | | | | | | 370 | 463 |
| Comb Total | 9845 | | 12250 | | 12917 | | 12442 | | 13240 | | 10744 | | 8815 | | 21818 | |
| ADT | ADT: 11,436 | | AADT: 11,436 | | | | | | | | | | | | | |

Accurate Counts
978-664-2565

Location : Nooseneck Hill Road
Location : North of Harkney Hill Road
City/State: Coventry, RI

10749002

| 1/10/2023 | SB | | Hour Totals | | NB | | Hour Totals | | Combined Totals | | | |
|-----------|------|---------|-------------|---------|-----------|---------|-------------|---------|-----------------|---------|-----------|--------|
| | Time | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | |
| 12:00 | * | | 0 | | | * | | 0 | | | | |
| 12:15 | * | | 0 | | | * | | 0 | | | | |
| 12:30 | * | | 0 | | | * | | 0 | | | | |
| 12:45 | * | | 45 | 0 | 45 | * | | 48 | 0 | 48 | 0 | 93 |
| 1:00 | * | | 95 | | | * | | 101 | | | | |
| 1:15 | * | | 108 | | | * | | 95 | | | | |
| 1:30 | * | | 110 | | | * | | 116 | | | | |
| 1:45 | * | | 102 | 0 | 415 | * | | 124 | 0 | 436 | 0 | 851 |
| 2:00 | * | | 148 | | | * | | 123 | | | | |
| 2:15 | * | | 138 | | | * | | 132 | | | | |
| 2:30 | * | | 146 | | | * | | 138 | | | | |
| 2:45 | * | | 112 | 0 | 544 | * | | 113 | 0 | 506 | 0 | 1050 |
| 3:00 | * | | 98 | | | * | | 103 | | | | |
| 3:15 | * | | 114 | | | * | | 145 | | | | |
| 3:30 | * | | 151 | | | * | | 151 | | | | |
| 3:45 | * | | 125 | 0 | 488 | * | | 151 | 0 | 550 | 0 | 1038 |
| 4:00 | * | | 131 | | | * | | 185 | | | | |
| 4:15 | * | | 141 | | | * | | 157 | | | | |
| 4:30 | * | | 141 | | | * | | 182 | | | | |
| 4:45 | * | | 140 | 0 | 553 | * | | 162 | 0 | 686 | 0 | 1239 |
| 5:00 | * | | 139 | | | * | | 136 | | | | |
| 5:15 | * | | 138 | | | * | | 140 | | | | |
| 5:30 | * | | 119 | | | * | | 137 | | | | |
| 5:45 | * | | 108 | 0 | 504 | * | | 91 | 0 | 504 | 0 | 1008 |
| 6:00 | * | | 82 | | | * | | 102 | | | | |
| 6:15 | * | | 86 | | | * | | 94 | | | | |
| 6:30 | * | | 81 | | | * | | 101 | | | | |
| 6:45 | * | | 77 | 0 | 326 | * | | 82 | 0 | 379 | 0 | 705 |
| 7:00 | * | | 60 | | | * | | 73 | | | | |
| 7:15 | * | | 68 | | | * | | 55 | | | | |
| 7:30 | * | | 56 | | | * | | 64 | | | | |
| 7:45 | * | | 42 | 0 | 226 | * | | 54 | 0 | 246 | 0 | 472 |
| 8:00 | * | | 47 | | | * | | 39 | | | | |
| 8:15 | * | | 47 | | | * | | 49 | | | | |
| 8:30 | * | | 38 | | | * | | 48 | | | | |
| 8:45 | * | | 29 | 0 | 161 | * | | 45 | 0 | 181 | 0 | 342 |
| 9:00 | * | | 34 | | | * | | 45 | | | | |
| 9:15 | * | | 20 | | | * | | 47 | | | | |
| 9:30 | * | | 24 | | | * | | 27 | | | | |
| 9:45 | * | | 19 | 0 | 97 | * | | 23 | 0 | 142 | 0 | 239 |
| 10:00 | * | | 20 | | | * | | 23 | | | | |
| 10:15 | * | | 16 | | | * | | 23 | | | | |
| 10:30 | * | | 12 | | | * | | 17 | | | | |
| 10:45 | * | | 8 | 0 | 56 | * | | 12 | 0 | 75 | 0 | 131 |
| 11:00 | * | | 11 | | | * | | 11 | | | | |
| 11:15 | * | | 8 | | | * | | 16 | | | | |
| 11:30 | * | | 10 | | | * | | 8 | | | | |
| 11:45 | * | | 1 | 0 | 30 | * | | 9 | 0 | 44 | 0 | 74 |
| Total | | 0 | 3445 | | | 0 | | 3797 | | | 0 | 7242 |
| Percent | | 0.0% | 100.0% | | | 0.0% | | 100.0% | | | 0.0% | 100.0% |

Accurate Counts
978-664-2565

10749002

Location : Nooseneck Hill Road
Location : North of Harkney Hill Road
City/State: Coventry, RI

| 1/11/2023 Time | SB | | Hour Totals | | NB | | Hour Totals | | Combined Totals | |
|-------------------|---------|-----------|-------------|-----------|---------|-----------|-------------|-----------|-----------------|-----------|
| | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon |
| 12:00 | 5 | 104 | | | 7 | 138 | | | | |
| 12:15 | 3 | 112 | | | 7 | 122 | | | | |
| 12:30 | 3 | 133 | | | 6 | 119 | | | | |
| 12:45 | 7 | 123 | 18 | 472 | 2 | 126 | 22 | 505 | 40 | 977 |
| 1:00 | 4 | 97 | | | 7 | 112 | | | | |
| 1:15 | 5 | 88 | | | 2 | 122 | | | | |
| 1:30 | 2 | 121 | | | 2 | 124 | | | | |
| 1:45 | 1 | 126 | 12 | 432 | 2 | 104 | 13 | 462 | 25 | 894 |
| 2:00 | 5 | 142 | | | 3 | 124 | | | | |
| 2:15 | 1 | 153 | | | 3 | 114 | | | | |
| 2:30 | 1 | 110 | | | 1 | 129 | | | | |
| 2:45 | 1 | 110 | 8 | 515 | 1 | 124 | 8 | 491 | 16 | 1006 |
| 3:00 | 2 | 110 | | | 2 | 121 | | | | |
| 3:15 | 1 | 110 | | | 5 | 153 | | | | |
| 3:30 | 3 | 133 | | | 4 | 169 | | | | |
| 3:45 | 2 | 117 | 8 | 470 | 4 | 145 | 15 | 588 | 23 | 1058 |
| 4:00 | 2 | 134 | | | 6 | 165 | | | | |
| 4:15 | 16 | 124 | | | 8 | 150 | | | | |
| 4:30 | 9 | 129 | | | 9 | 161 | | | | |
| 4:45 | 15 | 128 | 42 | 515 | 11 | 154 | 34 | 630 | 76 | 1145 |
| 5:00 | 15 | 129 | | | 7 | 141 | | | | |
| 5:15 | 20 | 111 | | | 13 | 138 | | | | |
| 5:30 | 29 | 100 | | | 19 | 137 | | | | |
| 5:45 | 39 | 117 | 103 | 457 | 31 | 101 | 70 | 517 | 173 | 974 |
| 6:00 | 41 | 111 | | | 38 | 91 | | | | |
| 6:15 | 56 | 89 | | | 31 | 103 | | | | |
| 6:30 | 74 | 76 | | | 99 | 102 | | | | |
| 6:45 | 69 | 59 | 240 | 335 | 121 | 85 | 289 | 381 | 529 | 716 |
| 7:00 | 105 | 48 | | | 116 | 66 | | | | |
| 7:15 | 128 | 62 | | | 91 | 62 | | | | |
| 7:30 | 107 | 63 | | | 104 | 43 | | | | |
| 7:45 | 104 | 41 | 444 | 214 | 139 | 51 | 450 | 222 | 894 | 436 |
| 8:00 | 126 | 43 | | | 93 | 60 | | | | |
| 8:15 | 95 | 37 | | | 88 | 46 | | | | |
| 8:30 | 81 | 47 | | | 110 | 35 | | | | |
| 8:45 | 78 | 47 | 380 | 174 | 99 | 46 | 390 | 187 | 770 | 361 |
| 9:00 | 80 | 37 | | | 101 | 53 | | | | |
| 9:15 | 68 | 22 | | | 88 | 44 | | | | |
| 9:30 | 91 | 24 | | | 72 | 37 | | | | |
| 9:45 | 87 | 25 | 326 | 108 | 113 | 25 | 374 | 159 | 700 | 267 |
| 10:00 | 77 | 19 | | | 98 | 27 | | | | |
| 10:15 | 96 | 16 | | | 100 | 26 | | | | |
| 10:30 | 79 | 18 | | | 121 | 16 | | | | |
| 10:45 | 79 | 12 | 331 | 65 | 107 | 17 | 426 | 86 | 757 | 151 |
| 11:00 | 91 | 22 | | | 111 | 14 | | | | |
| 11:15 | 104 | 12 | | | 116 | 11 | | | | |
| 11:30 | 98 | 13 | | | 110 | 15 | | | | |
| 11:45 | 87 | 5 | 380 | 52 | 112 | 8 | 449 | 48 | 829 | 100 |
| Total | 2292 | 3809 | | | 2540 | 4276 | | | 4832 | 8085 |
| Percent | 37.6% | 62.4% | | | 37.3% | 62.7% | | | 37.4% | 62.6% |

Accurate Counts
978-664-2565

10749002

Location : Nooseneck Hill Road
Location : North of Harkney Hill Road
City/State: Coventry, RI

| 1/12/2023 Time | SB | | Hour Totals | | NB | | Hour Totals | | Combined Totals | |
|-------------------|---------|-----------|-------------|-----------|---------|-----------|-------------|-----------|-----------------|-----------|
| | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon |
| 12:00 | 6 | 85 | | | 7 | 110 | | | | |
| 12:15 | 5 | 90 | | | 8 | 81 | | | | |
| 12:30 | 5 | 110 | | | 5 | 102 | | | | |
| 12:45 | 6 | 86 | 22 | 371 | 2 | 121 | 22 | 414 | 44 | 785 |
| 1:00 | 7 | 91 | | | 1 | 124 | | | | |
| 1:15 | 2 | 73 | | | 4 | 121 | | | | |
| 1:30 | 1 | 88 | | | 6 | 103 | | | | |
| 1:45 | 3 | 93 | 13 | 345 | 3 | 109 | 14 | 457 | 27 | 802 |
| 2:00 | 3 | 129 | | | 2 | 138 | | | | |
| 2:15 | 0 | 132 | | | 2 | 124 | | | | |
| 2:30 | 1 | 130 | | | 2 | 148 | | | | |
| 2:45 | 6 | 113 | 10 | 504 | 4 | 132 | 10 | 542 | 20 | 1046 |
| 3:00 | 2 | 95 | | | 1 | 126 | | | | |
| 3:15 | 1 | 107 | | | 3 | 159 | | | | |
| 3:30 | 2 | 118 | | | 5 | 124 | | | | |
| 3:45 | 4 | 129 | 9 | 449 | 0 | 148 | 9 | 557 | 18 | 1006 |
| 4:00 | 8 | 114 | | | 2 | 129 | | | | |
| 4:15 | 12 | 101 | | | 8 | 152 | | | | |
| 4:30 | 8 | 116 | | | 7 | 130 | | | | |
| 4:45 | 14 | 127 | 42 | 458 | 3 | 148 | 20 | 559 | 62 | 1017 |
| 5:00 | 17 | 112 | | | 9 | 147 | | | | |
| 5:15 | 23 | 102 | | | 14 | 142 | | | | |
| 5:30 | 36 | 115 | | | 20 | 132 | | | | |
| 5:45 | 41 | 104 | 117 | 433 | 29 | 107 | 72 | 528 | 189 | 961 |
| 6:00 | 49 | 78 | | | 38 | 100 | | | | |
| 6:15 | 71 | 107 | | | 40 | 90 | | | | |
| 6:30 | 82 | 76 | | | 72 | 92 | | | | |
| 6:45 | 70 | 58 | 272 | 319 | 129 | 92 | 279 | 374 | 551 | 693 |
| 7:00 | 108 | 59 | | | 105 | 88 | | | | |
| 7:15 | 118 | 73 | | | 86 | 75 | | | | |
| 7:30 | 101 | 74 | | | 101 | 72 | | | | |
| 7:45 | 96 | 57 | 423 | 263 | 121 | 56 | 413 | 291 | 836 | 554 |
| 8:00 | 122 | 39 | | | 105 | 52 | | | | |
| 8:15 | 90 | 39 | | | 98 | 55 | | | | |
| 8:30 | 82 | 29 | | | 113 | 45 | | | | |
| 8:45 | 88 | 31 | 382 | 138 | 99 | 47 | 415 | 199 | 797 | 337 |
| 9:00 | 75 | 38 | | | 93 | 55 | | | | |
| 9:15 | 80 | 27 | | | 91 | 28 | | | | |
| 9:30 | 96 | 24 | | | 92 | 36 | | | | |
| 9:45 | 69 | 24 | 320 | 113 | 90 | 23 | 366 | 142 | 686 | 255 |
| 10:00 | 73 | 11 | | | 94 | 18 | | | | |
| 10:15 | 87 | 15 | | | 89 | 21 | | | | |
| 10:30 | 81 | 14 | | | 88 | 16 | | | | |
| 10:45 | 91 | 19 | 332 | 59 | 97 | 22 | 368 | 77 | 700 | 136 |
| 11:00 | 89 | 14 | | | 128 | 28 | | | | |
| 11:15 | 72 | 17 | | | 114 | 20 | | | | |
| 11:30 | 95 | 9 | | | 103 | 14 | | | | |
| 11:45 | 92 | 8 | 348 | 48 | 105 | 12 | 450 | 74 | 798 | 122 |
| Total | 2290 | 3500 | | | 2438 | 4214 | | | 4728 | 7714 |
| Percent | 39.6% | 60.4% | | | 36.7% | 63.3% | | | 38.0% | 62.0% |

Accurate Counts
978-664-2565

Location : Nooseneck Hill Road
Location : North of Harkney Hill Road
City/State: Coventry, RI

10749002

| 1/13/2023 Time | SB | | Hour Totals | | NB | | Hour Totals | | Combined Totals | |
|-------------------|---------|-----------|-------------|-----------|---------|-----------|-------------|-----------|-----------------|-----------|
| | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon |
| 12:00 | 1 | 95 | | | 5 | 110 | | | | |
| 12:15 | 8 | 97 | | | 5 | 123 | | | | |
| 12:30 | 5 | 94 | | | 10 | 119 | | | | |
| 12:45 | 5 | 107 | 19 | 393 | 3 | 127 | 23 | 479 | 42 | 872 |
| 1:00 | 3 | 104 | | | 1 | 109 | | | | |
| 1:15 | 0 | 103 | | | 3 | 117 | | | | |
| 1:30 | 0 | 98 | | | 2 | 109 | | | | |
| 1:45 | 2 | 117 | 5 | 422 | 6 | 148 | 12 | 483 | 17 | 905 |
| 2:00 | 2 | 146 | | | 1 | 141 | | | | |
| 2:15 | 0 | 127 | | | 2 | 130 | | | | |
| 2:30 | 1 | 130 | | | 4 | 130 | | | | |
| 2:45 | 1 | 108 | 4 | 511 | 0 | 151 | 7 | 552 | 11 | 1063 |
| 3:00 | 2 | 125 | | | 1 | 142 | | | | |
| 3:15 | 1 | 129 | | | 1 | 154 | | | | |
| 3:30 | 1 | 141 | | | 5 | 154 | | | | |
| 3:45 | 3 | 128 | 7 | 523 | 6 | 160 | 13 | 610 | 20 | 1133 |
| 4:00 | 7 | 116 | | | 4 | 170 | | | | |
| 4:15 | 10 | 139 | | | 6 | 146 | | | | |
| 4:30 | 12 | 137 | | | 9 | 157 | | | | |
| 4:45 | 13 | 126 | 42 | 518 | 10 | 137 | 29 | 610 | 71 | 1128 |
| 5:00 | 20 | 134 | | | 11 | 173 | | | | |
| 5:15 | 20 | 127 | | | 16 | 142 | | | | |
| 5:30 | 28 | 133 | | | 17 | 135 | | | | |
| 5:45 | 37 | 125 | 105 | 519 | 24 | 106 | 68 | 556 | 173 | 1075 |
| 6:00 | 43 | 118 | | | 25 | 130 | | | | |
| 6:15 | 58 | 118 | | | 47 | 110 | | | | |
| 6:30 | 74 | 82 | | | 68 | 98 | | | | |
| 6:45 | 71 | 76 | 246 | 394 | 116 | 86 | 256 | 424 | 502 | 818 |
| 7:00 | 90 | 69 | | | 106 | 64 | | | | |
| 7:15 | 106 | 66 | | | 83 | 83 | | | | |
| 7:30 | 102 | 67 | | | 97 | 63 | | | | |
| 7:45 | 107 | 60 | 405 | 262 | 114 | 67 | 400 | 277 | 805 | 539 |
| 8:00 | 94 | 63 | | | 86 | 44 | | | | |
| 8:15 | 93 | 48 | | | 97 | 65 | | | | |
| 8:30 | 81 | 53 | | | 107 | 53 | | | | |
| 8:45 | 81 | 36 | 349 | 200 | 92 | 50 | 382 | 212 | 731 | 412 |
| 9:00 | 99 | 55 | | | 91 | 52 | | | | |
| 9:15 | 86 | 51 | | | 85 | 44 | | | | |
| 9:30 | 70 | 33 | | | 98 | 34 | | | | |
| 9:45 | 83 | 30 | 338 | 169 | 88 | 32 | 362 | 162 | 700 | 331 |
| 10:00 | 86 | 26 | | | 97 | 49 | | | | |
| 10:15 | 76 | 27 | | | 99 | 28 | | | | |
| 10:30 | 100 | 28 | | | 81 | 24 | | | | |
| 10:45 | 87 | 20 | 349 | 101 | 103 | 24 | 380 | 125 | 729 | 226 |
| 11:00 | 77 | 25 | | | 91 | 29 | | | | |
| 11:15 | 75 | 23 | | | 109 | 23 | | | | |
| 11:30 | 98 | 13 | | | 100 | 19 | | | | |
| 11:45 | 97 | 11 | 347 | 72 | 125 | 22 | 425 | 93 | 772 | 165 |
| Total | 2216 | 4084 | | | 2357 | 4583 | | | 4573 | 8667 |
| Percent | 35.2% | 64.8% | | | 34.0% | 66.0% | | | 34.5% | 65.5% |

Accurate Counts
978-664-2565

Location : Nooseneck Hill Road
Location : North of Harkney Hill Road
City/State: Coventry, RI

10749002

| 1/14/2023 Time | SB | | Hour Totals | | NB | | Hour Totals | | Combined Totals | |
|-------------------|---------|-----------|-------------|-----------|---------|-----------|-------------|-----------|-----------------|-----------|
| | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon |
| 12:00 | 11 | 93 | | | 18 | 129 | | | | |
| 12:15 | 5 | 88 | | | 12 | 130 | | | | |
| 12:30 | 8 | 95 | | | 11 | 117 | | | | |
| 12:45 | 3 | 96 | 27 | 372 | 12 | 135 | 53 | 511 | 80 | 883 |
| 1:00 | 12 | 121 | | | 14 | 119 | | | | |
| 1:15 | 5 | 97 | | | 12 | 101 | | | | |
| 1:30 | 3 | 119 | | | 6 | 120 | | | | |
| 1:45 | 2 | 108 | 22 | 445 | 6 | 121 | 38 | 461 | 60 | 906 |
| 2:00 | 0 | 88 | | | 6 | 110 | | | | |
| 2:15 | 3 | 91 | | | 2 | 111 | | | | |
| 2:30 | 7 | 92 | | | 2 | 104 | | | | |
| 2:45 | 4 | 119 | 14 | 390 | 5 | 117 | 15 | 442 | 29 | 832 |
| 3:00 | 2 | 100 | | | 1 | 106 | | | | |
| 3:15 | 1 | 81 | | | 5 | 129 | | | | |
| 3:30 | 1 | 89 | | | 5 | 112 | | | | |
| 3:45 | 5 | 85 | 9 | 355 | 2 | 121 | 13 | 468 | 22 | 823 |
| 4:00 | 4 | 77 | | | 7 | 128 | | | | |
| 4:15 | 8 | 77 | | | 3 | 124 | | | | |
| 4:30 | 6 | 91 | | | 2 | 111 | | | | |
| 4:45 | 4 | 68 | 22 | 313 | 4 | 108 | 16 | 471 | 38 | 784 |
| 5:00 | 5 | 100 | | | 4 | 94 | | | | |
| 5:15 | 4 | 78 | | | 8 | 104 | | | | |
| 5:30 | 11 | 73 | | | 10 | 84 | | | | |
| 5:45 | 10 | 85 | 30 | 336 | 18 | 83 | 40 | 365 | 70 | 701 |
| 6:00 | 15 | 85 | | | 10 | 78 | | | | |
| 6:15 | 21 | 71 | | | 13 | 71 | | | | |
| 6:30 | 24 | 63 | | | 19 | 66 | | | | |
| 6:45 | 29 | 62 | 89 | 281 | 28 | 53 | 70 | 268 | 159 | 549 |
| 7:00 | 27 | 53 | | | 27 | 50 | | | | |
| 7:15 | 35 | 44 | | | 36 | 64 | | | | |
| 7:30 | 40 | 52 | | | 57 | 54 | | | | |
| 7:45 | 32 | 45 | 134 | 194 | 64 | 44 | 184 | 212 | 318 | 406 |
| 8:00 | 62 | 42 | | | 58 | 37 | | | | |
| 8:15 | 55 | 35 | | | 60 | 44 | | | | |
| 8:30 | 69 | 37 | | | 74 | 50 | | | | |
| 8:45 | 77 | 20 | 263 | 134 | 76 | 41 | 268 | 172 | 531 | 306 |
| 9:00 | 73 | 39 | | | 104 | 35 | | | | |
| 9:15 | 76 | 32 | | | 102 | 39 | | | | |
| 9:30 | 72 | 31 | | | 95 | 26 | | | | |
| 9:45 | 81 | 27 | 302 | 129 | 110 | 34 | 411 | 134 | 713 | 263 |
| 10:00 | 70 | 17 | | | 148 | 37 | | | | |
| 10:15 | 96 | 18 | | | 127 | 27 | | | | |
| 10:30 | 93 | 26 | | | 125 | 37 | | | | |
| 10:45 | 89 | 19 | 348 | 80 | 128 | 37 | 528 | 138 | 876 | 218 |
| 11:00 | 81 | 20 | | | 154 | 33 | | | | |
| 11:15 | 110 | 17 | | | 157 | 15 | | | | |
| 11:30 | 101 | 15 | | | 171 | 24 | | | | |
| 11:45 | 104 | 11 | 396 | 63 | 139 | 25 | 621 | 97 | 1017 | 160 |
| Total | 1656 | 3092 | | | 2257 | 3739 | | | 3913 | 6831 |
| Percent | 34.9% | 65.1% | | | 37.6% | 62.4% | | | 36.4% | 63.6% |

Accurate Counts
978-664-2565

10749002

Location : Nooseneck Hill Road
Location : North of Harkney Hill Road
City/State: Coventry, RI

| 1/15/2023 Time | SB | | Hour Totals | | NB | | Hour Totals | | Combined Totals | |
|-------------------|---------|-----------|-------------|-----------|---------|-----------|-------------|-----------|-----------------|-----------|
| | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon |
| 12:00 | 21 | 89 | | | 22 | 123 | | | | |
| 12:15 | 9 | 120 | | | 24 | 126 | | | | |
| 12:30 | 8 | 116 | | | 12 | 94 | | | | |
| 12:45 | 13 | 90 | 51 | 415 | 12 | 111 | 70 | 454 | 121 | 869 |
| 1:00 | 9 | 100 | | | 12 | 123 | | | | |
| 1:15 | 4 | 107 | | | 9 | 105 | | | | |
| 1:30 | 5 | 90 | | | 6 | 115 | | | | |
| 1:45 | 4 | 81 | 22 | 378 | 1 | 107 | 28 | 450 | 50 | 828 |
| 2:00 | 8 | 85 | | | 6 | 105 | | | | |
| 2:15 | 4 | 100 | | | 3 | 82 | | | | |
| 2:30 | 6 | 70 | | | 1 | 80 | | | | |
| 2:45 | 5 | 87 | 23 | 342 | 1 | 84 | 11 | 351 | 34 | 693 |
| 3:00 | 0 | 77 | | | 1 | 90 | | | | |
| 3:15 | 2 | 71 | | | 4 | 93 | | | | |
| 3:30 | 0 | 81 | | | 3 | 90 | | | | |
| 3:45 | 6 | 72 | 8 | 301 | 3 | 101 | 11 | 374 | 19 | 675 |
| 4:00 | 1 | 72 | | | 4 | 103 | | | | |
| 4:15 | 3 | 80 | | | 1 | 77 | | | | |
| 4:30 | 4 | 56 | | | 6 | 75 | | | | |
| 4:45 | 3 | 68 | 11 | 276 | 3 | 86 | 14 | 341 | 25 | 617 |
| 5:00 | 4 | 87 | | | 3 | 82 | | | | |
| 5:15 | 5 | 86 | | | 4 | 63 | | | | |
| 5:30 | 7 | 70 | | | 5 | 63 | | | | |
| 5:45 | 14 | 65 | 30 | 308 | 12 | 67 | 24 | 275 | 54 | 583 |
| 6:00 | 8 | 47 | | | 8 | 48 | | | | |
| 6:15 | 16 | 47 | | | 11 | 55 | | | | |
| 6:30 | 15 | 48 | | | 14 | 53 | | | | |
| 6:45 | 8 | 50 | 47 | 192 | 14 | 52 | 47 | 208 | 94 | 400 |
| 7:00 | 20 | 42 | | | 26 | 45 | | | | |
| 7:15 | 29 | 34 | | | 35 | 49 | | | | |
| 7:30 | 27 | 31 | | | 32 | 44 | | | | |
| 7:45 | 29 | 37 | 105 | 144 | 28 | 39 | 121 | 177 | 226 | 321 |
| 8:00 | 23 | 33 | | | 35 | 58 | | | | |
| 8:15 | 44 | 28 | | | 34 | 51 | | | | |
| 8:30 | 48 | 20 | | | 54 | 36 | | | | |
| 8:45 | 54 | 24 | 169 | 105 | 73 | 36 | 196 | 181 | 365 | 286 |
| 9:00 | 56 | 24 | | | 99 | 32 | | | | |
| 9:15 | 68 | 25 | | | 92 | 25 | | | | |
| 9:30 | 63 | 16 | | | 89 | 23 | | | | |
| 9:45 | 73 | 15 | 260 | 80 | 93 | 23 | 373 | 103 | 633 | 183 |
| 10:00 | 66 | 19 | | | 81 | 22 | | | | |
| 10:15 | 73 | 12 | | | 115 | 12 | | | | |
| 10:30 | 91 | 10 | | | 79 | 24 | | | | |
| 10:45 | 81 | 15 | 311 | 56 | 111 | 19 | 386 | 77 | 697 | 133 |
| 11:00 | 81 | 14 | | | 119 | 21 | | | | |
| 11:15 | 78 | 14 | | | 108 | 18 | | | | |
| 11:30 | 111 | 12 | | | 109 | 8 | | | | |
| 11:45 | 90 | 6 | 360 | 46 | 107 | 13 | 443 | 60 | 803 | 106 |
| Total | 1397 | 2643 | | | 1724 | 3051 | | | 3121 | 5694 |
| Percent | 34.6% | 65.4% | | | 36.1% | 63.9% | | | 35.4% | 64.6% |

Accurate Counts
978-664-2565

10749002

Location : Nooseneck Hill Road
Location : North of Harkney Hill Road
City/State: Coventry, RI

| 1/16/2023 Time | SB | | Hour Totals | | NB | | Hour Totals | | Combined Totals | |
|-------------------|---------|-----------|-------------|-----------|---------|-----------|-------------|-----------|-----------------|-----------|
| | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon |
| 12:00 | 8 | 74 | | | 4 | 102 | | | | |
| 12:15 | 6 | 95 | | | 8 | 107 | | | | |
| 12:30 | 5 | 93 | | | 7 | 98 | | | | |
| 12:45 | 4 | 105 | 23 | 367 | 6 | 115 | 25 | 422 | 48 | 789 |
| 1:00 | 6 | 73 | | | 3 | 92 | | | | |
| 1:15 | 5 | 89 | | | 1 | 109 | | | | |
| 1:30 | 0 | 87 | | | 1 | 107 | | | | |
| 1:45 | 1 | 93 | 12 | 342 | 3 | 95 | 8 | 403 | 20 | 745 |
| 2:00 | 6 | 95 | | | 3 | 110 | | | | |
| 2:15 | 1 | 80 | | | 4 | 125 | | | | |
| 2:30 | 3 | 88 | | | 1 | 114 | | | | |
| 2:45 | 1 | 99 | 11 | 362 | 4 | 106 | 12 | 455 | 23 | 817 |
| 3:00 | 3 | 94 | | | 1 | 125 | | | | |
| 3:15 | 2 | 86 | | | 2 | 108 | | | | |
| 3:30 | 3 | 92 | | | 3 | 117 | | | | |
| 3:45 | 5 | 98 | 13 | 370 | 0 | 107 | 6 | 457 | 19 | 827 |
| 4:00 | 7 | 104 | | | 4 | 122 | | | | |
| 4:15 | 7 | 91 | | | 5 | 116 | | | | |
| 4:30 | 9 | 90 | | | 7 | 109 | | | | |
| 4:45 | 11 | 84 | 34 | 369 | 12 | 116 | 28 | 463 | 62 | 832 |
| 5:00 | 15 | 96 | | | 9 | 98 | | | | |
| 5:15 | 19 | 93 | | | 3 | 101 | | | | |
| 5:30 | 25 | 89 | | | 13 | 92 | | | | |
| 5:45 | 25 | 79 | 84 | 357 | 25 | 92 | 50 | 383 | 134 | 740 |
| 6:00 | 33 | 68 | | | 19 | 85 | | | | |
| 6:15 | 40 | 70 | | | 30 | 83 | | | | |
| 6:30 | 52 | 45 | | | 48 | 70 | | | | |
| 6:45 | 38 | 51 | 163 | 234 | 47 | 48 | 144 | 286 | 307 | 520 |
| 7:00 | 45 | 53 | | | 42 | 39 | | | | |
| 7:15 | 55 | 39 | | | 56 | 40 | | | | |
| 7:30 | 59 | 36 | | | 61 | 41 | | | | |
| 7:45 | 63 | 36 | 222 | 164 | 59 | 40 | 218 | 160 | 440 | 324 |
| 8:00 | 60 | 57 | | | 66 | 49 | | | | |
| 8:15 | 60 | 35 | | | 64 | 44 | | | | |
| 8:30 | 64 | 37 | | | 80 | 42 | | | | |
| 8:45 | 49 | 33 | 233 | 162 | 60 | 37 | 270 | 172 | 503 | 334 |
| 9:00 | 59 | 26 | | | 65 | 37 | | | | |
| 9:15 | 66 | 30 | | | 70 | 41 | | | | |
| 9:30 | 92 | 13 | | | 88 | 32 | | | | |
| 9:45 | 73 | 16 | 290 | 85 | 100 | 30 | 323 | 140 | 613 | 225 |
| 10:00 | 75 | 23 | | | 81 | 14 | | | | |
| 10:15 | 69 | 23 | | | 83 | 17 | | | | |
| 10:30 | 67 | 7 | | | 77 | 13 | | | | |
| 10:45 | 82 | 8 | 293 | 61 | 95 | 19 | 336 | 63 | 629 | 124 |
| 11:00 | 76 | 20 | | | 110 | 15 | | | | |
| 11:15 | 64 | 6 | | | 109 | 11 | | | | |
| 11:30 | 72 | 7 | | | 85 | 8 | | | | |
| 11:45 | 77 | 4 | 289 | 37 | 101 | 5 | 405 | 39 | 694 | 76 |
| Total | 1667 | 2910 | | | 1825 | 3443 | | | 3492 | 6353 |
| Percent | 36.4% | 63.6% | | | 34.6% | 65.4% | | | 35.5% | 64.5% |

Accurate Counts
978-664-2565

10749002

Location : Nooseneck Hill Road
Location : North of Harkney Hill Road
City/State: Coventry, RI

| 1/17/2023 | SB | | Hour Totals | | NB | | Hour Totals | | Combined Totals | | |
|-------------|------|---------|-------------|---------|-----------|---------|-------------|---------|-----------------|---------|-----------|
| | Time | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon |
| 12:00 | | 6 | 101 | | | 3 | 129 | | | | |
| 12:15 | | 4 | 123 | | | 9 | 122 | | | | |
| 12:30 | | 2 | 114 | | | 4 | 112 | | | | |
| 12:45 | | 5 | 122 | 17 | 460 | 2 | 99 | 18 | 462 | 35 | 922 |
| 1:00 | | 0 | * | | | 1 | * | | | | |
| 1:15 | | 1 | * | | | 1 | * | | | | |
| 1:30 | | 2 | * | | | 3 | * | | | | |
| 1:45 | | 2 | * | 5 | 0 | 2 | * | 7 | 0 | 12 | 0 |
| 2:00 | | 0 | * | | | 0 | * | | | | |
| 2:15 | | 3 | * | | | 2 | * | | | | |
| 2:30 | | 0 | * | | | 2 | * | | | | |
| 2:45 | | 1 | * | 4 | 0 | 3 | * | 7 | 0 | 11 | 0 |
| 3:00 | | 2 | * | | | 0 | * | | | | |
| 3:15 | | 2 | * | | | 2 | * | | | | |
| 3:30 | | 3 | * | | | 4 | * | | | | |
| 3:45 | | 6 | * | 13 | 0 | 5 | * | 11 | 0 | 24 | 0 |
| 4:00 | | 9 | * | | | 4 | * | | | | |
| 4:15 | | 15 | * | | | 5 | * | | | | |
| 4:30 | | 12 | * | | | 8 | * | | | | |
| 4:45 | | 22 | * | 58 | 0 | 4 | * | 21 | 0 | 79 | 0 |
| 5:00 | | 16 | * | | | 8 | * | | | | |
| 5:15 | | 30 | * | | | 12 | * | | | | |
| 5:30 | | 29 | * | | | 21 | * | | | | |
| 5:45 | | 34 | * | 109 | 0 | 25 | * | 66 | 0 | 175 | 0 |
| 6:00 | | 53 | * | | | 37 | * | | | | |
| 6:15 | | 56 | * | | | 39 | * | | | | |
| 6:30 | | 61 | * | | | 66 | * | | | | |
| 6:45 | | 68 | * | 238 | 0 | 112 | * | 254 | 0 | 492 | 0 |
| 7:00 | | 103 | * | | | 119 | * | | | | |
| 7:15 | | 114 | * | | | 91 | * | | | | |
| 7:30 | | 103 | * | | | 106 | * | | | | |
| 7:45 | | 101 | * | 421 | 0 | 148 | * | 464 | 0 | 885 | 0 |
| 8:00 | | 95 | * | | | 89 | * | | | | |
| 8:15 | | 78 | * | | | 101 | * | | | | |
| 8:30 | | 85 | * | | | 119 | * | | | | |
| 8:45 | | 81 | * | 339 | 0 | 92 | * | 401 | 0 | 740 | 0 |
| 9:00 | | 81 | * | | | 70 | * | | | | |
| 9:15 | | 89 | * | | | 95 | * | | | | |
| 9:30 | | 79 | * | | | 95 | * | | | | |
| 9:45 | | 91 | * | 340 | 0 | 112 | * | 372 | 0 | 712 | 0 |
| 10:00 | | 75 | * | | | 108 | * | | | | |
| 10:15 | | 66 | * | | | 83 | * | | | | |
| 10:30 | | 79 | * | | | 99 | * | | | | |
| 10:45 | | 98 | * | 318 | 0 | 107 | * | 397 | 0 | 715 | 0 |
| 11:00 | | 90 | * | | | 129 | * | | | | |
| 11:15 | | 104 | * | | | 101 | * | | | | |
| 11:30 | | 112 | * | | | 140 | * | | | | |
| 11:45 | | 105 | * | 411 | 0 | 117 | * | 487 | 0 | 898 | 0 |
| Total | | 2273 | 460 | | | 2505 | 462 | | | 4778 | 922 |
| Percent | | 83.2% | 16.8% | | | 84.4% | 15.6% | | | 83.8% | 16.2% |
| Grand Total | | 13791 | 23943 | | | 15646 | 27565 | | | 29437 | 51508 |
| Percent | | 36.5% | 63.5% | | | 36.2% | 63.8% | | | 36.4% | 63.6% |

ADT

ADT: 11,453

AADT: 11,453

Speeds

Accurate Counts
978-664-2565

10749002

Location : Nooseneck Hill Road
Location : North of Harkney Hill Road
City/State: Coventry, RI
Direction: SB

| 1/10/2023 | 0 - 15 | > 15 - | > 20 - | > 25 - | > 30 - | > 35 - | > 40 - | > 45 - | > 50 - | > 55 - | > 60 - | > 65 - | > 70 | Total |
|-----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|-------|
| Time | MPH | 20 MPH | 25 MPH | 30 MPH | 35 MPH | 40 MPH | 45 MPH | 50 MPH | 55 MPH | 60 MPH | 65 MPH | 70 MPH | MPH | |
| 12:00 AM | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 1:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 2:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 3:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 4:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 5:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 6:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 7:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 8:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 9:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 10:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 11:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 12:00 PM | 0 | 0 | 1 | 4 | 19 | 12 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 45 |
| 1:00 | 0 | 2 | 5 | 45 | 103 | 141 | 88 | 26 | 3 | 2 | 0 | 0 | 0 | 415 |
| 2:00 | 0 | 0 | 6 | 46 | 158 | 171 | 103 | 51 | 9 | 0 | 0 | 0 | 0 | 544 |
| 3:00 | 0 | 3 | 9 | 52 | 149 | 171 | 72 | 27 | 3 | 2 | 0 | 0 | 0 | 488 |
| 4:00 | 0 | 1 | 10 | 94 | 156 | 171 | 89 | 28 | 4 | 0 | 0 | 0 | 0 | 553 |
| 5:00 | 0 | 0 | 11 | 79 | 162 | 164 | 62 | 22 | 1 | 2 | 0 | 1 | 0 | 504 |
| 6:00 | 1 | 0 | 7 | 24 | 102 | 103 | 57 | 26 | 6 | 0 | 0 | 0 | 0 | 326 |
| 7:00 | 0 | 0 | 1 | 20 | 64 | 80 | 44 | 15 | 2 | 0 | 0 | 0 | 0 | 226 |
| 8:00 | 0 | 0 | 3 | 18 | 43 | 55 | 31 | 10 | 1 | 0 | 0 | 0 | 0 | 161 |
| 9:00 | 0 | 0 | 2 | 7 | 24 | 34 | 18 | 5 | 5 | 2 | 0 | 0 | 0 | 97 |
| 10:00 | 0 | 0 | 2 | 8 | 17 | 18 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 56 |
| 11:00 | 0 | 0 | 1 | 2 | 6 | 11 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 30 |
| Total | 1 | 6 | 58 | 399 | 1003 | 1131 | 586 | 218 | 34 | 8 | 0 | 1 | 0 | 3445 |

Percentile 15th 50th 85th 95th
Speed 30 36 42 47
Mean Speed (Average) 36.3
10 MPH Pace Speed 30-39
Number in Pace 2119
Percent in Pace 61.5%
Number > 40 MPH 847
Percent > 40 MPH 24.6%

Accurate Counts
978-664-2565

Location : Nooseneck Hill Road
Location : North of Harkney Hill Road
City/State: Coventry, RI
Direction: SB

10749002

| 1/11/2023 | 0 - 15 | > 15 - | > 20 - | > 25 - | > 30 - | > 35 - | > 40 - | > 45 - | > 50 - | > 55 - | > 60 - | > 65 - | > 70 | Total |
|-----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|-------|
| Time | MPH | 20 MPH | 25 MPH | 30 MPH | 35 MPH | 40 MPH | 45 MPH | 50 MPH | 55 MPH | 60 MPH | 65 MPH | 70 MPH | MPH | |
| 12:00 AM | 0 | 0 | 0 | 2 | 3 | 6 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 18 |
| 1:00 | 0 | 0 | 0 | 0 | 5 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 2:00 | 0 | 0 | 1 | 0 | 1 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 8 |
| 3:00 | 0 | 0 | 0 | 0 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 4:00 | 0 | 0 | 2 | 0 | 14 | 9 | 8 | 6 | 1 | 2 | 0 | 0 | 0 | 42 |
| 5:00 | 0 | 0 | 1 | 10 | 22 | 31 | 25 | 12 | 1 | 1 | 0 | 0 | 0 | 103 |
| 6:00 | 0 | 2 | 3 | 20 | 60 | 68 | 59 | 24 | 2 | 2 | 0 | 0 | 0 | 240 |
| 7:00 | 0 | 0 | 6 | 37 | 76 | 156 | 113 | 40 | 15 | 1 | 0 | 0 | 0 | 444 |
| 8:00 | 0 | 0 | 1 | 17 | 75 | 129 | 95 | 49 | 12 | 0 | 2 | 0 | 0 | 380 |
| 9:00 | 0 | 0 | 4 | 29 | 79 | 102 | 77 | 28 | 6 | 1 | 0 | 0 | 0 | 326 |
| 10:00 | 0 | 3 | 6 | 43 | 77 | 96 | 75 | 26 | 3 | 2 | 0 | 0 | 0 | 331 |
| 11:00 | 0 | 0 | 3 | 25 | 113 | 115 | 91 | 25 | 8 | 0 | 0 | 0 | 0 | 380 |
| 12:00 PM | 1 | 0 | 7 | 42 | 145 | 134 | 93 | 42 | 7 | 1 | 0 | 0 | 0 | 472 |
| 1:00 | 0 | 1 | 3 | 33 | 109 | 122 | 110 | 43 | 8 | 3 | 0 | 0 | 0 | 432 |
| 2:00 | 0 | 0 | 5 | 40 | 130 | 163 | 113 | 51 | 9 | 4 | 0 | 0 | 0 | 515 |
| 3:00 | 0 | 0 | 5 | 48 | 135 | 156 | 96 | 24 | 4 | 2 | 0 | 0 | 0 | 470 |
| 4:00 | 0 | 0 | 13 | 69 | 153 | 155 | 93 | 26 | 4 | 2 | 0 | 0 | 0 | 515 |
| 5:00 | 0 | 1 | 4 | 57 | 147 | 150 | 75 | 20 | 3 | 0 | 0 | 0 | 0 | 457 |
| 6:00 | 0 | 3 | 5 | 29 | 109 | 107 | 64 | 15 | 1 | 2 | 0 | 0 | 0 | 335 |
| 7:00 | 0 | 0 | 0 | 8 | 60 | 83 | 48 | 11 | 4 | 0 | 0 | 0 | 0 | 214 |
| 8:00 | 0 | 0 | 1 | 5 | 60 | 53 | 40 | 12 | 2 | 1 | 0 | 0 | 0 | 174 |
| 9:00 | 0 | 0 | 1 | 5 | 29 | 47 | 16 | 9 | 1 | 0 | 0 | 0 | 0 | 108 |
| 10:00 | 0 | 0 | 1 | 5 | 11 | 24 | 18 | 5 | 0 | 1 | 0 | 0 | 0 | 65 |
| 11:00 | 0 | 0 | 0 | 1 | 8 | 18 | 13 | 8 | 2 | 2 | 0 | 0 | 0 | 52 |
| Total | 1 | 10 | 72 | 525 | 1624 | 1933 | 1333 | 480 | 94 | 27 | 2 | 0 | 0 | 6101 |

| | |
|----------------------|-------|
| Percentile | 15th |
| Speed | 31 |
| Mean Speed (Average) | 37.4 |
| 10 MPH Pace Speed | 30-39 |
| Number in Pace | 3529 |
| Percent in Pace | 57.8% |
| Number > 40 MPH | 1936 |
| Percent > 40 MPH | 31.7% |

Accurate Counts
978-664-2565

Location : Nooseneck Hill Road
Location : North of Harkney Hill Road
City/State: Coventry, RI
Direction: SB

10749002

| 1/12/2023 | 0 - 15 | > 15 - | > 20 - | > 25 - | > 30 - | > 35 - | > 40 - | > 45 - | > 50 - | > 55 - | > 60 - | > 65 - | > 70 | Total |
|-----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|-------|
| Time | MPH | 20 MPH | 25 MPH | 30 MPH | 35 MPH | 40 MPH | 45 MPH | 50 MPH | 55 MPH | 60 MPH | 65 MPH | 70 MPH | MPH | |
| 12:00 AM | 0 | 0 | 0 | 2 | 3 | 7 | 7 | 1 | 1 | 1 | 0 | 0 | 0 | 22 |
| 1:00 | 0 | 0 | 0 | 0 | 1 | 4 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 13 |
| 2:00 | 0 | 0 | 1 | 1 | 2 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 9 |
| 4:00 | 0 | 1 | 1 | 2 | 11 | 10 | 9 | 7 | 1 | 0 | 0 | 0 | 0 | 42 |
| 5:00 | 0 | 1 | 2 | 9 | 14 | 24 | 34 | 26 | 7 | 0 | 0 | 0 | 0 | 117 |
| 6:00 | 0 | 0 | 1 | 23 | 57 | 91 | 55 | 33 | 9 | 3 | 0 | 0 | 0 | 272 |
| 7:00 | 0 | 1 | 2 | 31 | 91 | 145 | 110 | 36 | 5 | 2 | 0 | 0 | 0 | 423 |
| 8:00 | 0 | 0 | 7 | 25 | 99 | 117 | 91 | 31 | 10 | 2 | 0 | 0 | 0 | 382 |
| 9:00 | 0 | 0 | 4 | 20 | 75 | 100 | 75 | 34 | 9 | 3 | 0 | 0 | 0 | 320 |
| 10:00 | 0 | 0 | 2 | 22 | 93 | 106 | 74 | 28 | 7 | 0 | 0 | 0 | 0 | 332 |
| 11:00 | 0 | 0 | 4 | 32 | 99 | 100 | 72 | 31 | 8 | 1 | 1 | 0 | 0 | 348 |
| 12:00 PM | 1 | 2 | 5 | 26 | 98 | 113 | 87 | 33 | 6 | 0 | 0 | 0 | 0 | 371 |
| 1:00 | 0 | 1 | 3 | 30 | 77 | 105 | 89 | 31 | 9 | 0 | 0 | 0 | 0 | 345 |
| 2:00 | 0 | 0 | 10 | 52 | 110 | 157 | 122 | 36 | 14 | 3 | 0 | 0 | 0 | 504 |
| 3:00 | 0 | 1 | 9 | 39 | 138 | 137 | 90 | 27 | 8 | 0 | 0 | 0 | 0 | 449 |
| 4:00 | 0 | 0 | 18 | 59 | 125 | 141 | 80 | 28 | 7 | 0 | 0 | 0 | 0 | 458 |
| 5:00 | 0 | 1 | 12 | 65 | 141 | 124 | 66 | 22 | 2 | 0 | 0 | 0 | 0 | 433 |
| 6:00 | 0 | 1 | 7 | 50 | 84 | 96 | 55 | 22 | 4 | 0 | 0 | 0 | 0 | 319 |
| 7:00 | 0 | 0 | 2 | 24 | 66 | 86 | 65 | 20 | 0 | 0 | 0 | 0 | 0 | 263 |
| 8:00 | 0 | 0 | 2 | 16 | 29 | 39 | 32 | 14 | 5 | 1 | 0 | 0 | 0 | 138 |
| 9:00 | 0 | 0 | 1 | 9 | 31 | 37 | 25 | 8 | 1 | 0 | 1 | 0 | 0 | 113 |
| 10:00 | 0 | 0 | 3 | 4 | 19 | 17 | 12 | 3 | 1 | 0 | 0 | 0 | 0 | 59 |
| 11:00 | 0 | 0 | 0 | 1 | 8 | 18 | 14 | 5 | 1 | 1 | 0 | 0 | 0 | 48 |
| Total | 1 | 9 | 96 | 542 | 1471 | 1781 | 1272 | 480 | 118 | 18 | 2 | 0 | 0 | 5790 |

| | |
|----------------------|-------|
| Percentile | 15th |
| Speed | 31 |
| Mean Speed (Average) | 37.4 |
| 10 MPH Pace Speed | 30-39 |
| Number in Pace | 3227 |
| Percent in Pace | 55.7% |
| Number > 40 MPH | 1890 |
| Percent > 40 MPH | 32.6% |

Accurate Counts
978-664-2565

10749002

Location : Nooseneck Hill Road
Location : North of Harkney Hill Road
City/State: Coventry, RI
Direction: SB

| 1/13/2023 | 0 - 15 | > 15 - | > 20 - | > 25 - | > 30 - | > 35 - | > 40 - | > 45 - | > 50 - | > 55 - | > 60 - | > 65 - | > 70 | Total |
|-----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|-------|
| Time | MPH | 20 MPH | 25 MPH | 30 MPH | 35 MPH | 40 MPH | 45 MPH | 50 MPH | 55 MPH | 60 MPH | 65 MPH | 70 MPH | MPH | |
| 12:00 AM | 0 | 0 | 1 | 5 | 1 | 4 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 19 |
| 1:00 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 2:00 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 4:00 | 0 | 0 | 4 | 4 | 6 | 9 | 8 | 5 | 5 | 1 | 0 | 0 | 0 | 42 |
| 5:00 | 0 | 0 | 2 | 4 | 20 | 25 | 32 | 16 | 6 | 0 | 0 | 0 | 0 | 105 |
| 6:00 | 0 | 0 | 3 | 17 | 61 | 79 | 60 | 21 | 4 | 1 | 0 | 0 | 0 | 246 |
| 7:00 | 0 | 0 | 7 | 26 | 88 | 136 | 96 | 41 | 8 | 3 | 0 | 0 | 0 | 405 |
| 8:00 | 0 | 2 | 4 | 26 | 80 | 113 | 77 | 39 | 6 | 1 | 1 | 0 | 0 | 349 |
| 9:00 | 0 | 0 | 5 | 27 | 72 | 115 | 80 | 26 | 11 | 2 | 0 | 0 | 0 | 338 |
| 10:00 | 1 | 0 | 6 | 26 | 79 | 109 | 83 | 34 | 10 | 1 | 0 | 0 | 0 | 349 |
| 11:00 | 0 | 1 | 1 | 26 | 89 | 119 | 67 | 36 | 7 | 1 | 0 | 0 | 0 | 347 |
| 12:00 PM | 1 | 1 | 9 | 39 | 83 | 121 | 87 | 40 | 8 | 1 | 3 | 0 | 0 | 393 |
| 1:00 | 0 | 1 | 5 | 35 | 99 | 138 | 96 | 29 | 12 | 5 | 2 | 0 | 0 | 422 |
| 2:00 | 0 | 2 | 6 | 50 | 151 | 160 | 107 | 21 | 11 | 3 | 0 | 0 | 0 | 511 |
| 3:00 | 0 | 1 | 14 | 56 | 167 | 139 | 109 | 30 | 7 | 0 | 0 | 0 | 0 | 523 |
| 4:00 | 0 | 2 | 12 | 46 | 142 | 189 | 90 | 30 | 7 | 0 | 0 | 0 | 0 | 518 |
| 5:00 | 0 | 0 | 4 | 85 | 172 | 172 | 62 | 22 | 2 | 0 | 0 | 0 | 0 | 519 |
| 6:00 | 0 | 0 | 4 | 45 | 114 | 130 | 73 | 24 | 3 | 0 | 1 | 0 | 0 | 394 |
| 7:00 | 0 | 0 | 1 | 33 | 84 | 82 | 45 | 15 | 1 | 1 | 0 | 0 | 0 | 262 |
| 8:00 | 0 | 0 | 2 | 20 | 51 | 68 | 40 | 14 | 5 | 0 | 0 | 0 | 0 | 200 |
| 9:00 | 0 | 0 | 3 | 15 | 32 | 56 | 46 | 12 | 5 | 0 | 0 | 0 | 0 | 169 |
| 10:00 | 0 | 0 | 0 | 11 | 24 | 38 | 16 | 10 | 2 | 0 | 0 | 0 | 0 | 101 |
| 11:00 | 0 | 0 | 0 | 4 | 11 | 23 | 22 | 10 | 2 | 0 | 0 | 0 | 0 | 72 |
| Total | 2 | 10 | 93 | 602 | 1627 | 2033 | 1303 | 479 | 124 | 20 | 7 | 0 | 0 | 6300 |

| | |
|----------------------|-------|
| Percentile | 15th |
| Speed | 31 |
| Mean Speed (Average) | 37.2 |
| 10 MPH Pace Speed | 30-39 |
| Number in Pace | 3631 |
| Percent in Pace | 57.6% |
| Number > 40 MPH | 1933 |
| Percent > 40 MPH | 30.7% |

Accurate Counts
978-664-2565

Location : Nooseneck Hill Road
 Location : North of Harkney Hill Road
 City/State: Coventry, RI
 Direction: SB

10749002

| 1/14/2023 | 0 - 15 | > 15 - | > 20 - | > 25 - | > 30 - | > 35 - | > 40 - | > 45 - | > 50 - | > 55 - | > 60 - | > 65 - | > 70 | Total |
|--------------|----------|----------|-----------|------------|-------------|-------------|-------------|------------|------------|-----------|----------|----------|----------|-------------|
| Time | MPH | 20 MPH | 25 MPH | 30 MPH | 35 MPH | 40 MPH | 45 MPH | 50 MPH | 55 MPH | 60 MPH | 65 MPH | 70 MPH | MPH | |
| 12:00 AM | 0 | 0 | 0 | 1 | 5 | 8 | 6 | 5 | 2 | 0 | 0 | 0 | 0 | 27 |
| 1:00 | 0 | 0 | 0 | 2 | 4 | 6 | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 22 |
| 2:00 | 0 | 0 | 0 | 0 | 5 | 5 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 14 |
| 3:00 | 0 | 0 | 0 | 1 | 0 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 4:00 | 0 | 1 | 0 | 3 | 4 | 3 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 22 |
| 5:00 | 0 | 0 | 2 | 0 | 9 | 9 | 4 | 4 | 2 | 0 | 0 | 0 | 0 | 30 |
| 6:00 | 0 | 0 | 1 | 5 | 17 | 26 | 26 | 11 | 2 | 1 | 0 | 0 | 0 | 89 |
| 7:00 | 0 | 0 | 0 | 10 | 24 | 47 | 35 | 12 | 6 | 0 | 0 | 0 | 0 | 134 |
| 8:00 | 0 | 0 | 4 | 16 | 40 | 79 | 73 | 44 | 4 | 3 | 0 | 0 | 0 | 263 |
| 9:00 | 0 | 0 | 5 | 25 | 65 | 90 | 73 | 32 | 9 | 3 | 0 | 0 | 0 | 302 |
| 10:00 | 0 | 0 | 2 | 26 | 78 | 94 | 87 | 49 | 9 | 2 | 1 | 0 | 0 | 348 |
| 11:00 | 0 | 1 | 10 | 32 | 88 | 119 | 94 | 40 | 10 | 0 | 2 | 0 | 0 | 396 |
| 12:00 PM | 2 | 2 | 8 | 40 | 64 | 114 | 91 | 38 | 10 | 2 | 1 | 0 | 0 | 372 |
| 1:00 | 0 | 0 | 3 | 41 | 113 | 121 | 103 | 51 | 11 | 2 | 0 | 0 | 0 | 445 |
| 2:00 | 0 | 2 | 4 | 37 | 110 | 98 | 89 | 37 | 6 | 5 | 1 | 1 | 0 | 390 |
| 3:00 | 0 | 1 | 3 | 45 | 94 | 103 | 79 | 26 | 2 | 1 | 1 | 0 | 0 | 355 |
| 4:00 | 0 | 2 | 7 | 28 | 82 | 100 | 54 | 30 | 10 | 0 | 0 | 0 | 0 | 313 |
| 5:00 | 0 | 0 | 4 | 28 | 85 | 124 | 65 | 24 | 4 | 1 | 1 | 0 | 0 | 336 |
| 6:00 | 0 | 0 | 8 | 22 | 87 | 85 | 49 | 26 | 4 | 0 | 0 | 0 | 0 | 281 |
| 7:00 | 0 | 0 | 2 | 15 | 49 | 73 | 43 | 11 | 1 | 0 | 0 | 0 | 0 | 194 |
| 8:00 | 0 | 0 | 1 | 9 | 31 | 53 | 30 | 7 | 2 | 1 | 0 | 0 | 0 | 134 |
| 9:00 | 0 | 0 | 2 | 5 | 28 | 45 | 36 | 9 | 3 | 1 | 0 | 0 | 0 | 129 |
| 10:00 | 0 | 0 | 0 | 2 | 13 | 29 | 18 | 16 | 2 | 0 | 0 | 0 | 0 | 80 |
| 11:00 | 0 | 0 | 0 | 3 | 11 | 21 | 15 | 10 | 2 | 1 | 0 | 0 | 0 | 63 |
| Total | 2 | 9 | 66 | 396 | 1106 | 1456 | 1088 | 490 | 104 | 23 | 7 | 1 | 0 | 4748 |

| | | | | |
|----------------------|-------|------|------|------|
| Percentile | 15th | 50th | 85th | 95th |
| Speed | 32 | 38 | 45 | 48 |
| Mean Speed (Average) | 37.9 | | | |
| 10 MPH Pace Speed | 31-40 | | | |
| Number in Pace | 2559 | | | |
| Percent in Pace | 53.9% | | | |
| Number > 40 MPH | 1713 | | | |
| Percent > 40 MPH | 36.1% | | | |

Accurate Counts
978-664-2565

10749002

Location : Nooseneck Hill Road
Location : North of Harkney Hill Road
City/State: Coventry, RI
Direction: SB

| 1/15/2023 | 0 - 15 | > 15 - | > 20 - | > 25 - | > 30 - | > 35 - | > 40 - | > 45 - | > 50 - | > 55 - | > 60 - | > 65 - | > 70 | Total |
|-----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|-------|
| Time | MPH | 20 MPH | 25 MPH | 30 MPH | 35 MPH | 40 MPH | 45 MPH | 50 MPH | 55 MPH | 60 MPH | 65 MPH | 70 MPH | MPH | |
| 12:00 AM | 0 | 0 | 0 | 2 | 13 | 17 | 10 | 2 | 7 | 0 | 0 | 0 | 0 | 51 |
| 1:00 | 0 | 0 | 0 | 2 | 4 | 7 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 22 |
| 2:00 | 0 | 0 | 2 | 0 | 10 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 3:00 | 0 | 0 | 0 | 1 | 1 | 3 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 8 |
| 4:00 | 0 | 0 | 1 | 1 | 3 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 11 |
| 5:00 | 0 | 0 | 0 | 2 | 5 | 11 | 8 | 3 | 0 | 1 | 0 | 0 | 0 | 30 |
| 6:00 | 0 | 0 | 0 | 1 | 8 | 18 | 8 | 10 | 0 | 2 | 0 | 0 | 0 | 47 |
| 7:00 | 0 | 0 | 1 | 7 | 15 | 34 | 24 | 19 | 2 | 1 | 2 | 0 | 0 | 105 |
| 8:00 | 0 | 0 | 2 | 6 | 30 | 57 | 45 | 18 | 9 | 2 | 0 | 0 | 0 | 169 |
| 9:00 | 0 | 1 | 1 | 14 | 48 | 66 | 90 | 36 | 4 | 0 | 0 | 0 | 0 | 260 |
| 10:00 | 0 | 0 | 2 | 21 | 66 | 95 | 85 | 29 | 9 | 4 | 0 | 0 | 0 | 311 |
| 11:00 | 0 | 0 | 1 | 20 | 86 | 111 | 98 | 36 | 7 | 1 | 0 | 0 | 0 | 360 |
| 12:00 PM | 0 | 0 | 1 | 41 | 80 | 134 | 98 | 47 | 13 | 0 | 1 | 0 | 0 | 415 |
| 1:00 | 0 | 3 | 2 | 14 | 85 | 108 | 102 | 47 | 14 | 3 | 0 | 0 | 0 | 378 |
| 2:00 | 0 | 4 | 1 | 17 | 73 | 125 | 85 | 30 | 6 | 0 | 1 | 0 | 0 | 342 |
| 3:00 | 0 | 0 | 1 | 14 | 67 | 97 | 79 | 29 | 11 | 3 | 0 | 0 | 0 | 301 |
| 4:00 | 0 | 0 | 3 | 13 | 73 | 76 | 66 | 34 | 9 | 2 | 0 | 0 | 0 | 276 |
| 5:00 | 0 | 0 | 2 | 35 | 72 | 105 | 65 | 25 | 4 | 0 | 0 | 0 | 0 | 308 |
| 6:00 | 0 | 0 | 1 | 7 | 44 | 70 | 40 | 27 | 2 | 0 | 1 | 0 | 0 | 192 |
| 7:00 | 0 | 0 | 0 | 12 | 39 | 51 | 26 | 13 | 3 | 0 | 0 | 0 | 0 | 144 |
| 8:00 | 0 | 0 | 1 | 6 | 27 | 33 | 22 | 14 | 2 | 0 | 0 | 0 | 0 | 105 |
| 9:00 | 0 | 0 | 0 | 3 | 12 | 29 | 25 | 5 | 5 | 1 | 0 | 0 | 0 | 80 |
| 10:00 | 0 | 0 | 0 | 7 | 13 | 21 | 8 | 5 | 2 | 0 | 0 | 0 | 0 | 56 |
| 11:00 | 0 | 0 | 2 | 1 | 9 | 9 | 13 | 9 | 2 | 1 | 0 | 0 | 0 | 46 |
| Total | 0 | 8 | 24 | 247 | 883 | 1286 | 1011 | 441 | 113 | 22 | 5 | 0 | 0 | 4040 |

| | | | | |
|----------------------|-------|------|------|------|
| Percentile | 15th | 50th | 85th | 95th |
| Speed | 32 | 38 | 45 | 48 |
| Mean Speed (Average) | 38.6 | | | |
| 10 MPH Pace Speed | 35-44 | | | |
| Number in Pace | 2294 | | | |
| Percent in Pace | 56.8% | | | |
| Number > 40 MPH | 1592 | | | |
| Percent > 40 MPH | 39.4% | | | |

Accurate Counts
978-664-2565

10749002

Location : Nooseneck Hill Road
Location : North of Harkney Hill Road
City/State: Coventry, RI
Direction: SB

| 1/16/2023 | 0 - 15 | > 15 - | > 20 - | > 25 - | > 30 - | > 35 - | > 40 - | > 45 - | > 50 - | > 55 - | > 60 - | > 65 - | > 70 | Total |
|-----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|-------|
| Time | MPH | 20 MPH | 25 MPH | 30 MPH | 35 MPH | 40 MPH | 45 MPH | 50 MPH | 55 MPH | 60 MPH | 65 MPH | 70 MPH | MPH | |
| 12:00 AM | 0 | 0 | 0 | 0 | 6 | 10 | 3 | 1 | 2 | 0 | 1 | 0 | 0 | 23 |
| 1:00 | 0 | 0 | 0 | 2 | 1 | 2 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 12 |
| 2:00 | 0 | 0 | 0 | 0 | 3 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 3:00 | 0 | 0 | 0 | 1 | 3 | 5 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 13 |
| 4:00 | 0 | 1 | 1 | 2 | 6 | 7 | 6 | 9 | 1 | 1 | 0 | 0 | 0 | 34 |
| 5:00 | 0 | 0 | 4 | 6 | 19 | 29 | 12 | 11 | 3 | 0 | 0 | 0 | 0 | 84 |
| 6:00 | 0 | 1 | 3 | 8 | 33 | 54 | 41 | 20 | 1 | 2 | 0 | 0 | 0 | 163 |
| 7:00 | 0 | 0 | 3 | 7 | 42 | 86 | 55 | 24 | 5 | 0 | 0 | 0 | 0 | 222 |
| 8:00 | 0 | 0 | 4 | 22 | 52 | 77 | 48 | 22 | 8 | 0 | 0 | 0 | 0 | 233 |
| 9:00 | 0 | 3 | 5 | 26 | 90 | 89 | 51 | 22 | 2 | 2 | 0 | 0 | 0 | 290 |
| 10:00 | 0 | 1 | 3 | 10 | 70 | 107 | 66 | 27 | 8 | 1 | 0 | 0 | 0 | 293 |
| 11:00 | 0 | 1 | 3 | 25 | 54 | 106 | 63 | 29 | 7 | 1 | 0 | 0 | 0 | 289 |
| 12:00 PM | 0 | 0 | 1 | 18 | 89 | 139 | 75 | 39 | 6 | 0 | 0 | 0 | 0 | 367 |
| 1:00 | 0 | 3 | 4 | 20 | 69 | 115 | 85 | 34 | 9 | 3 | 0 | 0 | 0 | 342 |
| 2:00 | 0 | 1 | 4 | 16 | 83 | 118 | 86 | 46 | 7 | 1 | 0 | 0 | 0 | 362 |
| 3:00 | 0 | 2 | 2 | 20 | 105 | 108 | 94 | 26 | 10 | 3 | 0 | 0 | 0 | 370 |
| 4:00 | 0 | 2 | 3 | 37 | 89 | 120 | 87 | 24 | 7 | 0 | 0 | 0 | 0 | 369 |
| 5:00 | 0 | 0 | 7 | 24 | 95 | 137 | 70 | 21 | 3 | 0 | 0 | 0 | 0 | 357 |
| 6:00 | 0 | 0 | 3 | 17 | 75 | 92 | 30 | 15 | 2 | 0 | 0 | 0 | 0 | 234 |
| 7:00 | 0 | 0 | 1 | 10 | 36 | 70 | 31 | 11 | 3 | 2 | 0 | 0 | 0 | 164 |
| 8:00 | 0 | 0 | 1 | 18 | 46 | 45 | 40 | 10 | 2 | 0 | 0 | 0 | 0 | 162 |
| 9:00 | 0 | 0 | 0 | 4 | 18 | 31 | 19 | 12 | 1 | 0 | 0 | 0 | 0 | 85 |
| 10:00 | 0 | 0 | 0 | 3 | 22 | 25 | 6 | 2 | 2 | 0 | 0 | 1 | 0 | 61 |
| 11:00 | 0 | 0 | 0 | 2 | 4 | 13 | 9 | 7 | 2 | 0 | 0 | 0 | 0 | 37 |
| Total | 0 | 15 | 52 | 298 | 1110 | 1591 | 985 | 415 | 92 | 17 | 1 | 1 | 0 | 4577 |

| | | | | |
|----------------------|-------|------|------|------|
| Percentile | 15th | 50th | 85th | 95th |
| Speed | 32 | 37 | 44 | 48 |
| Mean Speed (Average) | 37.8 | | | |
| 10 MPH Pace Speed | 31-40 | | | |
| Number in Pace | 2678 | | | |
| Percent in Pace | 58.5% | | | |
| Number > 40 MPH | 1511 | | | |
| Percent > 40 MPH | 33.0% | | | |

Accurate Counts
978-664-2565

10749002

Location : Nooseneck Hill Road
Location : North of Harkney Hill Road
City/State: Coventry, RI
Direction: SB

| 1/17/2023 | 0 - 15 | > 15 - | > 20 - | > 25 - | > 30 - | > 35 - | > 40 - | > 45 - | > 50 - | > 55 - | > 60 - | > 65 - | > 70 | Total |
|-----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|-------|
| Time | MPH | 20 MPH | 25 MPH | 30 MPH | 35 MPH | 40 MPH | 45 MPH | 50 MPH | 55 MPH | 60 MPH | 65 MPH | 70 MPH | MPH | |
| 12:00 AM | 0 | 0 | 0 | 0 | 3 | 3 | 5 | 2 | 3 | 1 | 0 | 0 | 0 | 17 |
| 1:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 5 |
| 2:00 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3:00 | 0 | 0 | 0 | 1 | 1 | 3 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 13 |
| 4:00 | 1 | 0 | 1 | 7 | 8 | 14 | 13 | 6 | 7 | 1 | 0 | 0 | 0 | 58 |
| 5:00 | 0 | 0 | 2 | 5 | 18 | 35 | 27 | 17 | 5 | 0 | 0 | 0 | 0 | 109 |
| 6:00 | 0 | 0 | 1 | 10 | 52 | 87 | 53 | 27 | 6 | 2 | 0 | 0 | 0 | 238 |
| 7:00 | 1 | 1 | 3 | 28 | 93 | 134 | 104 | 48 | 6 | 3 | 0 | 0 | 0 | 421 |
| 8:00 | 0 | 0 | 0 | 18 | 50 | 128 | 88 | 47 | 8 | 0 | 0 | 0 | 0 | 339 |
| 9:00 | 0 | 1 | 3 | 20 | 58 | 118 | 95 | 37 | 7 | 1 | 0 | 0 | 0 | 340 |
| 10:00 | 0 | 0 | 4 | 19 | 59 | 120 | 72 | 38 | 6 | 0 | 0 | 0 | 0 | 318 |
| 11:00 | 0 | 0 | 4 | 24 | 109 | 131 | 99 | 35 | 9 | 0 | 0 | 0 | 0 | 411 |
| 12:00 PM | 0 | 0 | 1 | 9 | 22 | 37 | 24 | 5 | 2 | 1 | 0 | 0 | 0 | 101 |
| 1:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 2:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 3:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 4:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 5:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 6:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 7:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 8:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 9:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 10:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 11:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| Total | 2 | 2 | 20 | 141 | 475 | 810 | 587 | 268 | 60 | 9 | 0 | 0 | 0 | 2374 |

| | | | | |
|----------------------|-------|------|------|------|
| Percentile | 15th | 50th | 85th | 95th |
| Speed | 33 | 38 | 45 | 48 |
| Mean Speed (Average) | 38.6 | | | |
| 10 MPH Pace Speed | 35-44 | | | |
| Number in Pace | 1395 | | | |
| Percent in Pace | 58.8% | | | |
| Number > 40 MPH | 924 | | | |
| Percent > 40 MPH | 38.9% | | | |

| | | | | | | | | | | | | | | |
|----------------------|---|----|-----|-------|------|-------|------|------|-----|-----|----|---|---|-------|
| Grand Total | 9 | 69 | 481 | 3150 | 9299 | 12021 | 8165 | 3271 | 739 | 144 | 24 | 3 | 0 | 37375 |
| Percentile | | | | 15th | 50th | 85th | 95th | | | | | | | |
| Speed | | | | 32 | 37 | 44 | 48 | | | | | | | |
| Mean Speed (Average) | | | | 37.6 | | | | | | | | | | |
| 10 MPH Pace Speed | | | | 30-39 | | | | | | | | | | |
| Number in Pace | | | | 21143 | | | | | | | | | | |
| Percent in Pace | | | | 56.6% | | | | | | | | | | |
| Number > 40 MPH | | | | 12346 | | | | | | | | | | |
| Percent > 40 MPH | | | | 33.0% | | | | | | | | | | |

Accurate Counts
978-664-2565

10749002

Location : Nooseneck Hill Road
Location : North of Harkney Hill Road
City/State: Coventry, RI
Direction: NB

| 1/10/2023 | 0 - 15 | > 15 - | > 20 - | > 25 - | > 30 - | > 35 - | > 40 - | > 45 - | > 50 - | > 55 - | > 60 - | > 65 - | > 70 | Total |
|-----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|-------|
| Time | MPH | 20 MPH | 25 MPH | 30 MPH | 35 MPH | 40 MPH | 45 MPH | 50 MPH | 55 MPH | 60 MPH | 65 MPH | 70 MPH | MPH | |
| 12:00 AM | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 1:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 2:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 3:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 4:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 5:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 6:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 7:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 8:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 9:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 10:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 11:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 12:00 PM | 0 | 0 | 0 | 3 | 4 | 11 | 18 | 8 | 2 | 2 | 0 | 0 | 0 | 48 |
| 1:00 | 0 | 1 | 2 | 13 | 37 | 95 | 137 | 109 | 35 | 6 | 1 | 0 | 0 | 436 |
| 2:00 | 0 | 4 | 7 | 15 | 39 | 87 | 182 | 122 | 44 | 4 | 2 | 0 | 0 | 506 |
| 3:00 | 2 | 4 | 5 | 26 | 40 | 83 | 188 | 156 | 43 | 3 | 0 | 0 | 0 | 550 |
| 4:00 | 0 | 0 | 4 | 31 | 46 | 143 | 236 | 170 | 46 | 8 | 1 | 1 | 0 | 686 |
| 5:00 | 0 | 0 | 7 | 13 | 34 | 104 | 182 | 135 | 22 | 7 | 0 | 0 | 0 | 504 |
| 6:00 | 0 | 0 | 1 | 5 | 25 | 68 | 147 | 98 | 31 | 2 | 2 | 0 | 0 | 379 |
| 7:00 | 0 | 0 | 2 | 7 | 9 | 43 | 91 | 66 | 26 | 2 | 0 | 0 | 0 | 246 |
| 8:00 | 0 | 0 | 1 | 5 | 12 | 37 | 59 | 46 | 14 | 7 | 0 | 0 | 0 | 181 |
| 9:00 | 0 | 0 | 0 | 0 | 6 | 24 | 46 | 40 | 19 | 4 | 2 | 0 | 1 | 142 |
| 10:00 | 0 | 0 | 0 | 1 | 2 | 9 | 27 | 24 | 10 | 2 | 0 | 0 | 0 | 75 |
| 11:00 | 0 | 0 | 0 | 0 | 1 | 4 | 14 | 19 | 5 | 1 | 0 | 0 | 0 | 44 |
| Total | 2 | 9 | 29 | 119 | 255 | 708 | 1327 | 993 | 297 | 48 | 8 | 1 | 1 | 3797 |

| | |
|----------------------|-------|
| Percentile | 15th |
| Speed | 37 |
| Mean Speed (Average) | 42.6 |
| 10 MPH Pace Speed | 40-49 |
| Number in Pace | 2314 |
| Percent in Pace | 60.9% |
| Number > 40 MPH | 2675 |
| Percent > 40 MPH | 70.5% |

Accurate Counts
978-664-2565

10749002

Location : Nooseneck Hill Road
Location : North of Harkney Hill Road
City/State: Coventry, RI
Direction: NB

| 1/11/2023 | 0 - 15 | > 15 - | > 20 - | > 25 - | > 30 - | > 35 - | > 40 - | > 45 - | > 50 - | > 55 - | > 60 - | > 65 - | > 70 | Total |
|-----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|-------|
| Time | MPH | 20 MPH | 25 MPH | 30 MPH | 35 MPH | 40 MPH | 45 MPH | 50 MPH | 55 MPH | 60 MPH | 65 MPH | 70 MPH | MPH | |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 5 | 6 | 5 | 6 | 0 | 0 | 0 | 0 | 22 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 13 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 8 |
| 3:00 | 0 | 0 | 0 | 2 | 0 | 2 | 5 | 4 | 1 | 0 | 0 | 1 | 0 | 15 |
| 4:00 | 0 | 0 | 0 | 0 | 4 | 7 | 16 | 6 | 0 | 1 | 0 | 0 | 0 | 34 |
| 5:00 | 0 | 0 | 1 | 1 | 3 | 16 | 28 | 19 | 1 | 1 | 0 | 0 | 0 | 70 |
| 6:00 | 0 | 0 | 3 | 7 | 21 | 62 | 98 | 73 | 22 | 3 | 0 | 0 | 0 | 289 |
| 7:00 | 0 | 0 | 3 | 16 | 41 | 103 | 156 | 86 | 40 | 2 | 3 | 0 | 0 | 450 |
| 8:00 | 0 | 0 | 3 | 8 | 26 | 90 | 133 | 99 | 26 | 4 | 1 | 0 | 0 | 390 |
| 9:00 | 0 | 1 | 3 | 10 | 24 | 85 | 137 | 81 | 27 | 6 | 0 | 0 | 0 | 374 |
| 10:00 | 1 | 1 | 9 | 12 | 36 | 121 | 136 | 81 | 24 | 5 | 0 | 0 | 0 | 426 |
| 11:00 | 0 | 0 | 3 | 7 | 48 | 99 | 156 | 88 | 43 | 5 | 0 | 0 | 0 | 449 |
| 12:00 PM | 0 | 4 | 5 | 14 | 43 | 112 | 177 | 114 | 32 | 3 | 1 | 0 | 0 | 505 |
| 1:00 | 0 | 2 | 9 | 14 | 33 | 113 | 150 | 107 | 30 | 3 | 0 | 1 | 0 | 462 |
| 2:00 | 0 | 1 | 3 | 11 | 23 | 77 | 165 | 139 | 59 | 9 | 4 | 0 | 0 | 491 |
| 3:00 | 0 | 1 | 7 | 17 | 46 | 106 | 203 | 145 | 56 | 5 | 2 | 0 | 0 | 588 |
| 4:00 | 0 | 0 | 6 | 17 | 38 | 109 | 219 | 176 | 56 | 9 | 0 | 0 | 0 | 630 |
| 5:00 | 0 | 0 | 8 | 18 | 40 | 111 | 186 | 113 | 40 | 1 | 0 | 0 | 0 | 517 |
| 6:00 | 0 | 0 | 0 | 7 | 17 | 83 | 145 | 84 | 39 | 5 | 1 | 0 | 0 | 381 |
| 7:00 | 0 | 0 | 2 | 1 | 6 | 28 | 104 | 63 | 15 | 1 | 2 | 0 | 0 | 222 |
| 8:00 | 0 | 1 | 1 | 1 | 7 | 25 | 67 | 56 | 27 | 2 | 0 | 0 | 0 | 187 |
| 9:00 | 0 | 0 | 1 | 3 | 12 | 27 | 55 | 48 | 11 | 2 | 0 | 0 | 0 | 159 |
| 10:00 | 0 | 0 | 0 | 1 | 2 | 16 | 29 | 25 | 8 | 3 | 2 | 0 | 0 | 86 |
| 11:00 | 0 | 0 | 0 | 0 | 1 | 4 | 16 | 20 | 4 | 3 | 0 | 0 | 0 | 48 |
| Total | 1 | 11 | 67 | 167 | 471 | 1406 | 2393 | 1640 | 569 | 73 | 16 | 2 | 0 | 6816 |

| | | | | |
|----------------------|-------|------|------|------|
| Percentile | 15th | 50th | 85th | 95th |
| Speed | 37 | 43 | 48 | 52 |
| Mean Speed (Average) | 42.5 | | | |
| 10 MPH Pace Speed | 40-49 | | | |
| Number in Pace | 4028 | | | |
| Percent in Pace | 59.1% | | | |
| Number > 40 MPH | 4693 | | | |
| Percent > 40 MPH | 68.9% | | | |

Accurate Counts
978-664-2565

10749002

Location : Nooseneck Hill Road
Location : North of Harkney Hill Road
City/State: Coventry, RI
Direction: NB

| 1/12/2023 | 0 - 15 | > 15 - | > 20 - | > 25 - | > 30 - | > 35 - | > 40 - | > 45 - | > 50 - | > 55 - | > 60 - | > 65 - | > 70 | Total |
|-----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|-------|
| Time | MPH | 20 MPH | 25 MPH | 30 MPH | 35 MPH | 40 MPH | 45 MPH | 50 MPH | 55 MPH | 60 MPH | 65 MPH | 70 MPH | MPH | |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 2 | 10 | 7 | 2 | 1 | 0 | 0 | 0 | 22 |
| 1:00 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | 2 | 3 | 0 | 1 | 0 | 0 | 14 |
| 2:00 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 10 |
| 3:00 | 0 | 0 | 0 | 1 | 0 | 3 | 2 | 2 | 0 | 0 | 0 | 1 | 0 | 9 |
| 4:00 | 0 | 0 | 0 | 0 | 1 | 5 | 8 | 5 | 1 | 0 | 0 | 0 | 0 | 20 |
| 5:00 | 0 | 0 | 0 | 2 | 6 | 20 | 19 | 16 | 7 | 1 | 1 | 0 | 0 | 72 |
| 6:00 | 0 | 0 | 3 | 4 | 16 | 59 | 110 | 65 | 18 | 4 | 0 | 0 | 0 | 279 |
| 7:00 | 0 | 1 | 4 | 13 | 15 | 86 | 125 | 113 | 43 | 11 | 2 | 0 | 0 | 413 |
| 8:00 | 0 | 0 | 2 | 9 | 27 | 82 | 147 | 108 | 31 | 8 | 1 | 0 | 0 | 415 |
| 9:00 | 0 | 0 | 3 | 6 | 21 | 84 | 122 | 94 | 32 | 3 | 1 | 0 | 0 | 366 |
| 10:00 | 0 | 0 | 4 | 11 | 22 | 71 | 148 | 88 | 23 | 1 | 0 | 0 | 0 | 368 |
| 11:00 | 0 | 0 | 5 | 12 | 44 | 100 | 158 | 96 | 28 | 7 | 0 | 0 | 0 | 450 |
| 12:00 PM | 0 | 1 | 1 | 9 | 41 | 76 | 140 | 115 | 24 | 6 | 1 | 0 | 0 | 414 |
| 1:00 | 0 | 1 | 4 | 12 | 42 | 86 | 163 | 110 | 38 | 0 | 0 | 1 | 0 | 457 |
| 2:00 | 0 | 0 | 7 | 8 | 35 | 113 | 178 | 144 | 42 | 14 | 1 | 0 | 0 | 542 |
| 3:00 | 0 | 0 | 11 | 23 | 50 | 101 | 203 | 133 | 30 | 4 | 2 | 0 | 0 | 557 |
| 4:00 | 1 | 1 | 5 | 11 | 52 | 108 | 191 | 151 | 37 | 2 | 0 | 0 | 0 | 559 |
| 5:00 | 2 | 0 | 3 | 22 | 44 | 111 | 196 | 127 | 21 | 2 | 0 | 0 | 0 | 528 |
| 6:00 | 0 | 1 | 3 | 16 | 29 | 77 | 121 | 88 | 31 | 6 | 2 | 0 | 0 | 374 |
| 7:00 | 0 | 0 | 2 | 9 | 29 | 58 | 101 | 66 | 23 | 3 | 0 | 0 | 0 | 291 |
| 8:00 | 0 | 0 | 0 | 6 | 16 | 47 | 74 | 38 | 16 | 2 | 0 | 0 | 0 | 199 |
| 9:00 | 0 | 0 | 1 | 3 | 10 | 34 | 60 | 25 | 8 | 0 | 1 | 0 | 0 | 142 |
| 10:00 | 0 | 0 | 0 | 0 | 11 | 21 | 23 | 14 | 7 | 1 | 0 | 0 | 0 | 77 |
| 11:00 | 0 | 0 | 0 | 1 | 5 | 13 | 28 | 19 | 6 | 2 | 0 | 0 | 0 | 74 |
| Total | 3 | 6 | 58 | 178 | 517 | 1361 | 2334 | 1631 | 471 | 78 | 13 | 2 | 0 | 6652 |

| | | | | |
|----------------------|-------|------|------|------|
| Percentile | 15th | 50th | 85th | 95th |
| Speed | 36 | 42 | 48 | 52 |
| Mean Speed (Average) | 42.3 | | | |
| 10 MPH Pace Speed | 40-49 | | | |
| Number in Pace | 3960 | | | |
| Percent in Pace | 59.5% | | | |
| Number > 40 MPH | 4529 | | | |
| Percent > 40 MPH | 68.1% | | | |

Accurate Counts
978-664-2565

Location : Nooseneck Hill Road
Location : North of Harkney Hill Road
City/State: Coventry, RI
Direction: NB

10749002

| 1/13/2023 | 0 - 15 | > 15 - | > 20 - | > 25 - | > 30 - | > 35 - | > 40 - | > 45 - | > 50 - | > 55 - | > 60 - | > 65 - | > 70 | Total |
|-----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|-------|
| Time | MPH | 20 MPH | 25 MPH | 30 MPH | 35 MPH | 40 MPH | 45 MPH | 50 MPH | 55 MPH | 60 MPH | 65 MPH | 70 MPH | MPH | |
| 12:00 AM | 0 | 0 | 1 | 0 | 1 | 1 | 14 | 4 | 2 | 0 | 0 | 0 | 0 | 23 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 7 | 0 | 0 | 0 | 1 | 0 | 12 |
| 2:00 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 7 |
| 3:00 | 0 | 0 | 0 | 1 | 0 | 3 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 13 |
| 4:00 | 0 | 1 | 0 | 1 | 4 | 6 | 12 | 2 | 3 | 0 | 0 | 0 | 0 | 29 |
| 5:00 | 0 | 0 | 0 | 2 | 9 | 13 | 26 | 13 | 4 | 1 | 0 | 0 | 0 | 68 |
| 6:00 | 0 | 1 | 2 | 7 | 10 | 61 | 88 | 64 | 22 | 1 | 0 | 0 | 0 | 256 |
| 7:00 | 0 | 0 | 3 | 9 | 34 | 67 | 139 | 102 | 36 | 7 | 3 | 0 | 0 | 400 |
| 8:00 | 0 | 1 | 0 | 7 | 39 | 77 | 133 | 89 | 26 | 9 | 1 | 0 | 0 | 382 |
| 9:00 | 2 | 2 | 1 | 14 | 36 | 87 | 113 | 81 | 20 | 4 | 2 | 0 | 0 | 362 |
| 10:00 | 0 | 0 | 8 | 8 | 29 | 74 | 130 | 90 | 39 | 2 | 0 | 0 | 0 | 380 |
| 11:00 | 0 | 0 | 2 | 7 | 38 | 69 | 167 | 96 | 39 | 6 | 1 | 0 | 0 | 425 |
| 12:00 PM | 0 | 1 | 1 | 10 | 51 | 91 | 166 | 124 | 29 | 4 | 2 | 0 | 0 | 479 |
| 1:00 | 0 | 0 | 2 | 10 | 40 | 96 | 170 | 110 | 46 | 5 | 4 | 0 | 0 | 483 |
| 2:00 | 1 | 0 | 7 | 16 | 33 | 98 | 179 | 155 | 52 | 11 | 0 | 0 | 0 | 552 |
| 3:00 | 0 | 1 | 10 | 8 | 32 | 120 | 189 | 184 | 57 | 8 | 1 | 0 | 0 | 610 |
| 4:00 | 0 | 0 | 8 | 14 | 26 | 104 | 228 | 150 | 65 | 13 | 2 | 0 | 0 | 610 |
| 5:00 | 0 | 0 | 3 | 10 | 47 | 140 | 180 | 134 | 37 | 4 | 1 | 0 | 0 | 556 |
| 6:00 | 0 | 0 | 1 | 4 | 13 | 110 | 165 | 103 | 23 | 4 | 0 | 1 | 0 | 424 |
| 7:00 | 0 | 0 | 2 | 4 | 10 | 71 | 105 | 64 | 20 | 0 | 0 | 0 | 1 | 277 |
| 8:00 | 0 | 0 | 0 | 3 | 11 | 40 | 72 | 65 | 19 | 1 | 0 | 0 | 1 | 212 |
| 9:00 | 0 | 0 | 0 | 2 | 6 | 31 | 55 | 48 | 17 | 1 | 2 | 0 | 0 | 162 |
| 10:00 | 0 | 0 | 0 | 3 | 5 | 28 | 47 | 29 | 9 | 3 | 1 | 0 | 0 | 125 |
| 11:00 | 0 | 0 | 0 | 1 | 5 | 8 | 37 | 24 | 13 | 4 | 1 | 0 | 0 | 93 |
| Total | 3 | 7 | 51 | 141 | 480 | 1397 | 2427 | 1743 | 578 | 88 | 21 | 2 | 2 | 6940 |

| | | | | |
|----------------------|-------|------|------|------|
| Percentile | 15th | 50th | 85th | 95th |
| Speed | 37 | 43 | 48 | 52 |
| Mean Speed (Average) | 42.7 | | | |
| 10 MPH Pace Speed | 40-49 | | | |
| Number in Pace | 4163 | | | |
| Percent in Pace | 60.0% | | | |
| Number > 40 MPH | 4861 | | | |
| Percent > 40 MPH | 70.0% | | | |

Accurate Counts
978-664-2565

10749002

Location : Nooseneck Hill Road
Location : North of Harkney Hill Road
City/State: Coventry, RI
Direction: NB

| 1/14/2023 | 0 - 15 | > 15 - | > 20 - | > 25 - | > 30 - | > 35 - | > 40 - | > 45 - | > 50 - | > 55 - | > 60 - | > 65 - | > 70 | Total |
|-----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|-------|
| Time | MPH | 20 MPH | 25 MPH | 30 MPH | 35 MPH | 40 MPH | 45 MPH | 50 MPH | 55 MPH | 60 MPH | 65 MPH | 70 MPH | MPH | |
| 12:00 AM | 0 | 0 | 0 | 2 | 3 | 3 | 19 | 20 | 3 | 3 | 0 | 0 | 0 | 53 |
| 1:00 | 0 | 0 | 0 | 0 | 2 | 12 | 12 | 8 | 1 | 3 | 0 | 0 | 0 | 38 |
| 2:00 | 0 | 0 | 0 | 1 | 0 | 1 | 5 | 6 | 1 | 1 | 0 | 0 | 0 | 15 |
| 3:00 | 0 | 0 | 2 | 0 | 2 | 4 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 13 |
| 4:00 | 0 | 0 | 0 | 0 | 1 | 5 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 16 |
| 5:00 | 0 | 0 | 0 | 4 | 4 | 8 | 15 | 6 | 1 | 2 | 0 | 0 | 0 | 40 |
| 6:00 | 0 | 0 | 0 | 0 | 8 | 20 | 18 | 19 | 5 | 0 | 0 | 0 | 0 | 70 |
| 7:00 | 0 | 1 | 2 | 2 | 6 | 31 | 66 | 43 | 23 | 7 | 3 | 0 | 0 | 184 |
| 8:00 | 0 | 1 | 2 | 9 | 16 | 47 | 87 | 73 | 25 | 7 | 1 | 0 | 0 | 268 |
| 9:00 | 0 | 0 | 2 | 13 | 35 | 97 | 128 | 87 | 41 | 8 | 0 | 0 | 0 | 411 |
| 10:00 | 0 | 0 | 3 | 20 | 52 | 106 | 198 | 108 | 37 | 3 | 1 | 0 | 0 | 528 |
| 11:00 | 2 | 1 | 4 | 18 | 48 | 139 | 231 | 141 | 26 | 7 | 2 | 2 | 0 | 621 |
| 12:00 PM | 1 | 0 | 5 | 10 | 29 | 77 | 194 | 139 | 47 | 9 | 0 | 0 | 0 | 511 |
| 1:00 | 0 | 0 | 4 | 4 | 35 | 65 | 162 | 139 | 41 | 8 | 2 | 1 | 0 | 461 |
| 2:00 | 0 | 1 | 6 | 13 | 32 | 75 | 132 | 135 | 40 | 7 | 1 | 0 | 0 | 442 |
| 3:00 | 0 | 0 | 3 | 4 | 28 | 66 | 167 | 141 | 55 | 3 | 1 | 0 | 0 | 468 |
| 4:00 | 0 | 1 | 2 | 17 | 20 | 70 | 189 | 125 | 38 | 9 | 0 | 0 | 0 | 471 |
| 5:00 | 0 | 0 | 3 | 8 | 31 | 88 | 122 | 88 | 22 | 2 | 0 | 1 | 0 | 365 |
| 6:00 | 0 | 0 | 2 | 2 | 23 | 44 | 99 | 68 | 26 | 4 | 0 | 0 | 0 | 268 |
| 7:00 | 0 | 0 | 0 | 2 | 16 | 40 | 71 | 68 | 11 | 3 | 1 | 0 | 0 | 212 |
| 8:00 | 0 | 0 | 0 | 1 | 10 | 25 | 65 | 55 | 13 | 1 | 2 | 0 | 0 | 172 |
| 9:00 | 0 | 0 | 0 | 1 | 5 | 24 | 41 | 47 | 11 | 5 | 0 | 0 | 0 | 134 |
| 10:00 | 0 | 1 | 1 | 0 | 3 | 26 | 44 | 48 | 14 | 1 | 0 | 0 | 0 | 138 |
| 11:00 | 0 | 0 | 1 | 1 | 5 | 9 | 32 | 36 | 12 | 0 | 1 | 0 | 0 | 97 |
| Total | 3 | 6 | 42 | 132 | 414 | 1082 | 2106 | 1605 | 493 | 94 | 15 | 4 | 0 | 5996 |

| | | | | |
|----------------------|-------|------|------|------|
| Percentile | 15th | 50th | 85th | 95th |
| Speed | 37 | 43 | 48 | 52 |
| Mean Speed (Average) | 42.9 | | | |
| 10 MPH Pace Speed | 40-49 | | | |
| Number in Pace | 3701 | | | |
| Percent in Pace | 61.7% | | | |
| Number > 40 MPH | 4317 | | | |
| Percent > 40 MPH | 72.0% | | | |

Accurate Counts
978-664-2565

10749002

Location : Nooseneck Hill Road
Location : North of Harkney Hill Road
City/State: Coventry, RI
Direction: NB

| 1/15/2023 | 0 - 15 | > 15 - | > 20 - | > 25 - | > 30 - | > 35 - | > 40 - | > 45 - | > 50 - | > 55 - | > 60 - | > 65 - | > 70 | Total |
|-----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|-------|
| Time | MPH | 20 MPH | 25 MPH | 30 MPH | 35 MPH | 40 MPH | 45 MPH | 50 MPH | 55 MPH | 60 MPH | 65 MPH | 70 MPH | MPH | |
| 12:00 AM | 0 | 0 | 0 | 0 | 3 | 12 | 25 | 22 | 5 | 2 | 1 | 0 | 0 | 70 |
| 1:00 | 0 | 0 | 0 | 0 | 1 | 1 | 12 | 11 | 2 | 1 | 0 | 0 | 0 | 28 |
| 2:00 | 0 | 0 | 0 | 1 | 0 | 4 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 11 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 3 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 11 |
| 4:00 | 0 | 0 | 0 | 1 | 1 | 1 | 6 | 3 | 2 | 0 | 0 | 0 | 0 | 14 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 6 | 9 | 6 | 3 | 0 | 0 | 0 | 0 | 24 |
| 6:00 | 0 | 0 | 0 | 1 | 1 | 14 | 15 | 13 | 2 | 1 | 0 | 0 | 0 | 47 |
| 7:00 | 0 | 0 | 0 | 0 | 9 | 16 | 47 | 35 | 9 | 5 | 0 | 0 | 0 | 121 |
| 8:00 | 1 | 1 | 0 | 1 | 9 | 35 | 76 | 50 | 15 | 6 | 0 | 2 | 0 | 196 |
| 9:00 | 0 | 1 | 1 | 8 | 22 | 58 | 113 | 121 | 38 | 11 | 0 | 0 | 0 | 373 |
| 10:00 | 0 | 0 | 0 | 6 | 17 | 63 | 145 | 98 | 49 | 8 | 0 | 0 | 0 | 386 |
| 11:00 | 0 | 1 | 1 | 5 | 17 | 70 | 155 | 143 | 38 | 12 | 1 | 0 | 0 | 443 |
| 12:00 PM | 0 | 0 | 2 | 9 | 30 | 68 | 129 | 149 | 58 | 9 | 0 | 0 | 0 | 454 |
| 1:00 | 0 | 0 | 6 | 10 | 32 | 73 | 134 | 129 | 54 | 12 | 0 | 0 | 0 | 450 |
| 2:00 | 0 | 0 | 1 | 5 | 14 | 37 | 111 | 116 | 58 | 6 | 1 | 0 | 2 | 351 |
| 3:00 | 0 | 0 | 2 | 9 | 9 | 58 | 124 | 116 | 46 | 7 | 3 | 0 | 0 | 374 |
| 4:00 | 0 | 0 | 1 | 8 | 15 | 75 | 84 | 116 | 34 | 8 | 0 | 0 | 0 | 341 |
| 5:00 | 0 | 0 | 2 | 5 | 18 | 72 | 99 | 61 | 18 | 0 | 0 | 0 | 0 | 275 |
| 6:00 | 0 | 0 | 0 | 3 | 14 | 41 | 64 | 60 | 22 | 3 | 0 | 1 | 0 | 208 |
| 7:00 | 0 | 0 | 0 | 1 | 6 | 36 | 61 | 51 | 19 | 3 | 0 | 0 | 0 | 177 |
| 8:00 | 0 | 0 | 0 | 2 | 3 | 36 | 78 | 50 | 9 | 2 | 0 | 1 | 0 | 181 |
| 9:00 | 0 | 0 | 0 | 0 | 6 | 17 | 36 | 33 | 7 | 3 | 1 | 0 | 0 | 103 |
| 10:00 | 0 | 0 | 1 | 1 | 7 | 13 | 24 | 22 | 7 | 1 | 1 | 0 | 0 | 77 |
| 11:00 | 0 | 1 | 0 | 3 | 3 | 7 | 24 | 14 | 5 | 1 | 2 | 0 | 0 | 60 |
| Total | 1 | 4 | 17 | 79 | 237 | 816 | 1579 | 1422 | 502 | 102 | 10 | 4 | 2 | 4775 |

| | | | | |
|----------------------|-------|------|------|------|
| Percentile | 15th | 50th | 85th | 95th |
| Speed | 38 | 44 | 50 | 53 |
| Mean Speed (Average) | 43.8 | | | |
| 10 MPH Pace Speed | 40-49 | | | |
| Number in Pace | 2989 | | | |
| Percent in Pace | 62.6% | | | |
| Number > 40 MPH | 3621 | | | |
| Percent > 40 MPH | 75.8% | | | |

Accurate Counts
978-664-2565

10749002

Location : Nooseneck Hill Road
Location : North of Harkney Hill Road
City/State: Coventry, RI
Direction: NB

| 1/16/2023 | 0 - 15 | > 15 - | > 20 - | > 25 - | > 30 - | > 35 - | > 40 - | > 45 - | > 50 - | > 55 - | > 60 - | > 65 - | > 70 | Total |
|-----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|-------|
| Time | MPH | 20 MPH | 25 MPH | 30 MPH | 35 MPH | 40 MPH | 45 MPH | 50 MPH | 55 MPH | 60 MPH | 65 MPH | 70 MPH | MPH | |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 11 | 8 | 4 | 0 | 1 | 0 | 0 | 25 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 8 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 2 | 2 | 1 | 0 | 0 | 0 | 12 |
| 3:00 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 6 |
| 4:00 | 0 | 0 | 0 | 0 | 2 | 6 | 9 | 8 | 2 | 1 | 0 | 0 | 0 | 28 |
| 5:00 | 0 | 0 | 0 | 4 | 9 | 9 | 17 | 9 | 2 | 0 | 0 | 0 | 0 | 50 |
| 6:00 | 0 | 2 | 0 | 2 | 12 | 31 | 51 | 31 | 15 | 0 | 0 | 0 | 0 | 144 |
| 7:00 | 0 | 0 | 1 | 4 | 16 | 57 | 59 | 52 | 24 | 4 | 1 | 0 | 0 | 218 |
| 8:00 | 0 | 2 | 4 | 6 | 22 | 54 | 96 | 66 | 15 | 5 | 0 | 0 | 0 | 270 |
| 9:00 | 0 | 0 | 3 | 13 | 39 | 84 | 93 | 69 | 21 | 1 | 0 | 0 | 0 | 323 |
| 10:00 | 0 | 0 | 5 | 6 | 32 | 60 | 129 | 80 | 20 | 2 | 2 | 0 | 0 | 336 |
| 11:00 | 0 | 0 | 3 | 11 | 25 | 71 | 135 | 112 | 34 | 13 | 1 | 0 | 0 | 405 |
| 12:00 PM | 0 | 0 | 3 | 5 | 23 | 59 | 154 | 133 | 39 | 6 | 0 | 0 | 0 | 422 |
| 1:00 | 0 | 2 | 2 | 6 | 22 | 74 | 141 | 103 | 49 | 3 | 0 | 1 | 0 | 403 |
| 2:00 | 0 | 0 | 6 | 11 | 19 | 97 | 146 | 133 | 33 | 8 | 2 | 0 | 0 | 455 |
| 3:00 | 0 | 0 | 9 | 15 | 21 | 61 | 149 | 148 | 46 | 6 | 2 | 0 | 0 | 457 |
| 4:00 | 0 | 0 | 5 | 10 | 22 | 64 | 168 | 131 | 55 | 8 | 0 | 0 | 0 | 463 |
| 5:00 | 0 | 0 | 2 | 7 | 20 | 70 | 168 | 84 | 27 | 4 | 1 | 0 | 0 | 383 |
| 6:00 | 1 | 1 | 3 | 2 | 11 | 47 | 105 | 88 | 25 | 2 | 0 | 1 | 0 | 286 |
| 7:00 | 0 | 0 | 1 | 1 | 11 | 21 | 53 | 56 | 12 | 1 | 4 | 0 | 0 | 160 |
| 8:00 | 2 | 0 | 1 | 4 | 13 | 32 | 71 | 36 | 12 | 1 | 0 | 0 | 0 | 172 |
| 9:00 | 0 | 0 | 0 | 4 | 5 | 25 | 55 | 34 | 15 | 1 | 1 | 0 | 0 | 140 |
| 10:00 | 0 | 0 | 0 | 1 | 4 | 14 | 23 | 9 | 9 | 2 | 1 | 0 | 0 | 63 |
| 11:00 | 0 | 0 | 0 | 1 | 3 | 2 | 11 | 17 | 4 | 1 | 0 | 0 | 0 | 39 |
| Total | 3 | 7 | 49 | 113 | 331 | 944 | 1852 | 1413 | 467 | 70 | 17 | 2 | 0 | 5268 |

| | | | | |
|----------------------|-------|------|------|------|
| Percentile | 15th | 50th | 85th | 95th |
| Speed | 37 | 43 | 48 | 52 |
| Mean Speed (Average) | 43.0 | | | |
| 10 MPH Pace Speed | 40-49 | | | |
| Number in Pace | 3256 | | | |
| Percent in Pace | 61.8% | | | |
| Number > 40 MPH | 3821 | | | |
| Percent > 40 MPH | 72.5% | | | |

Accurate Counts
978-664-2565

Location : Nooseneck Hill Road
Location : North of Harkney Hill Road
City/State: Coventry, RI
Direction: NB

10749002

| 1/17/2023 Time | 0 - 15 MPH | > 15 - 20 MPH | > 20 - 25 MPH | > 25 - 30 MPH | > 30 - 35 MPH | > 35 - 40 MPH | > 40 - 45 MPH | > 45 - 50 MPH | > 50 - 55 MPH | > 55 - 60 MPH | > 60 - 65 MPH | > 65 - 70 MPH | > 70 MPH | Total |
|-------------------|---------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|-------------|-------------|
| 12:00 AM | 0 | 0 | 2 | 0 | 0 | 0 | 9 | 4 | 1 | 2 | 0 | 0 | 0 | 18 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 7 |
| 2:00 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 7 |
| 3:00 | 0 | 0 | 0 | 1 | 0 | 5 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 11 |
| 4:00 | 0 | 0 | 0 | 2 | 1 | 2 | 6 | 9 | 1 | 0 | 0 | 0 | 0 | 21 |
| 5:00 | 0 | 0 | 0 | 2 | 7 | 14 | 28 | 10 | 5 | 0 | 0 | 0 | 0 | 66 |
| 6:00 | 0 | 0 | 1 | 3 | 18 | 43 | 104 | 62 | 17 | 6 | 0 | 0 | 0 | 254 |
| 7:00 | 0 | 0 | 2 | 7 | 28 | 71 | 157 | 138 | 44 | 15 | 2 | 0 | 0 | 464 |
| 8:00 | 0 | 1 | 1 | 6 | 30 | 81 | 135 | 99 | 44 | 3 | 1 | 0 | 0 | 401 |
| 9:00 | 0 | 0 | 0 | 6 | 29 | 87 | 106 | 106 | 33 | 3 | 2 | 0 | 0 | 372 |
| 10:00 | 0 | 0 | 1 | 3 | 35 | 103 | 141 | 94 | 18 | 2 | 0 | 0 | 0 | 397 |
| 11:00 | 0 | 0 | 4 | 10 | 44 | 104 | 183 | 103 | 37 | 1 | 1 | 0 | 0 | 487 |
| 12:00 PM | 0 | 0 | 0 | 1 | 14 | 29 | 50 | 24 | 8 | 3 | 0 | 0 | 0 | 129 |
| 1:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 2:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 3:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 4:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 5:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 6:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 7:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 8:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 9:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 10:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 11:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| Total | 0 | 1 | 11 | 41 | 207 | 541 | 930 | 652 | 210 | 35 | 6 | 0 | 0 | 2634 |

| | | | | |
|----------------------|-------|------|------|------|
| Percentile | 15th | 50th | 85th | 95th |
| Speed | 37 | 43 | 48 | 52 |
| Mean Speed (Average) | 42.7 | | | |
| 10 MPH Pace Speed | 40-49 | | | |
| Number in Pace | 1580 | | | |
| Percent in Pace | 60.0% | | | |
| Number > 40 MPH | 1833 | | | |
| Percent > 40 MPH | 69.6% | | | |

| | | | | | | | | | | | | | | |
|----------------------|-----------|-----------|------------|------------|-------------|-------------|--------------|--------------|-------------|------------|------------|-----------|----------|--------------|
| Grand Total | 16 | 51 | 324 | 970 | 2912 | 8255 | 14948 | 11099 | 3587 | 588 | 106 | 17 | 5 | 42878 |
| Percentile | | | | 15th | 50th | 85th | 95th | | | | | | | |
| Speed | | | | 37 | 43 | 48 | 52 | | | | | | | |
| Mean Speed (Average) | | | | 42.8 | | | | | | | | | | |
| 10 MPH Pace Speed | | | | 40-49 | | | | | | | | | | |
| Number in Pace | | | | 25990 | | | | | | | | | | |
| Percent in Pace | | | | 60.6% | | | | | | | | | | |
| Number > 40 MPH | | | | 30349 | | | | | | | | | | |
| Percent > 40 MPH | | | | 70.8% | | | | | | | | | | |

Accurate Counts
978-664-2565

10749002

Location : Nooseneck Hill Road
Location : North of Harkney Hill Road
City/State: Coventry, RI
Direction: Combined

| 1/10/2023 | 0 - 15 | > 15 - | > 20 - | > 25 - | > 30 - | > 35 - | > 40 - | > 45 - | > 50 - | > 55 - | > 60 - | > 65 - | > 70 | Total |
|-----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|-------|
| Time | MPH | 20 MPH | 25 MPH | 30 MPH | 35 MPH | 40 MPH | 45 MPH | 50 MPH | 55 MPH | 60 MPH | 65 MPH | 70 MPH | MPH | |
| 12:00 AM | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 1:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 2:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 3:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 4:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 5:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 6:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 7:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 8:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 9:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 10:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 11:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 12:00 PM | 0 | 0 | 1 | 7 | 23 | 23 | 26 | 9 | 2 | 2 | 0 | 0 | 0 | 93 |
| 1:00 | 0 | 3 | 7 | 58 | 140 | 236 | 225 | 135 | 38 | 8 | 1 | 0 | 0 | 851 |
| 2:00 | 0 | 4 | 13 | 61 | 197 | 258 | 285 | 173 | 53 | 4 | 2 | 0 | 0 | 1050 |
| 3:00 | 2 | 7 | 14 | 78 | 189 | 254 | 260 | 183 | 46 | 5 | 0 | 0 | 0 | 1038 |
| 4:00 | 0 | 1 | 14 | 125 | 202 | 314 | 325 | 198 | 50 | 8 | 1 | 1 | 0 | 1239 |
| 5:00 | 0 | 0 | 18 | 92 | 196 | 268 | 244 | 157 | 23 | 9 | 0 | 1 | 0 | 1008 |
| 6:00 | 1 | 0 | 8 | 29 | 127 | 171 | 204 | 124 | 37 | 2 | 2 | 0 | 0 | 705 |
| 7:00 | 0 | 0 | 3 | 27 | 73 | 123 | 135 | 81 | 28 | 2 | 0 | 0 | 0 | 472 |
| 8:00 | 0 | 0 | 4 | 23 | 55 | 92 | 90 | 56 | 15 | 7 | 0 | 0 | 0 | 342 |
| 9:00 | 0 | 0 | 2 | 7 | 30 | 58 | 64 | 45 | 24 | 6 | 2 | 0 | 1 | 239 |
| 10:00 | 0 | 0 | 2 | 9 | 19 | 27 | 34 | 28 | 10 | 2 | 0 | 0 | 0 | 131 |
| 11:00 | 0 | 0 | 1 | 2 | 7 | 15 | 21 | 22 | 5 | 1 | 0 | 0 | 0 | 74 |
| Total | 3 | 15 | 87 | 518 | 1258 | 1839 | 1913 | 1211 | 331 | 56 | 8 | 2 | 1 | 7242 |

| | | | | |
|----------------------|-------|------|------|------|
| Percentile | 15th | 50th | 85th | 95th |
| Speed | 32 | 40 | 47 | 50 |
| Mean Speed (Average) | 39.6 | | | |
| 10 MPH Pace Speed | 35-44 | | | |
| Number in Pace | 3739 | | | |
| Percent in Pace | 51.6% | | | |
| Number > 40 MPH | 3522 | | | |
| Percent > 40 MPH | 48.6% | | | |

Accurate Counts
978-664-2565

10749002

Location : Nooseneck Hill Road
Location : North of Harkney Hill Road
City/State: Coventry, RI
Direction: Combined

| 1/11/2023 | 0 - 15 | > 15 - | > 20 - | > 25 - | > 30 - | > 35 - | > 40 - | > 45 - | > 50 - | > 55 - | > 60 - | > 65 - | > 70 | Total |
|-----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|-------|
| Time | MPH | 20 MPH | 25 MPH | 30 MPH | 35 MPH | 40 MPH | 45 MPH | 50 MPH | 55 MPH | 60 MPH | 65 MPH | 70 MPH | MPH | |
| 12:00 AM | 0 | 0 | 0 | 2 | 3 | 11 | 10 | 8 | 6 | 0 | 0 | 0 | 0 | 40 |
| 1:00 | 0 | 0 | 0 | 0 | 5 | 4 | 11 | 4 | 1 | 0 | 0 | 0 | 0 | 25 |
| 2:00 | 0 | 0 | 1 | 0 | 1 | 6 | 1 | 5 | 2 | 0 | 0 | 0 | 0 | 16 |
| 3:00 | 0 | 0 | 0 | 2 | 3 | 6 | 6 | 4 | 1 | 0 | 0 | 1 | 0 | 23 |
| 4:00 | 0 | 0 | 2 | 0 | 18 | 16 | 24 | 12 | 1 | 3 | 0 | 0 | 0 | 76 |
| 5:00 | 0 | 0 | 2 | 11 | 25 | 47 | 53 | 31 | 2 | 2 | 0 | 0 | 0 | 173 |
| 6:00 | 0 | 2 | 6 | 27 | 81 | 130 | 157 | 97 | 24 | 5 | 0 | 0 | 0 | 529 |
| 7:00 | 0 | 0 | 9 | 53 | 117 | 259 | 269 | 126 | 55 | 3 | 3 | 0 | 0 | 894 |
| 8:00 | 0 | 0 | 4 | 25 | 101 | 219 | 228 | 148 | 38 | 4 | 3 | 0 | 0 | 770 |
| 9:00 | 0 | 1 | 7 | 39 | 103 | 187 | 214 | 109 | 33 | 7 | 0 | 0 | 0 | 700 |
| 10:00 | 1 | 4 | 15 | 55 | 113 | 217 | 211 | 107 | 27 | 7 | 0 | 0 | 0 | 757 |
| 11:00 | 0 | 0 | 6 | 32 | 161 | 214 | 247 | 113 | 51 | 5 | 0 | 0 | 0 | 829 |
| 12:00 PM | 1 | 4 | 12 | 56 | 188 | 246 | 270 | 156 | 39 | 4 | 1 | 0 | 0 | 977 |
| 1:00 | 0 | 3 | 12 | 47 | 142 | 235 | 260 | 150 | 38 | 6 | 0 | 1 | 0 | 894 |
| 2:00 | 0 | 1 | 8 | 51 | 153 | 240 | 278 | 190 | 68 | 13 | 4 | 0 | 0 | 1006 |
| 3:00 | 0 | 1 | 12 | 65 | 181 | 262 | 299 | 169 | 60 | 7 | 2 | 0 | 0 | 1058 |
| 4:00 | 0 | 0 | 19 | 86 | 191 | 264 | 312 | 202 | 60 | 11 | 0 | 0 | 0 | 1145 |
| 5:00 | 0 | 1 | 12 | 75 | 187 | 261 | 261 | 133 | 43 | 1 | 0 | 0 | 0 | 974 |
| 6:00 | 0 | 3 | 5 | 36 | 126 | 190 | 209 | 99 | 40 | 7 | 1 | 0 | 0 | 716 |
| 7:00 | 0 | 0 | 2 | 9 | 66 | 111 | 152 | 74 | 19 | 1 | 2 | 0 | 0 | 436 |
| 8:00 | 0 | 1 | 2 | 6 | 67 | 78 | 107 | 68 | 29 | 3 | 0 | 0 | 0 | 361 |
| 9:00 | 0 | 0 | 2 | 8 | 41 | 74 | 71 | 57 | 12 | 2 | 0 | 0 | 0 | 267 |
| 10:00 | 0 | 0 | 1 | 6 | 13 | 40 | 47 | 30 | 8 | 4 | 2 | 0 | 0 | 151 |
| 11:00 | 0 | 0 | 0 | 1 | 9 | 22 | 29 | 28 | 6 | 5 | 0 | 0 | 0 | 100 |
| Total | 2 | 21 | 139 | 692 | 2095 | 3339 | 3726 | 2120 | 663 | 100 | 18 | 2 | 0 | 12917 |

| | | | | |
|----------------------|-------|------|------|------|
| Percentile | 15th | 50th | 85th | 95th |
| Speed | 33 | 40 | 47 | 50 |
| Mean Speed (Average) | 40.1 | | | |
| 10 MPH Pace Speed | 35-44 | | | |
| Number in Pace | 7032 | | | |
| Percent in Pace | 54.4% | | | |
| Number > 40 MPH | 6629 | | | |
| Percent > 40 MPH | 51.3% | | | |

Accurate Counts
978-664-2565

10749002

Location : Nooseneck Hill Road
Location : North of Harkney Hill Road
City/State: Coventry, RI
Direction: Combined

| 1/12/2023 | 0 - 15 | > 15 - | > 20 - | > 25 - | > 30 - | > 35 - | > 40 - | > 45 - | > 50 - | > 55 - | > 60 - | > 65 - | > 70 | Total |
|-----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|-------|
| Time | MPH | 20 MPH | 25 MPH | 30 MPH | 35 MPH | 40 MPH | 45 MPH | 50 MPH | 55 MPH | 60 MPH | 65 MPH | 70 MPH | MPH | |
| 12:00 AM | 0 | 0 | 0 | 2 | 3 | 9 | 17 | 8 | 3 | 2 | 0 | 0 | 0 | 44 |
| 1:00 | 0 | 0 | 0 | 0 | 2 | 7 | 8 | 4 | 5 | 0 | 1 | 0 | 0 | 27 |
| 2:00 | 0 | 1 | 1 | 1 | 2 | 4 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 20 |
| 3:00 | 0 | 0 | 0 | 1 | 0 | 7 | 4 | 3 | 1 | 1 | 0 | 1 | 0 | 18 |
| 4:00 | 0 | 1 | 1 | 2 | 12 | 15 | 17 | 12 | 2 | 0 | 0 | 0 | 0 | 62 |
| 5:00 | 0 | 1 | 2 | 11 | 20 | 44 | 53 | 42 | 14 | 1 | 1 | 0 | 0 | 189 |
| 6:00 | 0 | 0 | 4 | 27 | 73 | 150 | 165 | 98 | 27 | 7 | 0 | 0 | 0 | 551 |
| 7:00 | 0 | 2 | 6 | 44 | 106 | 231 | 235 | 149 | 48 | 13 | 2 | 0 | 0 | 836 |
| 8:00 | 0 | 0 | 9 | 34 | 126 | 199 | 238 | 139 | 41 | 10 | 1 | 0 | 0 | 797 |
| 9:00 | 0 | 0 | 7 | 26 | 96 | 184 | 197 | 128 | 41 | 6 | 1 | 0 | 0 | 686 |
| 10:00 | 0 | 0 | 6 | 33 | 115 | 177 | 222 | 116 | 30 | 1 | 0 | 0 | 0 | 700 |
| 11:00 | 0 | 0 | 9 | 44 | 143 | 200 | 230 | 127 | 36 | 8 | 1 | 0 | 0 | 798 |
| 12:00 PM | 1 | 3 | 6 | 35 | 139 | 189 | 227 | 148 | 30 | 6 | 1 | 0 | 0 | 785 |
| 1:00 | 0 | 2 | 7 | 42 | 119 | 191 | 252 | 141 | 47 | 0 | 0 | 1 | 0 | 802 |
| 2:00 | 0 | 0 | 17 | 60 | 145 | 270 | 300 | 180 | 56 | 17 | 1 | 0 | 0 | 1046 |
| 3:00 | 0 | 1 | 20 | 62 | 188 | 238 | 293 | 160 | 38 | 4 | 2 | 0 | 0 | 1006 |
| 4:00 | 1 | 1 | 23 | 70 | 177 | 249 | 271 | 179 | 44 | 2 | 0 | 0 | 0 | 1017 |
| 5:00 | 2 | 1 | 15 | 87 | 185 | 235 | 262 | 149 | 23 | 2 | 0 | 0 | 0 | 961 |
| 6:00 | 0 | 2 | 10 | 66 | 113 | 173 | 176 | 110 | 35 | 6 | 2 | 0 | 0 | 693 |
| 7:00 | 0 | 0 | 4 | 33 | 95 | 144 | 166 | 86 | 23 | 3 | 0 | 0 | 0 | 554 |
| 8:00 | 0 | 0 | 2 | 22 | 45 | 86 | 106 | 52 | 21 | 3 | 0 | 0 | 0 | 337 |
| 9:00 | 0 | 0 | 2 | 12 | 41 | 71 | 85 | 33 | 9 | 0 | 2 | 0 | 0 | 255 |
| 10:00 | 0 | 0 | 3 | 4 | 30 | 38 | 35 | 17 | 8 | 1 | 0 | 0 | 0 | 136 |
| 11:00 | 0 | 0 | 0 | 2 | 13 | 31 | 42 | 24 | 7 | 3 | 0 | 0 | 0 | 122 |
| Total | 4 | 15 | 154 | 720 | 1988 | 3142 | 3606 | 2111 | 589 | 96 | 15 | 2 | 0 | 12442 |

| | | | | |
|----------------------|-------|------|------|------|
| Percentile | 15th | 50th | 85th | 95th |
| Speed | 33 | 40 | 47 | 50 |
| Mean Speed (Average) | 40.0 | | | |
| 10 MPH Pace Speed | 35-44 | | | |
| Number in Pace | 6716 | | | |
| Percent in Pace | 54.0% | | | |
| Number > 40 MPH | 6419 | | | |
| Percent > 40 MPH | 51.6% | | | |

Accurate Counts
978-664-2565

10749002

Location : Nooseneck Hill Road
Location : North of Harkney Hill Road
City/State: Coventry, RI
Direction: Combined

| 1/13/2023 | 0 - 15 | > 15 - | > 20 - | > 25 - | > 30 - | > 35 - | > 40 - | > 45 - | > 50 - | > 55 - | > 60 - | > 65 - | > 70 | Total |
|-----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|-------|
| Time | MPH | 20 MPH | 25 MPH | 30 MPH | 35 MPH | 40 MPH | 45 MPH | 50 MPH | 55 MPH | 60 MPH | 65 MPH | 70 MPH | MPH | |
| 12:00 AM | 0 | 0 | 2 | 5 | 2 | 5 | 18 | 6 | 4 | 0 | 0 | 0 | 0 | 42 |
| 1:00 | 0 | 0 | 0 | 1 | 0 | 4 | 2 | 9 | 0 | 0 | 0 | 1 | 0 | 17 |
| 2:00 | 0 | 0 | 0 | 1 | 2 | 1 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 11 |
| 3:00 | 0 | 0 | 0 | 1 | 0 | 8 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 20 |
| 4:00 | 0 | 1 | 4 | 5 | 10 | 15 | 20 | 7 | 8 | 1 | 0 | 0 | 0 | 71 |
| 5:00 | 0 | 0 | 2 | 6 | 29 | 38 | 58 | 29 | 10 | 1 | 0 | 0 | 0 | 173 |
| 6:00 | 0 | 1 | 5 | 24 | 71 | 140 | 148 | 85 | 26 | 2 | 0 | 0 | 0 | 502 |
| 7:00 | 0 | 0 | 10 | 35 | 122 | 203 | 235 | 143 | 44 | 10 | 3 | 0 | 0 | 805 |
| 8:00 | 0 | 3 | 4 | 33 | 119 | 190 | 210 | 128 | 32 | 10 | 2 | 0 | 0 | 731 |
| 9:00 | 2 | 2 | 6 | 41 | 108 | 202 | 193 | 107 | 31 | 6 | 2 | 0 | 0 | 700 |
| 10:00 | 1 | 0 | 14 | 34 | 108 | 183 | 213 | 124 | 49 | 3 | 0 | 0 | 0 | 729 |
| 11:00 | 0 | 1 | 3 | 33 | 127 | 188 | 234 | 132 | 46 | 7 | 1 | 0 | 0 | 772 |
| 12:00 PM | 1 | 2 | 10 | 49 | 134 | 212 | 253 | 164 | 37 | 5 | 5 | 0 | 0 | 872 |
| 1:00 | 0 | 1 | 7 | 45 | 139 | 234 | 266 | 139 | 58 | 10 | 6 | 0 | 0 | 905 |
| 2:00 | 1 | 2 | 13 | 66 | 184 | 258 | 286 | 176 | 63 | 14 | 0 | 0 | 0 | 1063 |
| 3:00 | 0 | 2 | 24 | 64 | 199 | 259 | 298 | 214 | 64 | 8 | 1 | 0 | 0 | 1133 |
| 4:00 | 0 | 2 | 20 | 60 | 168 | 293 | 318 | 180 | 72 | 13 | 2 | 0 | 0 | 1128 |
| 5:00 | 0 | 0 | 7 | 95 | 219 | 312 | 242 | 156 | 39 | 4 | 1 | 0 | 0 | 1075 |
| 6:00 | 0 | 0 | 5 | 49 | 127 | 240 | 238 | 127 | 26 | 4 | 1 | 1 | 0 | 818 |
| 7:00 | 0 | 0 | 3 | 37 | 94 | 153 | 150 | 79 | 21 | 1 | 0 | 0 | 1 | 539 |
| 8:00 | 0 | 0 | 2 | 23 | 62 | 108 | 112 | 79 | 24 | 1 | 0 | 0 | 1 | 412 |
| 9:00 | 0 | 0 | 3 | 17 | 38 | 87 | 101 | 60 | 22 | 1 | 2 | 0 | 0 | 331 |
| 10:00 | 0 | 0 | 0 | 14 | 29 | 66 | 63 | 39 | 11 | 3 | 1 | 0 | 0 | 226 |
| 11:00 | 0 | 0 | 0 | 5 | 16 | 31 | 59 | 34 | 15 | 4 | 1 | 0 | 0 | 165 |
| Total | 5 | 17 | 144 | 743 | 2107 | 3430 | 3730 | 2222 | 702 | 108 | 28 | 2 | 2 | 13240 |

| | | | | |
|----------------------|-------|------|------|------|
| Percentile | 15th | 50th | 85th | 95th |
| Speed | 33 | 40 | 47 | 51 |
| Mean Speed (Average) | 40.1 | | | |
| 10 MPH Pace Speed | 35-44 | | | |
| Number in Pace | 7128 | | | |
| Percent in Pace | 53.8% | | | |
| Number > 40 MPH | 6794 | | | |
| Percent > 40 MPH | 51.3% | | | |

Accurate Counts
978-664-2565

10749002

Location : Nooseneck Hill Road
Location : North of Harkney Hill Road
City/State: Coventry, RI
Direction: Combined

| 1/14/2023 | 0 - 15 | > 15 - | > 20 - | > 25 - | > 30 - | > 35 - | > 40 - | > 45 - | > 50 - | > 55 - | > 60 - | > 65 - | > 70 | Total |
|-----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|-------|
| Time | MPH | 20 MPH | 25 MPH | 30 MPH | 35 MPH | 40 MPH | 45 MPH | 50 MPH | 55 MPH | 60 MPH | 65 MPH | 70 MPH | MPH | |
| 12:00 AM | 0 | 0 | 0 | 3 | 8 | 11 | 25 | 25 | 5 | 3 | 0 | 0 | 0 | 80 |
| 1:00 | 0 | 0 | 0 | 2 | 6 | 18 | 19 | 9 | 3 | 3 | 0 | 0 | 0 | 60 |
| 2:00 | 0 | 0 | 0 | 1 | 5 | 6 | 7 | 8 | 1 | 1 | 0 | 0 | 0 | 29 |
| 3:00 | 0 | 0 | 2 | 1 | 2 | 8 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 22 |
| 4:00 | 0 | 1 | 0 | 3 | 5 | 8 | 12 | 8 | 1 | 0 | 0 | 0 | 0 | 38 |
| 5:00 | 0 | 0 | 2 | 4 | 13 | 17 | 19 | 10 | 3 | 2 | 0 | 0 | 0 | 70 |
| 6:00 | 0 | 0 | 1 | 5 | 25 | 46 | 44 | 30 | 7 | 1 | 0 | 0 | 0 | 159 |
| 7:00 | 0 | 1 | 2 | 12 | 30 | 78 | 101 | 55 | 29 | 7 | 3 | 0 | 0 | 318 |
| 8:00 | 0 | 1 | 6 | 25 | 56 | 126 | 160 | 117 | 29 | 10 | 1 | 0 | 0 | 531 |
| 9:00 | 0 | 0 | 7 | 38 | 100 | 187 | 201 | 119 | 50 | 11 | 0 | 0 | 0 | 713 |
| 10:00 | 0 | 0 | 5 | 46 | 130 | 200 | 285 | 157 | 46 | 5 | 2 | 0 | 0 | 876 |
| 11:00 | 2 | 2 | 14 | 50 | 136 | 258 | 325 | 181 | 36 | 7 | 4 | 2 | 0 | 1017 |
| 12:00 PM | 3 | 2 | 13 | 50 | 93 | 191 | 285 | 177 | 57 | 11 | 1 | 0 | 0 | 883 |
| 1:00 | 0 | 0 | 7 | 45 | 148 | 186 | 265 | 190 | 52 | 10 | 2 | 1 | 0 | 906 |
| 2:00 | 0 | 3 | 10 | 50 | 142 | 173 | 221 | 172 | 46 | 12 | 2 | 1 | 0 | 832 |
| 3:00 | 0 | 1 | 6 | 49 | 122 | 169 | 246 | 167 | 57 | 4 | 2 | 0 | 0 | 823 |
| 4:00 | 0 | 3 | 9 | 45 | 102 | 170 | 243 | 155 | 48 | 9 | 0 | 0 | 0 | 784 |
| 5:00 | 0 | 0 | 7 | 36 | 116 | 212 | 187 | 112 | 26 | 3 | 1 | 1 | 0 | 701 |
| 6:00 | 0 | 0 | 10 | 24 | 110 | 129 | 148 | 94 | 30 | 4 | 0 | 0 | 0 | 549 |
| 7:00 | 0 | 0 | 2 | 17 | 65 | 113 | 114 | 79 | 12 | 3 | 1 | 0 | 0 | 406 |
| 8:00 | 0 | 0 | 1 | 10 | 41 | 78 | 95 | 62 | 15 | 2 | 2 | 0 | 0 | 306 |
| 9:00 | 0 | 0 | 2 | 6 | 33 | 69 | 77 | 56 | 14 | 6 | 0 | 0 | 0 | 263 |
| 10:00 | 0 | 1 | 1 | 2 | 16 | 55 | 62 | 64 | 16 | 1 | 0 | 0 | 0 | 218 |
| 11:00 | 0 | 0 | 1 | 4 | 16 | 30 | 47 | 46 | 14 | 1 | 1 | 0 | 0 | 160 |
| Total | 5 | 15 | 108 | 528 | 1520 | 2538 | 3194 | 2095 | 597 | 117 | 22 | 5 | 0 | 10744 |

| | | | | |
|----------------------|-------|------|------|------|
| Percentile | 15th | 50th | 85th | 95th |
| Speed | 34 | 41 | 47 | 52 |
| Mean Speed (Average) | 40.7 | | | |
| 10 MPH Pace Speed | 35-44 | | | |
| Number in Pace | 5699 | | | |
| Percent in Pace | 53.0% | | | |
| Number > 40 MPH | 6030 | | | |
| Percent > 40 MPH | 56.1% | | | |

Accurate Counts
978-664-2565

10749002

Location : Nooseneck Hill Road
Location : North of Harkney Hill Road
City/State: Coventry, RI
Direction: Combined

| 1/15/2023 | 0 - 15 | > 15 - | > 20 - | > 25 - | > 30 - | > 35 - | > 40 - | > 45 - | > 50 - | > 55 - | > 60 - | > 65 - | > 70 | Total |
|-----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|-------|
| Time | MPH | 20 MPH | 25 MPH | 30 MPH | 35 MPH | 40 MPH | 45 MPH | 50 MPH | 55 MPH | 60 MPH | 65 MPH | 70 MPH | MPH | |
| 12:00 AM | 0 | 0 | 0 | 2 | 16 | 29 | 35 | 24 | 12 | 2 | 1 | 0 | 0 | 121 |
| 1:00 | 0 | 0 | 0 | 2 | 5 | 8 | 17 | 14 | 3 | 1 | 0 | 0 | 0 | 50 |
| 2:00 | 0 | 0 | 2 | 1 | 10 | 10 | 7 | 2 | 1 | 1 | 0 | 0 | 0 | 34 |
| 3:00 | 0 | 0 | 0 | 1 | 1 | 6 | 8 | 1 | 1 | 1 | 0 | 0 | 0 | 19 |
| 4:00 | 0 | 0 | 1 | 2 | 4 | 4 | 8 | 3 | 3 | 0 | 0 | 0 | 0 | 25 |
| 5:00 | 0 | 0 | 0 | 2 | 5 | 17 | 17 | 9 | 3 | 1 | 0 | 0 | 0 | 54 |
| 6:00 | 0 | 0 | 0 | 2 | 9 | 32 | 23 | 23 | 2 | 3 | 0 | 0 | 0 | 94 |
| 7:00 | 0 | 0 | 1 | 7 | 24 | 50 | 71 | 54 | 11 | 6 | 2 | 0 | 0 | 226 |
| 8:00 | 1 | 1 | 2 | 7 | 39 | 92 | 121 | 68 | 24 | 8 | 0 | 2 | 0 | 365 |
| 9:00 | 0 | 2 | 2 | 22 | 70 | 124 | 203 | 157 | 42 | 11 | 0 | 0 | 0 | 633 |
| 10:00 | 0 | 0 | 2 | 27 | 83 | 158 | 230 | 127 | 58 | 12 | 0 | 0 | 0 | 697 |
| 11:00 | 0 | 1 | 2 | 25 | 103 | 181 | 253 | 179 | 45 | 13 | 1 | 0 | 0 | 803 |
| 12:00 PM | 0 | 0 | 3 | 50 | 110 | 202 | 227 | 196 | 71 | 9 | 1 | 0 | 0 | 869 |
| 1:00 | 0 | 3 | 8 | 24 | 117 | 181 | 236 | 176 | 68 | 15 | 0 | 0 | 0 | 828 |
| 2:00 | 0 | 4 | 2 | 22 | 87 | 162 | 196 | 146 | 64 | 6 | 2 | 0 | 2 | 693 |
| 3:00 | 0 | 0 | 3 | 23 | 76 | 155 | 203 | 145 | 57 | 10 | 3 | 0 | 0 | 675 |
| 4:00 | 0 | 0 | 4 | 21 | 88 | 151 | 150 | 150 | 43 | 10 | 0 | 0 | 0 | 617 |
| 5:00 | 0 | 0 | 4 | 40 | 90 | 177 | 164 | 86 | 22 | 0 | 0 | 0 | 0 | 583 |
| 6:00 | 0 | 0 | 1 | 10 | 58 | 111 | 104 | 87 | 24 | 3 | 1 | 1 | 0 | 400 |
| 7:00 | 0 | 0 | 0 | 13 | 45 | 87 | 87 | 64 | 22 | 3 | 0 | 0 | 0 | 321 |
| 8:00 | 0 | 0 | 1 | 8 | 30 | 69 | 100 | 64 | 11 | 2 | 0 | 1 | 0 | 286 |
| 9:00 | 0 | 0 | 0 | 3 | 18 | 46 | 61 | 38 | 12 | 4 | 1 | 0 | 0 | 183 |
| 10:00 | 0 | 0 | 1 | 8 | 20 | 34 | 32 | 27 | 9 | 1 | 1 | 0 | 0 | 133 |
| 11:00 | 0 | 1 | 2 | 4 | 12 | 16 | 37 | 23 | 7 | 2 | 2 | 0 | 0 | 106 |
| Total | 1 | 12 | 41 | 326 | 1120 | 2102 | 2590 | 1863 | 615 | 124 | 15 | 4 | 2 | 8815 |

| | | | | |
|----------------------|-------|------|------|------|
| Percentile | 15th | 50th | 85th | 95th |
| Speed | 35 | 42 | 48 | 52 |
| Mean Speed (Average) | 41.4 | | | |
| 10 MPH Pace Speed | 35-44 | | | |
| Number in Pace | 4663 | | | |
| Percent in Pace | 52.9% | | | |
| Number > 40 MPH | 5213 | | | |
| Percent > 40 MPH | 59.1% | | | |

Accurate Counts
978-664-2565

Location : Nooseneck Hill Road
 Location : North of Harkney Hill Road
 City/State: Coventry, RI
 Direction: Combined

10749002

| 1/16/2023 | 0 - 15 | > 15 - | > 20 - | > 25 - | > 30 - | > 35 - | > 40 - | > 45 - | > 50 - | > 55 - | > 60 - | > 65 - | > 70 | Total |
|-----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|-------|
| Time | MPH | 20 MPH | 25 MPH | 30 MPH | 35 MPH | 40 MPH | 45 MPH | 50 MPH | 55 MPH | 60 MPH | 65 MPH | 70 MPH | MPH | |
| 12:00 AM | 0 | 0 | 0 | 0 | 6 | 11 | 14 | 9 | 6 | 0 | 2 | 0 | 0 | 48 |
| 1:00 | 0 | 0 | 0 | 2 | 1 | 3 | 6 | 6 | 2 | 0 | 0 | 0 | 0 | 20 |
| 2:00 | 0 | 0 | 0 | 0 | 3 | 9 | 6 | 2 | 2 | 1 | 0 | 0 | 0 | 23 |
| 3:00 | 0 | 0 | 1 | 1 | 3 | 6 | 4 | 1 | 1 | 1 | 1 | 0 | 0 | 19 |
| 4:00 | 0 | 1 | 1 | 2 | 8 | 13 | 15 | 17 | 3 | 2 | 0 | 0 | 0 | 62 |
| 5:00 | 0 | 0 | 4 | 10 | 28 | 38 | 29 | 20 | 5 | 0 | 0 | 0 | 0 | 134 |
| 6:00 | 0 | 3 | 3 | 10 | 45 | 85 | 92 | 51 | 16 | 2 | 0 | 0 | 0 | 307 |
| 7:00 | 0 | 0 | 4 | 11 | 58 | 143 | 114 | 76 | 29 | 4 | 1 | 0 | 0 | 440 |
| 8:00 | 0 | 2 | 8 | 28 | 74 | 131 | 144 | 88 | 23 | 5 | 0 | 0 | 0 | 503 |
| 9:00 | 0 | 3 | 8 | 39 | 129 | 173 | 144 | 91 | 23 | 3 | 0 | 0 | 0 | 613 |
| 10:00 | 0 | 1 | 8 | 16 | 102 | 167 | 195 | 107 | 28 | 3 | 2 | 0 | 0 | 629 |
| 11:00 | 0 | 1 | 6 | 36 | 79 | 177 | 198 | 141 | 41 | 14 | 1 | 0 | 0 | 694 |
| 12:00 PM | 0 | 0 | 4 | 23 | 112 | 198 | 229 | 172 | 45 | 6 | 0 | 0 | 0 | 789 |
| 1:00 | 0 | 5 | 6 | 26 | 91 | 189 | 226 | 137 | 58 | 6 | 0 | 1 | 0 | 745 |
| 2:00 | 0 | 1 | 10 | 27 | 102 | 215 | 232 | 179 | 40 | 9 | 2 | 0 | 0 | 817 |
| 3:00 | 0 | 2 | 11 | 35 | 126 | 169 | 243 | 174 | 56 | 9 | 2 | 0 | 0 | 827 |
| 4:00 | 0 | 2 | 8 | 47 | 111 | 184 | 255 | 155 | 62 | 8 | 0 | 0 | 0 | 832 |
| 5:00 | 0 | 0 | 9 | 31 | 115 | 207 | 238 | 105 | 30 | 4 | 1 | 0 | 0 | 740 |
| 6:00 | 1 | 1 | 6 | 19 | 86 | 139 | 135 | 103 | 27 | 2 | 0 | 1 | 0 | 520 |
| 7:00 | 0 | 0 | 2 | 11 | 47 | 91 | 84 | 67 | 15 | 3 | 4 | 0 | 0 | 324 |
| 8:00 | 2 | 0 | 2 | 22 | 59 | 77 | 111 | 46 | 14 | 1 | 0 | 0 | 0 | 334 |
| 9:00 | 0 | 0 | 0 | 8 | 23 | 56 | 74 | 46 | 16 | 1 | 1 | 0 | 0 | 225 |
| 10:00 | 0 | 0 | 0 | 4 | 26 | 39 | 29 | 11 | 11 | 2 | 1 | 1 | 0 | 124 |
| 11:00 | 0 | 0 | 0 | 3 | 7 | 15 | 20 | 24 | 6 | 1 | 0 | 0 | 0 | 76 |
| Total | 3 | 22 | 101 | 411 | 1441 | 2535 | 2837 | 1828 | 559 | 87 | 18 | 3 | 0 | 9845 |

| | | | | |
|----------------------|-------|------|------|------|
| Percentile | 15th | 50th | 85th | 95th |
| Speed | 34 | 41 | 47 | 51 |
| Mean Speed (Average) | 40.6 | | | |
| 10 MPH Pace Speed | 35-44 | | | |
| Number in Pace | 5344 | | | |
| Percent in Pace | 54.3% | | | |
| Number > 40 MPH | 5332 | | | |
| Percent > 40 MPH | 54.2% | | | |

Accurate Counts
978-664-2565

10749002

Location : Nooseneck Hill Road
Location : North of Harkney Hill Road
City/State: Coventry, RI
Direction: Combined

| 1/17/2023 | 0 - 15 | > 15 - | > 20 - | > 25 - | > 30 - | > 35 - | > 40 - | > 45 - | > 50 - | > 55 - | > 60 - | > 65 - | > 70 | Total |
|-----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|-------|
| Time | MPH | 20 MPH | 25 MPH | 30 MPH | 35 MPH | 40 MPH | 45 MPH | 50 MPH | 55 MPH | 60 MPH | 65 MPH | 70 MPH | MPH | |
| 12:00 AM | 0 | 0 | 2 | 0 | 3 | 3 | 14 | 6 | 4 | 3 | 0 | 0 | 0 | 35 |
| 1:00 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 12 |
| 2:00 | 0 | 0 | 1 | 0 | 2 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 11 |
| 3:00 | 0 | 0 | 0 | 2 | 1 | 8 | 8 | 3 | 2 | 0 | 0 | 0 | 0 | 24 |
| 4:00 | 1 | 0 | 1 | 9 | 9 | 16 | 19 | 15 | 8 | 1 | 0 | 0 | 0 | 79 |
| 5:00 | 0 | 0 | 2 | 7 | 25 | 49 | 55 | 27 | 10 | 0 | 0 | 0 | 0 | 175 |
| 6:00 | 0 | 0 | 2 | 13 | 70 | 130 | 157 | 89 | 23 | 8 | 0 | 0 | 0 | 492 |
| 7:00 | 1 | 1 | 5 | 35 | 121 | 205 | 261 | 186 | 50 | 18 | 2 | 0 | 0 | 885 |
| 8:00 | 0 | 1 | 1 | 24 | 80 | 209 | 223 | 146 | 52 | 3 | 1 | 0 | 0 | 740 |
| 9:00 | 0 | 1 | 3 | 26 | 87 | 205 | 201 | 143 | 40 | 4 | 2 | 0 | 0 | 712 |
| 10:00 | 0 | 0 | 5 | 22 | 94 | 223 | 213 | 132 | 24 | 2 | 0 | 0 | 0 | 715 |
| 11:00 | 0 | 0 | 8 | 34 | 153 | 235 | 282 | 138 | 46 | 1 | 1 | 0 | 0 | 898 |
| 12:00 PM | 0 | 0 | 1 | 10 | 36 | 66 | 74 | 29 | 10 | 4 | 0 | 0 | 0 | 230 |
| 1:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 2:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 3:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 4:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 5:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 6:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 7:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 8:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 9:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 10:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 11:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| Total | 2 | 3 | 31 | 182 | 682 | 1351 | 1517 | 920 | 270 | 44 | 6 | 0 | 0 | 5008 |

| | | | | |
|----------------------|-------|------|------|------|
| Percentile | 15th | 50th | 85th | 95th |
| Speed | 35 | 41 | 47 | 51 |
| Mean Speed (Average) | 40.8 | | | |
| 10 MPH Pace Speed | 35-44 | | | |
| Number in Pace | 2851 | | | |
| Percent in Pace | 56.9% | | | |
| Number > 40 MPH | 2757 | | | |
| Percent > 40 MPH | 55.1% | | | |

| Grand Total | 25 | 120 | 805 | 4120 | 12211 | 20276 | 23113 | 14370 | 4326 | 732 | 130 | 20 | 5 | 80253 |
|----------------------|----|-----|-----|-------|-------|-------|-------|-------|------|-----|-----|----|---|-------|
| Percentile | | | | 15th | 50th | 85th | 95th | | | | | | | |
| Speed | | | | 34 | 40 | 47 | 51 | | | | | | | |
| Mean Speed (Average) | | | | 40.4 | | | | | | | | | | |
| 10 MPH Pace Speed | | | | 35-44 | | | | | | | | | | |
| Number in Pace | | | | 43171 | | | | | | | | | | |
| Percent in Pace | | | | 53.8% | | | | | | | | | | |
| Number > 40 MPH | | | | 42698 | | | | | | | | | | |
| Percent > 40 MPH | | | | 53.2% | | | | | | | | | | |

Harkney Hill Road (Route 118)

Traffic Volumes

Accurate Counts
978-664-2565

10749001

Location : Harkney Hill Road
Location : East of Hill Farm Road
City/State: Coventry, RI

| 1/9/2023 Time | Monday | | Tuesday | | Wednesday | | Thursday | | Friday | | Saturday | | Sunday | | Week Average | |
|------------------|--------|----|---------|----|-----------|------|----------|------|--------|------|----------|-------|----------|----------|--------------|------|
| | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB |
| 12:00 AM | * | * | * | * | 41 | 5 | 42 | 2 | 46 | 6 | 76 | 18 | 58 | 20 | 53 | 10 |
| 1:00 | * | * | * | * | 16 | 3 | 19 | 7 | 18 | 4 | 41 | 7 | 39 | 6 | 27 | 5 |
| 2:00 | * | * | * | * | 8 | 5 | 12 | 9 | 4 | 9 | 16 | 6 | 20 | 10 | 12 | 8 |
| 3:00 | * | * | * | * | 7 | 17 | 8 | 21 | 7 | 20 | 8 | 6 | 10 | 4 | 8 | 14 |
| 4:00 | * | * | * | * | 13 | 71 | 9 | 62 | 9 | 74 | 11 | 26 | 12 | 15 | 11 | 50 |
| 5:00 | * | * | * | * | 13 | 155 | 8 | 171 | 13 | 191 | 15 | 40 | 15 | 25 | 13 | 116 |
| 6:00 | * | * | * | * | 72 | 225 | 70 | 324 | 56 | 347 | 43 | 93 | 22 | 40 | 53 | 206 |
| 7:00 | * | * | * | * | 181 | 265 | 152 | 367 | 141 | 489 | 88 | 122 | 51 | 76 | 123 | 264 |
| 8:00 | * | * | * | * | 212 | 216 | 194 | 272 | 172 | 374 | 133 | 188 | 96 | 133 | 161 | 237 |
| 9:00 | * | * | * | * | 215 | 189 | 210 | 225 | 199 | 259 | 219 | 215 | 186 | 180 | 206 | 214 |
| 10:00 | * | * | * | * | 223 | 222 | 239 | 193 | 230 | 229 | 337 | 223 | 301 | 194 | 266 | 212 |
| 11:00 | * | * | * | * | 266 | 198 | 251 | 210 | 246 | 249 | 369 | 243 | 303 | 213 | 287 | 223 |
| 12:00 PM | * | * | * | * | 342 | 200 | 338 | 208 | 319 | 255 | 412 | 197 | 437 | 209 | 370 | 214 |
| 1:00 | * | * | * | * | 335 | 221 | 325 | 218 | 318 | 284 | 408 | 221 | 365 | 186 | 350 | 226 |
| 2:00 | * | * | * | * | 418 | 218 | 424 | 242 | 464 | 238 | 417 | 182 | 351 | 161 | 415 | 208 |
| 3:00 | * | * | * | * | 589 | 222 | 523 | 202 | 594 | 240 | 351 | 179 | 336 | 161 | 479 | 201 |
| 4:00 | * | * | * | * | 659 | 160 | 630 | 185 | 664 | 283 | 409 | 175 | 282 | 167 | 529 | 194 |
| 5:00 | * | * | * | * | 624 | 173 | 583 | 196 | 499 | 297 | 337 | 182 | 264 | 134 | 461 | 196 |
| 6:00 | * | * | * | * | 405 | 153 | 361 | 177 | 398 | 240 | 250 | 134 | 215 | 110 | 326 | 163 |
| 7:00 | * | * | * | * | 261 | 95 | 284 | 110 | 266 | 142 | 232 | 101 | 175 | 84 | 244 | 106 |
| 8:00 | * | * | * | * | 231 | 50 | 211 | 52 | 227 | 68 | 163 | 53 | 136 | 62 | 194 | 57 |
| 9:00 | * | * | * | * | 119 | 38 | 151 | 49 | 188 | 58 | 165 | 33 | 82 | 45 | 141 | 45 |
| 10:00 | * | * | * | * | 87 | 36 | 67 | 39 | 142 | 48 | 111 | 30 | 80 | 27 | 97 | 36 |
| 11:00 | * | * | * | * | 75 | 13 | 81 | 25 | 104 | 23 | 88 | 29 | 50 | 21 | 80 | 22 |
| Total | 0 | 0 | 0 | 0 | 5412 | 3150 | 5192 | 3566 | 5324 | 4427 | 4699 | 2703 | 3886 | 2283 | 4906 | 3227 |
| Day | 0 | | 0 | | 8562 | | 8758 | | 9751 | | 7402 | | 6169 | | 8133 | |
| AM Peak | | | | | 11:00 | 7:00 | 11:00 | 7:00 | 11:00 | 7:00 | 11:00 | 11:00 | 11:00 | 11:00 | 11:00 | 7:00 |
| Volume | | | | | 266 | 265 | 251 | 367 | 246 | 489 | 369 | 243 | 303 | 213 | 287 | 264 |
| PM Peak | | | | | 4:00 | 3:00 | 4:00 | 2:00 | 4:00 | 5:00 | 2:00 | 1:00 | 12:00 PM | 12:00 PM | 4:00 | 1:00 |
| Volume | | | | | 659 | 222 | 630 | 242 | 664 | 297 | 417 | 221 | 437 | 209 | 529 | 226 |

Accurate Counts
978-664-2565

10749001

Location : Harkney Hill Road
Location : East of Hill Farm Road
City/State: Coventry, RI

| 1/16/2023 | Monday | | Tuesday | | Wednesday | | Thursday | | Friday | | Saturday | | Sunday | | Week Average | |
|------------|------------|----------|-------------|----------|-----------|----|----------|----|--------|----|----------|----|--------|----|--------------|----------|
| Time | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB |
| 12:00 AM | 22 | 6 | 35 | 3 | * | * | * | * | * | * | * | * | * | * | 28 | 4 |
| 1:00 | 12 | 5 | 16 | 3 | * | * | * | * | * | * | * | * | * | * | 14 | 4 |
| 2:00 | 10 | 5 | 2 | 5 | * | * | * | * | * | * | * | * | * | * | 6 | 5 |
| 3:00 | 6 | 12 | 7 | 14 | * | * | * | * | * | * | * | * | * | * | 6 | 13 |
| 4:00 | 13 | 43 | 13 | 69 | * | * | * | * | * | * | * | * | * | * | 13 | 56 |
| 5:00 | 18 | 118 | 17 | 170 | * | * | * | * | * | * | * | * | * | * | 18 | 144 |
| 6:00 | 59 | 191 | 61 | 276 | * | * | * | * | * | * | * | * | * | * | 60 | 234 |
| 7:00 | 115 | 193 | 182 | 341 | * | * | * | * | * | * | * | * | * | * | 148 | 267 |
| 8:00 | 131 | 208 | 177 | 249 | * | * | * | * | * | * | * | * | * | * | 154 | 228 |
| 9:00 | 194 | 182 | 224 | 263 | * | * | * | * | * | * | * | * | * | * | 209 | 222 |
| 10:00 | 216 | 165 | 204 | 256 | * | * | * | * | * | * | * | * | * | * | 210 | 210 |
| 11:00 | 275 | 185 | 287 | 210 | * | * | * | * | * | * | * | * | * | * | 281 | 198 |
| 12:00 PM | 297 | 219 | 341 | 266 | * | * | * | * | * | * | * | * | * | * | 319 | 242 |
| 1:00 | 313 | 181 | 337 | 262 | * | * | * | * | * | * | * | * | * | * | 325 | 222 |
| 2:00 | 391 | 169 | 422 | 222 | * | * | * | * | * | * | * | * | * | * | 406 | 196 |
| 3:00 | 482 | 151 | 537 | 239 | * | * | * | * | * | * | * | * | * | * | 510 | 195 |
| 4:00 | 583 | 151 | 699 | 223 | * | * | * | * | * | * | * | * | * | * | 641 | 187 |
| 5:00 | 300 | 102 | 604 | 199 | * | * | * | * | * | * | * | * | * | * | 452 | 150 |
| 6:00 | 314 | 124 | 355 | 169 | * | * | * | * | * | * | * | * | * | * | 334 | 146 |
| 7:00 | 175 | 64 | 264 | 72 | * | * | * | * | * | * | * | * | * | * | 220 | 68 |
| 8:00 | 144 | 51 | 210 | 58 | * | * | * | * | * | * | * | * | * | * | 177 | 54 |
| 9:00 | 100 | 31 | 135 | 43 | * | * | * | * | * | * | * | * | * | * | 118 | 37 |
| 10:00 | 73 | 28 | 79 | 27 | * | * | * | * | * | * | * | * | * | * | 76 | 28 |
| 11:00 | 58 | 18 | 18 | 3 | * | * | * | * | * | * | * | * | * | * | 38 | 10 |
| Total | 4301 | 2602 | 5226 | 3642 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4763 | 3120 |
| Day | 6903 | | 8868 | | 0 | | 0 | | 0 | | 0 | | 0 | | 7883 | |
| AM Peak | 11:00 | 8:00 | 11:00 | 7:00 | | | | | | | | | | | 11:00 | 7:00 |
| Volume | 275 | 208 | 287 | 341 | | | | | | | | | | | 281 | 267 |
| PM Peak | 4:00 | 12:00 PM | 4:00 | 12:00 PM | | | | | | | | | | | 4:00 | 12:00 PM |
| Volume | 583 | 219 | 699 | 266 | | | | | | | | | | | 641 | 242 |
| Comb Total | 6903 | | 8868 | | 8562 | | 8758 | | 9751 | | 7402 | | 6169 | | 16016 | |
| ADT | ADT: 8,069 | | AADT: 8,069 | | | | | | | | | | | | | |

Accurate Counts
978-664-2565

10749001

Location : Harkney Hill Road
Location : East of Hill Farm Road
City/State: Coventry, RI

| 1/11/2023 Time | WB | | Hour Totals | | EB | | Hour Totals | | Combined Totals | |
|-------------------|---------|-----------|-------------|-----------|---------|-----------|-------------|-----------|-----------------|-----------|
| | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon |
| 12:00 | 15 | 72 | | | 1 | 49 | | | | |
| 12:15 | 12 | 87 | | | 1 | 43 | | | | |
| 12:30 | 8 | 90 | | | 1 | 54 | | | | |
| 12:45 | 6 | 93 | 41 | 342 | 2 | 54 | 5 | 200 | 46 | 542 |
| 1:00 | 3 | 80 | | | 1 | 42 | | | | |
| 1:15 | 8 | 76 | | | 0 | 58 | | | | |
| 1:30 | 3 | 82 | | | 1 | 65 | | | | |
| 1:45 | 2 | 97 | 16 | 335 | 1 | 56 | 3 | 221 | 19 | 556 |
| 2:00 | 4 | 83 | | | 0 | 56 | | | | |
| 2:15 | 1 | 112 | | | 1 | 50 | | | | |
| 2:30 | 2 | 101 | | | 3 | 55 | | | | |
| 2:45 | 1 | 122 | 8 | 418 | 1 | 57 | 5 | 218 | 13 | 636 |
| 3:00 | 1 | 151 | | | 0 | 48 | | | | |
| 3:15 | 3 | 120 | | | 5 | 53 | | | | |
| 3:30 | 1 | 158 | | | 4 | 66 | | | | |
| 3:45 | 2 | 160 | 7 | 589 | 8 | 55 | 17 | 222 | 24 | 811 |
| 4:00 | 2 | 167 | | | 10 | 39 | | | | |
| 4:15 | 4 | 176 | | | 16 | 43 | | | | |
| 4:30 | 4 | 159 | | | 19 | 34 | | | | |
| 4:45 | 3 | 157 | 13 | 659 | 26 | 44 | 71 | 160 | 84 | 819 |
| 5:00 | 1 | 182 | | | 27 | 40 | | | | |
| 5:15 | 3 | 182 | | | 37 | 41 | | | | |
| 5:30 | 3 | 131 | | | 38 | 46 | | | | |
| 5:45 | 6 | 129 | 13 | 624 | 53 | 46 | 155 | 173 | 168 | 797 |
| 6:00 | 11 | 121 | | | 46 | 42 | | | | |
| 6:15 | 16 | 104 | | | 53 | 50 | | | | |
| 6:30 | 23 | 106 | | | 66 | 37 | | | | |
| 6:45 | 22 | 74 | 72 | 405 | 60 | 24 | 225 | 153 | 297 | 558 |
| 7:00 | 30 | 76 | | | 76 | 46 | | | | |
| 7:15 | 53 | 71 | | | 39 | 16 | | | | |
| 7:30 | 43 | 63 | | | 73 | 24 | | | | |
| 7:45 | 55 | 51 | 181 | 261 | 77 | 9 | 265 | 95 | 446 | 356 |
| 8:00 | 56 | 56 | | | 56 | 10 | | | | |
| 8:15 | 42 | 51 | | | 48 | 17 | | | | |
| 8:30 | 56 | 60 | | | 59 | 10 | | | | |
| 8:45 | 58 | 64 | 212 | 231 | 53 | 13 | 216 | 50 | 428 | 281 |
| 9:00 | 48 | 35 | | | 56 | 14 | | | | |
| 9:15 | 60 | 29 | | | 31 | 6 | | | | |
| 9:30 | 55 | 26 | | | 51 | 11 | | | | |
| 9:45 | 52 | 29 | 215 | 119 | 51 | 7 | 189 | 38 | 404 | 157 |
| 10:00 | 50 | 32 | | | 55 | 11 | | | | |
| 10:15 | 56 | 19 | | | 57 | 12 | | | | |
| 10:30 | 48 | 21 | | | 60 | 7 | | | | |
| 10:45 | 69 | 15 | 223 | 87 | 50 | 6 | 222 | 36 | 445 | 123 |
| 11:00 | 61 | 25 | | | 53 | 1 | | | | |
| 11:15 | 67 | 15 | | | 52 | 6 | | | | |
| 11:30 | 73 | 12 | | | 49 | 3 | | | | |
| 11:45 | 65 | 23 | 266 | 75 | 44 | 3 | 198 | 13 | 464 | 88 |
| Total | 1267 | 4145 | | | 1571 | 1579 | | | 2838 | 5724 |
| Percent | 23.4% | 76.6% | | | 49.9% | 50.1% | | | 33.1% | 66.9% |

Accurate Counts
978-664-2565

10749001

Location : Harkney Hill Road
Location : East of Hill Farm Road
City/State: Coventry, RI

| 1/12/2023 Time | WB | | Hour Totals | | EB | | Hour Totals | | Combined Totals | |
|-------------------|---------|-----------|-------------|-----------|---------|-----------|-------------|-----------|-----------------|-----------|
| | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon |
| 12:00 | 11 | 84 | | | 0 | 48 | | | | |
| 12:15 | 17 | 81 | | | 0 | 45 | | | | |
| 12:30 | 8 | 81 | | | 2 | 62 | | | | |
| 12:45 | 6 | 92 | 42 | 338 | 0 | 53 | 2 | 208 | 44 | 546 |
| 1:00 | 5 | 79 | | | 3 | 50 | | | | |
| 1:15 | 7 | 83 | | | 0 | 56 | | | | |
| 1:30 | 4 | 83 | | | 2 | 64 | | | | |
| 1:45 | 3 | 80 | 19 | 325 | 2 | 48 | 7 | 218 | 26 | 543 |
| 2:00 | 0 | 102 | | | 3 | 59 | | | | |
| 2:15 | 3 | 94 | | | 0 | 59 | | | | |
| 2:30 | 3 | 106 | | | 3 | 64 | | | | |
| 2:45 | 6 | 122 | 12 | 424 | 3 | 60 | 9 | 242 | 21 | 666 |
| 3:00 | 1 | 117 | | | 1 | 53 | | | | |
| 3:15 | 2 | 116 | | | 3 | 53 | | | | |
| 3:30 | 2 | 158 | | | 10 | 42 | | | | |
| 3:45 | 3 | 132 | 8 | 523 | 7 | 54 | 21 | 202 | 29 | 725 |
| 4:00 | 2 | 153 | | | 10 | 46 | | | | |
| 4:15 | 3 | 148 | | | 15 | 41 | | | | |
| 4:30 | 4 | 164 | | | 17 | 45 | | | | |
| 4:45 | 0 | 165 | 9 | 630 | 20 | 53 | 62 | 185 | 71 | 815 |
| 5:00 | 1 | 150 | | | 38 | 51 | | | | |
| 5:15 | 2 | 171 | | | 42 | 45 | | | | |
| 5:30 | 0 | 145 | | | 46 | 60 | | | | |
| 5:45 | 5 | 117 | 8 | 583 | 45 | 40 | 171 | 196 | 179 | 779 |
| 6:00 | 11 | 106 | | | 52 | 68 | | | | |
| 6:15 | 9 | 91 | | | 87 | 45 | | | | |
| 6:30 | 23 | 90 | | | 95 | 33 | | | | |
| 6:45 | 27 | 74 | 70 | 361 | 90 | 31 | 324 | 177 | 394 | 538 |
| 7:00 | 33 | 78 | | | 88 | 31 | | | | |
| 7:15 | 36 | 66 | | | 87 | 28 | | | | |
| 7:30 | 27 | 76 | | | 98 | 33 | | | | |
| 7:45 | 56 | 64 | 152 | 284 | 94 | 18 | 367 | 110 | 519 | 394 |
| 8:00 | 36 | 67 | | | 77 | 12 | | | | |
| 8:15 | 59 | 56 | | | 70 | 17 | | | | |
| 8:30 | 41 | 37 | | | 78 | 13 | | | | |
| 8:45 | 58 | 51 | 194 | 211 | 47 | 10 | 272 | 52 | 466 | 263 |
| 9:00 | 54 | 39 | | | 66 | 15 | | | | |
| 9:15 | 50 | 35 | | | 49 | 14 | | | | |
| 9:30 | 57 | 44 | | | 60 | 10 | | | | |
| 9:45 | 49 | 33 | 210 | 151 | 50 | 10 | 225 | 49 | 435 | 200 |
| 10:00 | 58 | 21 | | | 37 | 9 | | | | |
| 10:15 | 54 | 10 | | | 56 | 8 | | | | |
| 10:30 | 63 | 19 | | | 53 | 9 | | | | |
| 10:45 | 64 | 17 | 239 | 67 | 47 | 13 | 193 | 39 | 432 | 106 |
| 11:00 | 58 | 19 | | | 53 | 11 | | | | |
| 11:15 | 53 | 23 | | | 67 | 6 | | | | |
| 11:30 | 74 | 17 | | | 40 | 6 | | | | |
| 11:45 | 66 | 22 | 251 | 81 | 50 | 2 | 210 | 25 | 461 | 106 |
| Total | 1214 | 3978 | | | 1863 | 1703 | | | 3077 | 5681 |
| Percent | 23.4% | 76.6% | | | 52.2% | 47.8% | | | 35.1% | 64.9% |

Accurate Counts
978-664-2565

10749001

Location : Harkney Hill Road
Location : East of Hill Farm Road
City/State: Coventry, RI

| 1/13/2023 Time | WB | | Hour Totals | | EB | | Hour Totals | | Combined Totals | |
|-------------------|---------|-----------|-------------|-----------|---------|-----------|-------------|-----------|-----------------|-----------|
| | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon |
| 12:00 | 12 | 83 | | | 2 | 58 | | | | |
| 12:15 | 15 | 90 | | | 2 | 64 | | | | |
| 12:30 | 10 | 63 | | | 1 | 74 | | | | |
| 12:45 | 9 | 83 | 46 | 319 | 1 | 59 | 6 | 255 | 52 | 574 |
| 1:00 | 3 | 67 | | | 1 | 57 | | | | |
| 1:15 | 6 | 77 | | | 1 | 75 | | | | |
| 1:30 | 5 | 86 | | | 2 | 77 | | | | |
| 1:45 | 4 | 88 | 18 | 318 | 0 | 75 | 4 | 284 | 22 | 602 |
| 2:00 | 0 | 120 | | | 1 | 80 | | | | |
| 2:15 | 1 | 99 | | | 2 | 64 | | | | |
| 2:30 | 2 | 121 | | | 4 | 38 | | | | |
| 2:45 | 1 | 124 | 4 | 464 | 2 | 56 | 9 | 238 | 13 | 702 |
| 3:00 | 1 | 128 | | | 2 | 61 | | | | |
| 3:15 | 1 | 140 | | | 6 | 59 | | | | |
| 3:30 | 2 | 170 | | | 4 | 57 | | | | |
| 3:45 | 3 | 156 | 7 | 594 | 8 | 63 | 20 | 240 | 27 | 834 |
| 4:00 | 1 | 157 | | | 11 | 77 | | | | |
| 4:15 | 3 | 184 | | | 15 | 75 | | | | |
| 4:30 | 0 | 155 | | | 22 | 66 | | | | |
| 4:45 | 5 | 168 | 9 | 664 | 26 | 65 | 74 | 283 | 83 | 947 |
| 5:00 | 3 | 146 | | | 40 | 66 | | | | |
| 5:15 | 2 | 130 | | | 44 | 89 | | | | |
| 5:30 | 3 | 126 | | | 49 | 70 | | | | |
| 5:45 | 5 | 97 | 13 | 499 | 58 | 72 | 191 | 297 | 204 | 796 |
| 6:00 | 8 | 116 | | | 63 | 68 | | | | |
| 6:15 | 8 | 120 | | | 72 | 65 | | | | |
| 6:30 | 18 | 88 | | | 104 | 52 | | | | |
| 6:45 | 22 | 74 | 56 | 398 | 108 | 55 | 347 | 240 | 403 | 638 |
| 7:00 | 20 | 78 | | | 131 | 37 | | | | |
| 7:15 | 46 | 62 | | | 115 | 35 | | | | |
| 7:30 | 35 | 69 | | | 130 | 42 | | | | |
| 7:45 | 40 | 57 | 141 | 266 | 113 | 28 | 489 | 142 | 630 | 408 |
| 8:00 | 41 | 65 | | | 90 | 17 | | | | |
| 8:15 | 41 | 56 | | | 116 | 15 | | | | |
| 8:30 | 51 | 50 | | | 100 | 20 | | | | |
| 8:45 | 39 | 56 | 172 | 227 | 68 | 16 | 374 | 68 | 546 | 295 |
| 9:00 | 43 | 65 | | | 74 | 22 | | | | |
| 9:15 | 59 | 46 | | | 68 | 17 | | | | |
| 9:30 | 44 | 37 | | | 71 | 10 | | | | |
| 9:45 | 53 | 40 | 199 | 188 | 46 | 9 | 259 | 58 | 458 | 246 |
| 10:00 | 62 | 45 | | | 57 | 15 | | | | |
| 10:15 | 46 | 31 | | | 52 | 10 | | | | |
| 10:30 | 60 | 31 | | | 50 | 11 | | | | |
| 10:45 | 62 | 35 | 230 | 142 | 70 | 12 | 229 | 48 | 459 | 190 |
| 11:00 | 56 | 26 | | | 56 | 9 | | | | |
| 11:15 | 54 | 34 | | | 70 | 3 | | | | |
| 11:30 | 71 | 23 | | | 61 | 4 | | | | |
| 11:45 | 65 | 21 | 246 | 104 | 62 | 7 | 249 | 23 | 495 | 127 |
| Total | 1141 | 4183 | | | 2251 | 2176 | | | 3392 | 6359 |
| Percent | 21.4% | 78.6% | | | 50.8% | 49.2% | | | 34.8% | 65.2% |

Accurate Counts
978-664-2565

Location : Harkney Hill Road
Location : East of Hill Farm Road
City/State: Coventry, RI

10749001

| 1/14/2023 Time | WB | | Hour Totals | | EB | | Hour Totals | | Combined Totals | |
|-------------------|---------|-----------|-------------|-----------|---------|-----------|-------------|-----------|-----------------|-----------|
| | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon |
| 12:00 | 31 | 92 | | | 5 | 59 | | | | |
| 12:15 | 19 | 111 | | | 4 | 48 | | | | |
| 12:30 | 17 | 109 | | | 6 | 50 | | | | |
| 12:45 | 9 | 100 | 76 | 412 | 3 | 40 | 18 | 197 | 94 | 609 |
| 1:00 | 17 | 101 | | | 2 | 48 | | | | |
| 1:15 | 17 | 107 | | | 1 | 45 | | | | |
| 1:30 | 4 | 98 | | | 3 | 50 | | | | |
| 1:45 | 3 | 102 | 41 | 408 | 1 | 78 | 7 | 221 | 48 | 629 |
| 2:00 | 5 | 121 | | | 1 | 40 | | | | |
| 2:15 | 4 | 95 | | | 1 | 41 | | | | |
| 2:30 | 4 | 103 | | | 1 | 50 | | | | |
| 2:45 | 3 | 98 | 16 | 417 | 3 | 51 | 6 | 182 | 22 | 599 |
| 3:00 | 0 | 97 | | | 1 | 47 | | | | |
| 3:15 | 3 | 77 | | | 2 | 49 | | | | |
| 3:30 | 4 | 84 | | | 3 | 46 | | | | |
| 3:45 | 1 | 93 | 8 | 351 | 0 | 37 | 6 | 179 | 14 | 530 |
| 4:00 | 1 | 119 | | | 7 | 31 | | | | |
| 4:15 | 7 | 96 | | | 8 | 56 | | | | |
| 4:30 | 1 | 104 | | | 6 | 49 | | | | |
| 4:45 | 2 | 90 | 11 | 409 | 5 | 39 | 26 | 175 | 37 | 584 |
| 5:00 | 3 | 90 | | | 9 | 51 | | | | |
| 5:15 | 2 | 74 | | | 10 | 50 | | | | |
| 5:30 | 6 | 78 | | | 11 | 42 | | | | |
| 5:45 | 4 | 95 | 15 | 337 | 10 | 39 | 40 | 182 | 55 | 519 |
| 6:00 | 3 | 68 | | | 17 | 46 | | | | |
| 6:15 | 7 | 76 | | | 24 | 22 | | | | |
| 6:30 | 10 | 46 | | | 26 | 38 | | | | |
| 6:45 | 23 | 60 | 43 | 250 | 26 | 28 | 93 | 134 | 136 | 384 |
| 7:00 | 15 | 69 | | | 27 | 24 | | | | |
| 7:15 | 22 | 57 | | | 30 | 36 | | | | |
| 7:30 | 20 | 53 | | | 28 | 26 | | | | |
| 7:45 | 31 | 53 | 88 | 232 | 37 | 15 | 122 | 101 | 210 | 333 |
| 8:00 | 30 | 52 | | | 40 | 10 | | | | |
| 8:15 | 43 | 37 | | | 38 | 13 | | | | |
| 8:30 | 24 | 46 | | | 55 | 21 | | | | |
| 8:45 | 36 | 28 | 133 | 163 | 55 | 9 | 188 | 53 | 321 | 216 |
| 9:00 | 43 | 45 | | | 56 | 13 | | | | |
| 9:15 | 63 | 41 | | | 50 | 7 | | | | |
| 9:30 | 51 | 41 | | | 47 | 8 | | | | |
| 9:45 | 62 | 38 | 219 | 165 | 62 | 5 | 215 | 33 | 434 | 198 |
| 10:00 | 76 | 29 | | | 56 | 9 | | | | |
| 10:15 | 78 | 26 | | | 49 | 4 | | | | |
| 10:30 | 86 | 26 | | | 67 | 3 | | | | |
| 10:45 | 97 | 30 | 337 | 111 | 51 | 14 | 223 | 30 | 560 | 141 |
| 11:00 | 73 | 30 | | | 64 | 8 | | | | |
| 11:15 | 85 | 21 | | | 65 | 3 | | | | |
| 11:30 | 90 | 21 | | | 62 | 10 | | | | |
| 11:45 | 121 | 16 | 369 | 88 | 52 | 8 | 243 | 29 | 612 | 117 |
| Total | 1356 | 3343 | | | 1187 | 1516 | | | 2543 | 4859 |
| Percent | 28.9% | 71.1% | | | 43.9% | 56.1% | | | 34.4% | 65.6% |

Accurate Counts
978-664-2565

10749001

Location : Harkney Hill Road
Location : East of Hill Farm Road
City/State: Coventry, RI

| 1/15/2023 Time | WB | | Hour Totals | | EB | | Hour Totals | | Combined Totals | |
|-------------------|---------|-----------|-------------|-----------|---------|-----------|-------------|-----------|-----------------|-----------|
| | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon |
| 12:00 | 25 | 102 | | | 7 | 56 | | | | |
| 12:15 | 12 | 111 | | | 7 | 60 | | | | |
| 12:30 | 8 | 104 | | | 2 | 47 | | | | |
| 12:45 | 13 | 120 | 58 | 437 | 4 | 46 | 20 | 209 | 78 | 646 |
| 1:00 | 12 | 105 | | | 1 | 46 | | | | |
| 1:15 | 8 | 84 | | | 2 | 50 | | | | |
| 1:30 | 8 | 92 | | | 1 | 48 | | | | |
| 1:45 | 11 | 84 | 39 | 365 | 2 | 42 | 6 | 186 | 45 | 551 |
| 2:00 | 5 | 93 | | | 3 | 44 | | | | |
| 2:15 | 7 | 85 | | | 5 | 41 | | | | |
| 2:30 | 7 | 87 | | | 0 | 35 | | | | |
| 2:45 | 1 | 86 | 20 | 351 | 2 | 41 | 10 | 161 | 30 | 512 |
| 3:00 | 3 | 88 | | | 1 | 44 | | | | |
| 3:15 | 3 | 70 | | | 3 | 42 | | | | |
| 3:30 | 1 | 84 | | | 0 | 43 | | | | |
| 3:45 | 3 | 94 | 10 | 336 | 0 | 32 | 4 | 161 | 14 | 497 |
| 4:00 | 2 | 89 | | | 1 | 50 | | | | |
| 4:15 | 3 | 66 | | | 6 | 39 | | | | |
| 4:30 | 3 | 63 | | | 4 | 35 | | | | |
| 4:45 | 4 | 64 | 12 | 282 | 4 | 43 | 15 | 167 | 27 | 449 |
| 5:00 | 2 | 65 | | | 4 | 46 | | | | |
| 5:15 | 6 | 67 | | | 6 | 27 | | | | |
| 5:30 | 3 | 66 | | | 7 | 30 | | | | |
| 5:45 | 4 | 66 | 15 | 264 | 8 | 31 | 25 | 134 | 40 | 398 |
| 6:00 | 3 | 54 | | | 7 | 21 | | | | |
| 6:15 | 5 | 58 | | | 7 | 30 | | | | |
| 6:30 | 6 | 57 | | | 11 | 26 | | | | |
| 6:45 | 8 | 46 | 22 | 215 | 15 | 33 | 40 | 110 | 62 | 325 |
| 7:00 | 6 | 44 | | | 10 | 20 | | | | |
| 7:15 | 11 | 45 | | | 14 | 23 | | | | |
| 7:30 | 12 | 44 | | | 25 | 21 | | | | |
| 7:45 | 22 | 42 | 51 | 175 | 27 | 20 | 76 | 84 | 127 | 259 |
| 8:00 | 10 | 46 | | | 28 | 14 | | | | |
| 8:15 | 32 | 43 | | | 23 | 23 | | | | |
| 8:30 | 20 | 23 | | | 48 | 14 | | | | |
| 8:45 | 34 | 24 | 96 | 136 | 34 | 11 | 133 | 62 | 229 | 198 |
| 9:00 | 37 | 20 | | | 50 | 13 | | | | |
| 9:15 | 45 | 27 | | | 40 | 9 | | | | |
| 9:30 | 44 | 20 | | | 39 | 13 | | | | |
| 9:45 | 60 | 15 | 186 | 82 | 51 | 10 | 180 | 45 | 366 | 127 |
| 10:00 | 65 | 13 | | | 42 | 9 | | | | |
| 10:15 | 63 | 18 | | | 47 | 8 | | | | |
| 10:30 | 82 | 23 | | | 53 | 5 | | | | |
| 10:45 | 91 | 26 | 301 | 80 | 52 | 5 | 194 | 27 | 495 | 107 |
| 11:00 | 75 | 17 | | | 49 | 10 | | | | |
| 11:15 | 73 | 16 | | | 55 | 3 | | | | |
| 11:30 | 75 | 11 | | | 50 | 2 | | | | |
| 11:45 | 80 | 6 | 303 | 50 | 59 | 6 | 213 | 21 | 516 | 71 |
| Total | 1113 | 2773 | | | 916 | 1367 | | | 2029 | 4140 |
| Percent | 28.6% | 71.4% | | | 40.1% | 59.9% | | | 32.9% | 67.1% |

Accurate Counts
978-664-2565

10749001

Location : Harkney Hill Road
Location : East of Hill Farm Road
City/State: Coventry, RI

| 1/16/2023 Time | WB | | Hour Totals | | EB | | Hour Totals | | Combined Totals | |
|-------------------|---------|-----------|-------------|-----------|---------|-----------|-------------|-----------|-----------------|-----------|
| | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon |
| 12:00 | 4 | 77 | | | 1 | 56 | | | | |
| 12:15 | 6 | 71 | | | 1 | 52 | | | | |
| 12:30 | 6 | 74 | | | 0 | 57 | | | | |
| 12:45 | 6 | 75 | 22 | 297 | 4 | 54 | 6 | 219 | 28 | 516 |
| 1:00 | 4 | 74 | | | 0 | 44 | | | | |
| 1:15 | 4 | 90 | | | 1 | 41 | | | | |
| 1:30 | 2 | 57 | | | 3 | 47 | | | | |
| 1:45 | 2 | 92 | 12 | 313 | 1 | 49 | 5 | 181 | 17 | 494 |
| 2:00 | 3 | 80 | | | 0 | 48 | | | | |
| 2:15 | 1 | 114 | | | 1 | 45 | | | | |
| 2:30 | 2 | 90 | | | 2 | 43 | | | | |
| 2:45 | 4 | 107 | 10 | 391 | 2 | 33 | 5 | 169 | 15 | 560 |
| 3:00 | 1 | 108 | | | 0 | 33 | | | | |
| 3:15 | 2 | 120 | | | 2 | 36 | | | | |
| 3:30 | 2 | 109 | | | 6 | 38 | | | | |
| 3:45 | 1 | 145 | 6 | 482 | 4 | 44 | 12 | 151 | 18 | 633 |
| 4:00 | 4 | 128 | | | 6 | 47 | | | | |
| 4:15 | 5 | 147 | | | 10 | 34 | | | | |
| 4:30 | 1 | 133 | | | 16 | 30 | | | | |
| 4:45 | 3 | 175 | 13 | 583 | 11 | 40 | 43 | 151 | 56 | 734 |
| 5:00 | 2 | 0 | | | 23 | 0 | | | | |
| 5:15 | 4 | 74 | | | 31 | 29 | | | | |
| 5:30 | 3 | 127 | | | 38 | 37 | | | | |
| 5:45 | 9 | 99 | 18 | 300 | 26 | 36 | 118 | 102 | 136 | 402 |
| 6:00 | 8 | 95 | | | 37 | 38 | | | | |
| 6:15 | 9 | 69 | | | 53 | 28 | | | | |
| 6:30 | 14 | 79 | | | 60 | 28 | | | | |
| 6:45 | 28 | 71 | 59 | 314 | 41 | 30 | 191 | 124 | 250 | 438 |
| 7:00 | 20 | 48 | | | 41 | 19 | | | | |
| 7:15 | 32 | 47 | | | 50 | 20 | | | | |
| 7:30 | 21 | 34 | | | 59 | 13 | | | | |
| 7:45 | 42 | 46 | 115 | 175 | 43 | 12 | 193 | 64 | 308 | 239 |
| 8:00 | 26 | 48 | | | 64 | 14 | | | | |
| 8:15 | 31 | 29 | | | 44 | 15 | | | | |
| 8:30 | 40 | 33 | | | 51 | 8 | | | | |
| 8:45 | 34 | 34 | 131 | 144 | 49 | 14 | 208 | 51 | 339 | 195 |
| 9:00 | 49 | 33 | | | 41 | 8 | | | | |
| 9:15 | 43 | 22 | | | 49 | 7 | | | | |
| 9:30 | 52 | 25 | | | 54 | 10 | | | | |
| 9:45 | 50 | 20 | 194 | 100 | 38 | 6 | 182 | 31 | 376 | 131 |
| 10:00 | 46 | 24 | | | 41 | 8 | | | | |
| 10:15 | 58 | 18 | | | 35 | 10 | | | | |
| 10:30 | 55 | 14 | | | 42 | 6 | | | | |
| 10:45 | 57 | 17 | 216 | 73 | 47 | 4 | 165 | 28 | 381 | 101 |
| 11:00 | 72 | 19 | | | 45 | 6 | | | | |
| 11:15 | 64 | 17 | | | 47 | 6 | | | | |
| 11:30 | 79 | 12 | | | 38 | 2 | | | | |
| 11:45 | 60 | 10 | 275 | 58 | 55 | 4 | 185 | 18 | 460 | 76 |
| Total | 1071 | 3230 | | | 1313 | 1289 | | | 2384 | 4519 |
| Percent | 24.9% | 75.1% | | | 50.5% | 49.5% | | | 34.5% | 65.5% |

Accurate Counts
978-664-2565

Location : Harkney Hill Road
Location : East of Hill Farm Road
City/State: Coventry, RI

10749001

| 1/17/2023 Time | WB | | Hour Totals | | EB | | Hour Totals | | Combined Totals | |
|-------------------|---------|-----------|-------------|-----------|---------|-----------|-------------|-----------|-----------------|-----------|
| | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon |
| 12:00 | 14 | 89 | | | 1 | 55 | | | | |
| 12:15 | 8 | 90 | | | 0 | 81 | | | | |
| 12:30 | 4 | 83 | | | 1 | 75 | | | | |
| 12:45 | 9 | 79 | 35 | 341 | 1 | 55 | 3 | 266 | 38 | 607 |
| 1:00 | 2 | 87 | | | 0 | 55 | | | | |
| 1:15 | 7 | 87 | | | 0 | 66 | | | | |
| 1:30 | 6 | 75 | | | 3 | 73 | | | | |
| 1:45 | 1 | 88 | 16 | 337 | 0 | 68 | 3 | 262 | 19 | 599 |
| 2:00 | 1 | 91 | | | 1 | 65 | | | | |
| 2:15 | 0 | 86 | | | 0 | 65 | | | | |
| 2:30 | 0 | 108 | | | 3 | 45 | | | | |
| 2:45 | 1 | 137 | 2 | 422 | 1 | 47 | 5 | 222 | 7 | 644 |
| 3:00 | 2 | 125 | | | 0 | 44 | | | | |
| 3:15 | 2 | 143 | | | 3 | 57 | | | | |
| 3:30 | 0 | 123 | | | 5 | 77 | | | | |
| 3:45 | 3 | 146 | 7 | 537 | 6 | 61 | 14 | 239 | 21 | 776 |
| 4:00 | 4 | 169 | | | 15 | 54 | | | | |
| 4:15 | 4 | 181 | | | 16 | 59 | | | | |
| 4:30 | 1 | 171 | | | 22 | 53 | | | | |
| 4:45 | 4 | 178 | 13 | 699 | 16 | 57 | 69 | 223 | 82 | 922 |
| 5:00 | 5 | 140 | | | 31 | 45 | | | | |
| 5:15 | 5 | 167 | | | 44 | 50 | | | | |
| 5:30 | 2 | 158 | | | 36 | 48 | | | | |
| 5:45 | 5 | 139 | 17 | 604 | 59 | 56 | 170 | 199 | 187 | 803 |
| 6:00 | 10 | 112 | | | 56 | 42 | | | | |
| 6:15 | 9 | 87 | | | 61 | 47 | | | | |
| 6:30 | 16 | 97 | | | 63 | 37 | | | | |
| 6:45 | 26 | 59 | 61 | 355 | 96 | 43 | 276 | 169 | 337 | 524 |
| 7:00 | 35 | 80 | | | 95 | 24 | | | | |
| 7:15 | 48 | 82 | | | 80 | 17 | | | | |
| 7:30 | 37 | 42 | | | 95 | 16 | | | | |
| 7:45 | 62 | 60 | 182 | 264 | 71 | 15 | 341 | 72 | 523 | 336 |
| 8:00 | 39 | 58 | | | 53 | 15 | | | | |
| 8:15 | 51 | 49 | | | 69 | 20 | | | | |
| 8:30 | 43 | 61 | | | 67 | 8 | | | | |
| 8:45 | 44 | 42 | 177 | 210 | 60 | 15 | 249 | 58 | 426 | 268 |
| 9:00 | 54 | 40 | | | 60 | 14 | | | | |
| 9:15 | 45 | 33 | | | 69 | 9 | | | | |
| 9:30 | 65 | 33 | | | 70 | 10 | | | | |
| 9:45 | 60 | 29 | 224 | 135 | 64 | 10 | 263 | 43 | 487 | 178 |
| 10:00 | 55 | 24 | | | 62 | 15 | | | | |
| 10:15 | 51 | 18 | | | 64 | 6 | | | | |
| 10:30 | 41 | 16 | | | 72 | 4 | | | | |
| 10:45 | 57 | 21 | 204 | 79 | 58 | 2 | 256 | 27 | 460 | 106 |
| 11:00 | 72 | 18 | | | 50 | 3 | | | | |
| 11:15 | 68 | 19 | | | 50 | 8 | | | | |
| 11:30 | 68 | 13 | | | 53 | 4 | | | | |
| 11:45 | 79 | 23 | 287 | 73 | 57 | 2 | 210 | 17 | 497 | 90 |
| Total | 1225 | 4056 | | | 1859 | 1797 | | | 3084 | 5853 |
| Percent | 23.2% | 76.8% | | | 50.8% | 49.2% | | | 34.5% | 65.5% |
| Grand Total | 8387 | 25708 | | | 10960 | 11427 | | | 19347 | 37135 |
| Percent | 24.6% | 75.4% | | | 49.0% | 51.0% | | | 34.3% | 65.7% |

ADT

ADT: 8,069

AADT: 8,069

Speeds

Accurate Counts
978-664-2565

10749001

Location : Harkney Hill Road
Location : East of Hill Farm Road
City/State: Coventry, RI
Direction: WB

| 1/11/2023 | 0 - 15 | > 15 - | > 20 - | > 25 - | > 30 - | > 35 - | > 40 - | > 45 - | > 50 - | > 55 - | > 60 - | > 65 - | > 70 | Total |
|-----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|-------|
| Time | MPH | 20 MPH | 25 MPH | 30 MPH | 35 MPH | 40 MPH | 45 MPH | 50 MPH | 55 MPH | 60 MPH | 65 MPH | 70 MPH | MPH | |
| 12:00 AM | 0 | 2 | 14 | 18 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 1:00 | 0 | 1 | 2 | 7 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 2:00 | 0 | 3 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 3:00 | 0 | 0 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 4:00 | 0 | 0 | 2 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 5:00 | 0 | 0 | 5 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 6:00 | 0 | 5 | 22 | 27 | 12 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| 7:00 | 8 | 11 | 36 | 74 | 40 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 181 |
| 8:00 | 2 | 8 | 49 | 88 | 51 | 10 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 212 |
| 9:00 | 1 | 3 | 35 | 97 | 66 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 215 |
| 10:00 | 0 | 16 | 58 | 101 | 32 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 223 |
| 11:00 | 0 | 11 | 42 | 134 | 67 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 266 |
| 12:00 PM | 8 | 14 | 57 | 164 | 92 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 342 |
| 1:00 | 0 | 15 | 69 | 139 | 93 | 17 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 335 |
| 2:00 | 11 | 14 | 101 | 186 | 93 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 418 |
| 3:00 | 0 | 16 | 132 | 295 | 126 | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 589 |
| 4:00 | 18 | 32 | 187 | 305 | 102 | 13 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 659 |
| 5:00 | 10 | 42 | 168 | 292 | 96 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 624 |
| 6:00 | 0 | 11 | 108 | 198 | 72 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 405 |
| 7:00 | 6 | 7 | 52 | 133 | 55 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 261 |
| 8:00 | 1 | 10 | 62 | 106 | 43 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 231 |
| 9:00 | 1 | 10 | 34 | 42 | 29 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 119 |
| 10:00 | 1 | 6 | 30 | 28 | 17 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 87 |
| 11:00 | 0 | 11 | 20 | 23 | 14 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| Total | 67 | 248 | 1289 | 2473 | 1122 | 181 | 26 | 6 | 0 | 0 | 0 | 0 | 0 | 5412 |

| | | | | |
|----------------------|-------|------|------|------|
| Percentile | 15th | 50th | 85th | 95th |
| Speed | 23 | 27 | 32 | 35 |
| Mean Speed (Average) | 27.1 | | | |
| 10 MPH Pace Speed | 21-30 | | | |
| Number in Pace | 3732 | | | |
| Percent in Pace | 69.0% | | | |
| Number > 30 MPH | 1335 | | | |
| Percent > 30 MPH | 24.7% | | | |

Accurate Counts
978-664-2565

Location : Harkney Hill Road
Location : East of Hill Farm Road
City/State: Coventry, RI
Direction: WB

10749001

| 1/12/2023 Time | 0 - 15 MPH | > 15 - 20 MPH | > 20 - 25 MPH | > 25 - 30 MPH | > 30 - 35 MPH | > 35 - 40 MPH | > 40 - 45 MPH | > 45 - 50 MPH | > 50 - 55 MPH | > 55 - 60 MPH | > 60 - 65 MPH | > 65 - 70 MPH | > 70 MPH | Total |
|-------------------|---------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|-------------|-------|
| 12:00 AM | 0 | 3 | 12 | 18 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 1:00 | 0 | 4 | 4 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 2:00 | 0 | 4 | 2 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 3:00 | 0 | 0 | 2 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 4:00 | 1 | 0 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 5:00 | 0 | 0 | 1 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 6:00 | 0 | 9 | 17 | 30 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 7:00 | 1 | 2 | 37 | 62 | 40 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 152 |
| 8:00 | 5 | 8 | 49 | 77 | 47 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 194 |
| 9:00 | 0 | 4 | 36 | 108 | 44 | 16 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 210 |
| 10:00 | 0 | 7 | 46 | 119 | 51 | 15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 239 |
| 11:00 | 0 | 7 | 64 | 125 | 45 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 251 |
| 12:00 PM | 2 | 13 | 82 | 147 | 77 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 338 |
| 1:00 | 0 | 4 | 88 | 155 | 65 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 325 |
| 2:00 | 5 | 23 | 94 | 205 | 81 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 424 |
| 3:00 | 2 | 24 | 122 | 263 | 97 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 523 |
| 4:00 | 2 | 35 | 225 | 280 | 75 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 630 |
| 5:00 | 0 | 21 | 232 | 242 | 71 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 583 |
| 6:00 | 2 | 15 | 105 | 172 | 58 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 361 |
| 7:00 | 0 | 8 | 86 | 130 | 52 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 284 |
| 8:00 | 0 | 20 | 49 | 86 | 42 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 211 |
| 9:00 | 0 | 8 | 44 | 55 | 32 | 8 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 151 |
| 10:00 | 0 | 2 | 21 | 23 | 16 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| 11:00 | 0 | 4 | 17 | 32 | 16 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| Total | 20 | 225 | 1439 | 2345 | 941 | 186 | 31 | 4 | 1 | 0 | 0 | 0 | 0 | 5192 |

| | | | | |
|----------------------|-------|------|------|------|
| Percentile | 15th | 50th | 85th | 95th |
| Speed | 23 | 27 | 31 | 35 |
| Mean Speed (Average) | 27.0 | | | |
| 10 MPH Pace Speed | 20-29 | | | |
| Number in Pace | 3742 | | | |
| Percent in Pace | 72.1% | | | |
| Number > 30 MPH | 1163 | | | |
| Percent > 30 MPH | 22.4% | | | |

Accurate Counts
978-664-2565

10749001

Location : Harkney Hill Road
Location : East of Hill Farm Road
City/State: Coventry, RI
Direction: WB

| 1/13/2023 | 0 - 15 | > 15 - | > 20 - | > 25 - | > 30 - | > 35 - | > 40 - | > 45 - | > 50 - | > 55 - | > 60 - | > 65 - | > 70 | Total |
|-----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|-------|
| Time | MPH | 20 MPH | 25 MPH | 30 MPH | 35 MPH | 40 MPH | 45 MPH | 50 MPH | 55 MPH | 60 MPH | 65 MPH | 70 MPH | MPH | |
| 12:00 AM | 0 | 1 | 14 | 19 | 7 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 1:00 | 0 | 2 | 6 | 5 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 18 |
| 2:00 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3:00 | 0 | 0 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 4:00 | 0 | 3 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 5:00 | 0 | 0 | 5 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 6:00 | 0 | 6 | 11 | 22 | 12 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 7:00 | 5 | 3 | 23 | 54 | 49 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 141 |
| 8:00 | 7 | 15 | 37 | 65 | 32 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 172 |
| 9:00 | 0 | 13 | 55 | 83 | 34 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 199 |
| 10:00 | 0 | 9 | 47 | 102 | 59 | 10 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 230 |
| 11:00 | 0 | 5 | 40 | 115 | 61 | 22 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 246 |
| 12:00 PM | 0 | 11 | 71 | 126 | 80 | 23 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 319 |
| 1:00 | 1 | 12 | 95 | 122 | 66 | 18 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 318 |
| 2:00 | 6 | 18 | 110 | 223 | 83 | 22 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 464 |
| 3:00 | 6 | 17 | 170 | 264 | 103 | 28 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 594 |
| 4:00 | 17 | 54 | 217 | 279 | 83 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 664 |
| 5:00 | 8 | 20 | 184 | 204 | 69 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 499 |
| 6:00 | 0 | 20 | 150 | 179 | 41 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 398 |
| 7:00 | 0 | 14 | 88 | 113 | 40 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 266 |
| 8:00 | 0 | 8 | 50 | 116 | 46 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 227 |
| 9:00 | 0 | 14 | 46 | 69 | 47 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 188 |
| 10:00 | 1 | 4 | 40 | 63 | 28 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 142 |
| 11:00 | 0 | 8 | 29 | 39 | 25 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 104 |
| Total | 51 | 257 | 1497 | 2269 | 974 | 232 | 36 | 7 | 1 | 0 | 0 | 0 | 0 | 5324 |

| | | | | |
|----------------------|-------|------|------|------|
| Percentile | 15th | 50th | 85th | 95th |
| Speed | 23 | 27 | 32 | 35 |
| Mean Speed (Average) | 27.0 | | | |
| 10 MPH Pace Speed | 20-29 | | | |
| Number in Pace | 3726 | | | |
| Percent in Pace | 70.0% | | | |
| Number > 30 MPH | 1250 | | | |
| Percent > 30 MPH | 23.5% | | | |

Accurate Counts
978-664-2565

10749001

Location : Harkney Hill Road
Location : East of Hill Farm Road
City/State: Coventry, RI
Direction: WB

| 1/14/2023 | 0 - 15 | > 15 - | > 20 - | > 25 - | > 30 - | > 35 - | > 40 - | > 45 - | > 50 - | > 55 - | > 60 - | > 65 - | > 70 | Total |
|-----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|-------|
| Time | MPH | 20 MPH | 25 MPH | 30 MPH | 35 MPH | 40 MPH | 45 MPH | 50 MPH | 55 MPH | 60 MPH | 65 MPH | 70 MPH | MPH | |
| 12:00 AM | 0 | 4 | 18 | 26 | 22 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| 1:00 | 1 | 3 | 16 | 14 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 2:00 | 0 | 2 | 6 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 3:00 | 0 | 0 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 4:00 | 1 | 1 | 2 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 5:00 | 0 | 1 | 7 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 6:00 | 0 | 3 | 9 | 18 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 7:00 | 0 | 6 | 19 | 32 | 23 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| 8:00 | 3 | 4 | 30 | 58 | 31 | 4 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 133 |
| 9:00 | 0 | 9 | 44 | 97 | 50 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 219 |
| 10:00 | 0 | 12 | 77 | 166 | 65 | 13 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 337 |
| 11:00 | 1 | 21 | 101 | 155 | 72 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 369 |
| 12:00 PM | 0 | 12 | 101 | 188 | 94 | 11 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 412 |
| 1:00 | 0 | 18 | 79 | 226 | 72 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 408 |
| 2:00 | 5 | 17 | 80 | 213 | 93 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 417 |
| 3:00 | 9 | 18 | 77 | 159 | 67 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 351 |
| 4:00 | 1 | 21 | 107 | 190 | 75 | 13 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 409 |
| 5:00 | 0 | 15 | 64 | 181 | 64 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 337 |
| 6:00 | 0 | 5 | 69 | 132 | 37 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 250 |
| 7:00 | 2 | 8 | 69 | 101 | 44 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 232 |
| 8:00 | 0 | 10 | 31 | 73 | 42 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 163 |
| 9:00 | 0 | 10 | 34 | 70 | 34 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 165 |
| 10:00 | 0 | 4 | 26 | 51 | 24 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 111 |
| 11:00 | 0 | 5 | 21 | 25 | 26 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| Total | 23 | 209 | 1090 | 2195 | 956 | 191 | 26 | 7 | 1 | 0 | 0 | 1 | 0 | 4699 |

| | | | | |
|----------------------|-------|------|------|------|
| Percentile | 15th | 50th | 85th | 95th |
| Speed | 23 | 27 | 32 | 35 |
| Mean Speed (Average) | 27.4 | | | |
| 10 MPH Pace Speed | 21-30 | | | |
| Number in Pace | 3261 | | | |
| Percent in Pace | 69.4% | | | |
| Number > 30 MPH | 1182 | | | |
| Percent > 30 MPH | 25.2% | | | |

Accurate Counts
978-664-2565

Location : Harkney Hill Road
 Location : East of Hill Farm Road
 City/State: Coventry, RI
 Direction: WB

10749001

| 1/15/2023 | 0 - 15 | > 15 - | > 20 - | > 25 - | > 30 - | > 35 - | > 40 - | > 45 - | > 50 - | > 55 - | > 60 - | > 65 - | > 70 | Total |
|-----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|-------|
| Time | MPH | 20 MPH | 25 MPH | 30 MPH | 35 MPH | 40 MPH | 45 MPH | 50 MPH | 55 MPH | 60 MPH | 65 MPH | 70 MPH | MPH | |
| 12:00 AM | 0 | 2 | 17 | 22 | 8 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 1:00 | 0 | 4 | 13 | 11 | 6 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 39 |
| 2:00 | 0 | 1 | 11 | 4 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 3:00 | 0 | 1 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 4:00 | 1 | 3 | 2 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 5:00 | 0 | 2 | 4 | 3 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 6:00 | 0 | 3 | 7 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 7:00 | 0 | 2 | 8 | 17 | 17 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 8:00 | 0 | 5 | 25 | 37 | 22 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 96 |
| 9:00 | 0 | 3 | 37 | 81 | 50 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 186 |
| 10:00 | 1 | 8 | 49 | 148 | 77 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 301 |
| 11:00 | 0 | 3 | 50 | 163 | 76 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 303 |
| 12:00 PM | 0 | 7 | 107 | 220 | 79 | 22 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 437 |
| 1:00 | 0 | 14 | 83 | 157 | 90 | 17 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 365 |
| 2:00 | 0 | 11 | 51 | 175 | 101 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 351 |
| 3:00 | 1 | 12 | 31 | 165 | 102 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 336 |
| 4:00 | 0 | 5 | 43 | 147 | 79 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 282 |
| 5:00 | 0 | 8 | 52 | 127 | 69 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 264 |
| 6:00 | 3 | 6 | 43 | 105 | 47 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 215 |
| 7:00 | 3 | 9 | 43 | 65 | 44 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 175 |
| 8:00 | 0 | 5 | 34 | 61 | 35 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 136 |
| 9:00 | 0 | 6 | 19 | 34 | 17 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 |
| 10:00 | 0 | 10 | 22 | 26 | 18 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 80 |
| 11:00 | 0 | 2 | 11 | 22 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| Total | 9 | 132 | 767 | 1804 | 959 | 188 | 23 | 3 | 1 | 0 | 0 | 0 | 0 | 3886 |

| | | | | |
|----------------------|-------|------|------|------|
| Percentile | 15th | 50th | 85th | 95th |
| Speed | 24 | 28 | 32 | 35 |
| Mean Speed (Average) | 28.0 | | | |
| 10 MPH Pace Speed | 25-34 | | | |
| Number in Pace | 2759 | | | |
| Percent in Pace | 71.0% | | | |
| Number > 30 MPH | 1174 | | | |
| Percent > 30 MPH | 30.2% | | | |

Accurate Counts
978-664-2565

10749001

Location : Harkney Hill Road
Location : East of Hill Farm Road
City/State: Coventry, RI
Direction: WB

| 1/16/2023 | 0 - 15 | > 15 - | > 20 - | > 25 - | > 30 - | > 35 - | > 40 - | > 45 - | > 50 - | > 55 - | > 60 - | > 65 - | > 70 | Total |
|-----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|-------|
| Time | MPH | 20 MPH | 25 MPH | 30 MPH | 35 MPH | 40 MPH | 45 MPH | 50 MPH | 55 MPH | 60 MPH | 65 MPH | 70 MPH | MPH | |
| 12:00 AM | 0 | 3 | 4 | 7 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 1:00 | 0 | 0 | 4 | 2 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 2:00 | 0 | 3 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 3:00 | 0 | 1 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 4:00 | 1 | 1 | 5 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 5:00 | 0 | 3 | 8 | 3 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 6:00 | 1 | 4 | 20 | 19 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| 7:00 | 0 | 6 | 31 | 44 | 24 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 115 |
| 8:00 | 0 | 9 | 26 | 61 | 29 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 131 |
| 9:00 | 0 | 1 | 45 | 91 | 46 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 194 |
| 10:00 | 0 | 7 | 58 | 88 | 53 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 216 |
| 11:00 | 1 | 11 | 58 | 132 | 59 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 275 |
| 12:00 PM | 0 | 12 | 49 | 138 | 80 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 297 |
| 1:00 | 0 | 9 | 64 | 147 | 81 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 313 |
| 2:00 | 0 | 10 | 74 | 187 | 103 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 391 |
| 3:00 | 0 | 12 | 100 | 239 | 115 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 482 |
| 4:00 | 3 | 28 | 156 | 274 | 107 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 583 |
| 5:00 | 3 | 11 | 72 | 143 | 63 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 300 |
| 6:00 | 1 | 12 | 72 | 161 | 63 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 314 |
| 7:00 | 2 | 5 | 42 | 63 | 54 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 175 |
| 8:00 | 0 | 6 | 38 | 61 | 30 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 144 |
| 9:00 | 0 | 4 | 22 | 37 | 31 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| 10:00 | 0 | 5 | 14 | 31 | 16 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| 11:00 | 2 | 3 | 12 | 25 | 12 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 58 |
| Total | 14 | 166 | 977 | 1962 | 998 | 157 | 25 | 2 | 0 | 0 | 0 | 0 | 0 | 4301 |

| | | | | |
|----------------------|-------|------|------|------|
| Percentile | 15th | 50th | 85th | 95th |
| Speed | 24 | 28 | 32 | 35 |
| Mean Speed (Average) | 27.6 | | | |
| 10 MPH Pace Speed | 25-34 | | | |
| Number in Pace | 2960 | | | |
| Percent in Pace | 68.8% | | | |
| Number > 30 MPH | 1182 | | | |
| Percent > 30 MPH | 27.5% | | | |

Accurate Counts
978-664-2565

Location : Harkney Hill Road
Location : East of Hill Farm Road
City/State: Coventry, RI
Direction: WB

10749001

| 1/17/2023 Time | 0 - 15 MPH | > 15 - 20 MPH | > 20 - 25 MPH | > 25 - 30 MPH | > 30 - 35 MPH | > 35 - 40 MPH | > 40 - 45 MPH | > 45 - 50 MPH | > 50 - 55 MPH | > 55 - 60 MPH | > 60 - 65 MPH | > 65 - 70 MPH | > 70 MPH | Total |
|----------------------|---------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|-------------|-------|
| 12:00 AM | 0 | 4 | 5 | 14 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 1:00 | 0 | 2 | 4 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 2:00 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 0 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 4:00 | 0 | 1 | 5 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 5:00 | 0 | 1 | 2 | 7 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 6:00 | 0 | 5 | 12 | 27 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 7:00 | 1 | 4 | 39 | 87 | 41 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 182 |
| 8:00 | 6 | 6 | 46 | 56 | 51 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 177 |
| 9:00 | 1 | 15 | 54 | 106 | 35 | 11 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 224 |
| 10:00 | 0 | 13 | 38 | 90 | 48 | 12 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 204 |
| 11:00 | 1 | 10 | 60 | 133 | 65 | 17 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 287 |
| 12:00 PM | 0 | 8 | 68 | 165 | 82 | 12 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 341 |
| 1:00 | 4 | 16 | 62 | 153 | 84 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 337 |
| 2:00 | 2 | 12 | 92 | 205 | 94 | 14 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 422 |
| 3:00 | 6 | 15 | 111 | 293 | 98 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 537 |
| 4:00 | 6 | 41 | 246 | 305 | 88 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 699 |
| 5:00 | 1 | 28 | 222 | 260 | 85 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 604 |
| 6:00 | 2 | 10 | 98 | 175 | 60 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 355 |
| 7:00 | 0 | 9 | 52 | 130 | 64 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 264 |
| 8:00 | 0 | 9 | 51 | 90 | 47 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 210 |
| 9:00 | 0 | 7 | 44 | 56 | 27 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 135 |
| 10:00 | 0 | 5 | 14 | 33 | 20 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 79 |
| 11:00 | 0 | 1 | 4 | 6 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| Total | 30 | 222 | 1331 | 2402 | 1035 | 177 | 23 | 5 | 1 | 0 | 0 | 0 | 0 | 5226 |
| Percentile | | | | 15th | 50th | 85th | 95th | | | | | | | |
| Speed | | | | 23 | 27 | 32 | 34 | | | | | | | |
| Mean Speed (Average) | | | | 27.2 | | | | | | | | | | |
| 10 MPH Pace Speed | | | | 20-29 | | | | | | | | | | |
| Number in Pace | | | | 3689 | | | | | | | | | | |
| Percent in Pace | | | | 70.6% | | | | | | | | | | |
| Number > 30 MPH | | | | 1241 | | | | | | | | | | |
| Percent > 30 MPH | | | | 23.7% | | | | | | | | | | |
| Grand Total | 214 | 1459 | 8390 | 15450 | 6985 | 1312 | 190 | 34 | 5 | 0 | 0 | 1 | 0 | 34040 |
| Percentile | | | | 15th | 50th | 85th | 95th | | | | | | | |
| Speed | | | | 23 | 27 | 32 | 35 | | | | | | | |
| Mean Speed (Average) | | | | 27.3 | | | | | | | | | | |
| 10 MPH Pace Speed | | | | 21-30 | | | | | | | | | | |
| Number in Pace | | | | 23587 | | | | | | | | | | |
| Percent in Pace | | | | 69.3% | | | | | | | | | | |
| Number > 30 MPH | | | | 8527 | | | | | | | | | | |
| Percent > 30 MPH | | | | 25.0% | | | | | | | | | | |

Accurate Counts
978-664-2565

Location : Harkney Hill Road
 Location : East of Hill Farm Road
 City/State: Coventry, RI
 Direction: EB

10749001

| 1/11/2023 | 0 - 15 | > 15 - | > 20 - | > 25 - | > 30 - | > 35 - | > 40 - | > 45 - | > 50 - | > 55 - | > 60 - | > 65 - | > 70 | Total |
|-----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|-------|
| Time | MPH | 20 MPH | 25 MPH | 30 MPH | 35 MPH | 40 MPH | 45 MPH | 50 MPH | 55 MPH | 60 MPH | 65 MPH | 70 MPH | MPH | |
| 12:00 AM | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 1:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:00 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 3:00 | 0 | 1 | 1 | 1 | 10 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 4:00 | 0 | 2 | 2 | 3 | 21 | 22 | 18 | 2 | 1 | 0 | 0 | 0 | 0 | 71 |
| 5:00 | 0 | 4 | 0 | 7 | 43 | 66 | 29 | 5 | 1 | 0 | 0 | 0 | 0 | 155 |
| 6:00 | 2 | 2 | 12 | 51 | 90 | 52 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 225 |
| 7:00 | 0 | 2 | 22 | 61 | 98 | 65 | 15 | 0 | 2 | 0 | 0 | 0 | 0 | 265 |
| 8:00 | 0 | 3 | 5 | 43 | 94 | 54 | 14 | 1 | 2 | 0 | 0 | 0 | 0 | 216 |
| 9:00 | 0 | 1 | 7 | 22 | 71 | 63 | 20 | 2 | 3 | 0 | 0 | 0 | 0 | 189 |
| 10:00 | 0 | 3 | 11 | 33 | 87 | 62 | 18 | 8 | 0 | 0 | 0 | 0 | 0 | 222 |
| 11:00 | 1 | 0 | 16 | 31 | 63 | 67 | 15 | 4 | 1 | 0 | 0 | 0 | 0 | 198 |
| 12:00 PM | 0 | 3 | 4 | 37 | 62 | 74 | 15 | 3 | 2 | 0 | 0 | 0 | 0 | 200 |
| 1:00 | 1 | 1 | 6 | 41 | 59 | 84 | 26 | 2 | 1 | 0 | 0 | 0 | 0 | 221 |
| 2:00 | 0 | 0 | 10 | 29 | 79 | 64 | 31 | 4 | 1 | 0 | 0 | 0 | 0 | 218 |
| 3:00 | 0 | 1 | 6 | 36 | 88 | 66 | 17 | 5 | 2 | 0 | 1 | 0 | 0 | 222 |
| 4:00 | 0 | 1 | 7 | 28 | 57 | 52 | 13 | 1 | 1 | 0 | 0 | 0 | 0 | 160 |
| 5:00 | 1 | 1 | 3 | 21 | 69 | 64 | 11 | 2 | 0 | 0 | 1 | 0 | 0 | 173 |
| 6:00 | 0 | 0 | 8 | 25 | 59 | 48 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 153 |
| 7:00 | 0 | 0 | 2 | 18 | 33 | 33 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 95 |
| 8:00 | 0 | 1 | 3 | 7 | 18 | 10 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 50 |
| 9:00 | 0 | 1 | 1 | 4 | 15 | 11 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 10:00 | 0 | 0 | 1 | 7 | 12 | 13 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 36 |
| 11:00 | 0 | 0 | 1 | 2 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| Total | 5 | 27 | 128 | 508 | 1144 | 976 | 297 | 46 | 17 | 0 | 2 | 0 | 0 | 3150 |

| | |
|----------------------|-------|
| Percentile | 15th |
| Speed | 29 |
| Mean Speed (Average) | 34.0 |
| 10 MPH Pace Speed | 30-39 |
| Number in Pace | 2111 |
| Percent in Pace | 67.0% |
| Number > 30 MPH | 2482 |
| Percent > 30 MPH | 78.8% |

Accurate Counts
978-664-2565

Location : Harkney Hill Road
 Location : East of Hill Farm Road
 City/State: Coventry, RI
 Direction: EB

10749001

| 1/12/2023 Time | 0 - 15 MPH | > 15 - 20 MPH | > 20 - 25 MPH | > 25 - 30 MPH | > 30 - 35 MPH | > 35 - 40 MPH | > 40 - 45 MPH | > 45 - 50 MPH | > 50 - 55 MPH | > 55 - 60 MPH | > 60 - 65 MPH | > 65 - 70 MPH | > 70 MPH | Total |
|-------------------|---------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|-------------|-------|
| 12:00 AM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 7 |
| 2:00 | 0 | 0 | 0 | 2 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 3:00 | 0 | 0 | 1 | 0 | 7 | 9 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 21 |
| 4:00 | 0 | 0 | 1 | 4 | 19 | 15 | 16 | 4 | 3 | 0 | 0 | 0 | 0 | 62 |
| 5:00 | 0 | 0 | 5 | 18 | 48 | 65 | 25 | 10 | 0 | 0 | 0 | 0 | 0 | 171 |
| 6:00 | 0 | 1 | 13 | 49 | 132 | 101 | 25 | 3 | 0 | 0 | 0 | 0 | 0 | 324 |
| 7:00 | 0 | 4 | 16 | 71 | 133 | 114 | 23 | 6 | 0 | 0 | 0 | 0 | 0 | 367 |
| 8:00 | 0 | 3 | 10 | 44 | 110 | 88 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 272 |
| 9:00 | 0 | 4 | 8 | 33 | 78 | 78 | 21 | 1 | 2 | 0 | 0 | 0 | 0 | 225 |
| 10:00 | 0 | 0 | 8 | 27 | 93 | 45 | 16 | 3 | 1 | 0 | 0 | 0 | 0 | 193 |
| 11:00 | 0 | 0 | 9 | 32 | 91 | 63 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 210 |
| 12:00 PM | 0 | 0 | 11 | 30 | 70 | 76 | 18 | 2 | 1 | 0 | 0 | 0 | 0 | 208 |
| 1:00 | 0 | 0 | 8 | 26 | 96 | 59 | 26 | 3 | 0 | 0 | 0 | 0 | 0 | 218 |
| 2:00 | 0 | 1 | 20 | 49 | 82 | 70 | 16 | 2 | 2 | 0 | 0 | 0 | 0 | 242 |
| 3:00 | 0 | 0 | 7 | 31 | 84 | 59 | 18 | 2 | 1 | 0 | 0 | 0 | 0 | 202 |
| 4:00 | 0 | 3 | 8 | 40 | 74 | 45 | 14 | 0 | 0 | 1 | 0 | 0 | 0 | 185 |
| 5:00 | 0 | 0 | 9 | 35 | 75 | 61 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 196 |
| 6:00 | 0 | 1 | 13 | 21 | 72 | 54 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 177 |
| 7:00 | 0 | 1 | 3 | 22 | 37 | 32 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 110 |
| 8:00 | 0 | 2 | 5 | 15 | 13 | 11 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 52 |
| 9:00 | 0 | 0 | 1 | 8 | 17 | 18 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 10:00 | 0 | 0 | 3 | 6 | 19 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 11:00 | 0 | 0 | 1 | 5 | 9 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| Total | 0 | 20 | 160 | 569 | 1364 | 1085 | 310 | 47 | 10 | 1 | 0 | 0 | 0 | 3566 |

| | | | | |
|----------------------|-------|------|------|------|
| Percentile | 15th | 50th | 85th | 95th |
| Speed | 29 | 34 | 39 | 42 |
| Mean Speed (Average) | 33.9 | | | |
| 10 MPH Pace Speed | 30-39 | | | |
| Number in Pace | 2439 | | | |
| Percent in Pace | 68.4% | | | |
| Number > 30 MPH | 2817 | | | |
| Percent > 30 MPH | 79.0% | | | |

Accurate Counts
978-664-2565

10749001

Location : Harkney Hill Road
Location : East of Hill Farm Road
City/State: Coventry, RI
Direction: EB

| 1/13/2023 | 0 - 15 | > 15 - | > 20 - | > 25 - | > 30 - | > 35 - | > 40 - | > 45 - | > 50 - | > 55 - | > 60 - | > 65 - | > 70 | Total |
|-----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|-------|
| Time | MPH | 20 MPH | 25 MPH | 30 MPH | 35 MPH | 40 MPH | 45 MPH | 50 MPH | 55 MPH | 60 MPH | 65 MPH | 70 MPH | MPH | |
| 12:00 AM | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 1:00 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 2:00 | 0 | 0 | 1 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 3:00 | 0 | 0 | 1 | 2 | 10 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 20 |
| 4:00 | 1 | 0 | 3 | 13 | 20 | 28 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 74 |
| 5:00 | 2 | 0 | 7 | 25 | 54 | 65 | 34 | 4 | 0 | 0 | 0 | 0 | 0 | 191 |
| 6:00 | 0 | 1 | 24 | 65 | 154 | 86 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 347 |
| 7:00 | 0 | 3 | 33 | 96 | 190 | 134 | 29 | 4 | 0 | 0 | 0 | 0 | 0 | 489 |
| 8:00 | 0 | 2 | 19 | 71 | 133 | 111 | 32 | 6 | 0 | 0 | 0 | 0 | 0 | 374 |
| 9:00 | 0 | 2 | 13 | 42 | 85 | 85 | 24 | 8 | 0 | 0 | 0 | 0 | 0 | 259 |
| 10:00 | 0 | 2 | 5 | 27 | 93 | 73 | 24 | 5 | 0 | 0 | 0 | 0 | 0 | 229 |
| 11:00 | 0 | 2 | 6 | 42 | 84 | 82 | 25 | 7 | 1 | 0 | 0 | 0 | 0 | 249 |
| 12:00 PM | 1 | 1 | 14 | 40 | 106 | 70 | 16 | 5 | 2 | 0 | 0 | 0 | 0 | 255 |
| 1:00 | 0 | 2 | 13 | 47 | 108 | 91 | 20 | 3 | 0 | 0 | 0 | 0 | 0 | 284 |
| 2:00 | 0 | 0 | 12 | 34 | 87 | 82 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 238 |
| 3:00 | 0 | 0 | 16 | 38 | 93 | 62 | 26 | 4 | 1 | 0 | 0 | 0 | 0 | 240 |
| 4:00 | 1 | 3 | 9 | 56 | 113 | 79 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 283 |
| 5:00 | 1 | 3 | 16 | 67 | 113 | 75 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 297 |
| 6:00 | 0 | 2 | 13 | 37 | 99 | 70 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 240 |
| 7:00 | 0 | 0 | 4 | 28 | 48 | 44 | 17 | 0 | 1 | 0 | 0 | 0 | 0 | 142 |
| 8:00 | 0 | 1 | 2 | 11 | 25 | 23 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 68 |
| 9:00 | 1 | 0 | 1 | 7 | 19 | 23 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 58 |
| 10:00 | 0 | 0 | 2 | 4 | 17 | 16 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 48 |
| 11:00 | 0 | 0 | 0 | 2 | 7 | 10 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 23 |
| Total | 7 | 24 | 214 | 758 | 1667 | 1317 | 370 | 61 | 9 | 0 | 0 | 0 | 0 | 4427 |

| | | | | |
|----------------------|-------|------|------|------|
| Percentile | 15th | 50th | 85th | 95th |
| Speed | 29 | 34 | 38 | 42 |
| Mean Speed (Average) | 33.7 | | | |
| 10 MPH Pace Speed | 30-39 | | | |
| Number in Pace | 2973 | | | |
| Percent in Pace | 67.2% | | | |
| Number > 30 MPH | 3424 | | | |
| Percent > 30 MPH | 77.3% | | | |

Accurate Counts
978-664-2565

10749001

Location : Harkney Hill Road
Location : East of Hill Farm Road
City/State: Coventry, RI
Direction: EB

| 1/14/2023 | 0 - 15 | > 15 - | > 20 - | > 25 - | > 30 - | > 35 - | > 40 - | > 45 - | > 50 - | > 55 - | > 60 - | > 65 - | > 70 | Total |
|-----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|-------|
| Time | MPH | 20 MPH | 25 MPH | 30 MPH | 35 MPH | 40 MPH | 45 MPH | 50 MPH | 55 MPH | 60 MPH | 65 MPH | 70 MPH | MPH | |
| 12:00 AM | 0 | 0 | 0 | 2 | 7 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 18 |
| 1:00 | 0 | 0 | 0 | 2 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 2:00 | 0 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 3:00 | 0 | 0 | 0 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 4:00 | 0 | 0 | 3 | 3 | 9 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 26 |
| 5:00 | 0 | 0 | 0 | 4 | 14 | 14 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 6:00 | 0 | 1 | 2 | 14 | 38 | 27 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 93 |
| 7:00 | 0 | 0 | 4 | 20 | 52 | 34 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 122 |
| 8:00 | 0 | 1 | 5 | 24 | 74 | 54 | 27 | 3 | 0 | 0 | 0 | 0 | 0 | 188 |
| 9:00 | 0 | 0 | 4 | 41 | 92 | 61 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 215 |
| 10:00 | 0 | 0 | 7 | 27 | 96 | 72 | 17 | 3 | 0 | 0 | 1 | 0 | 0 | 223 |
| 11:00 | 0 | 1 | 17 | 32 | 103 | 71 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 243 |
| 12:00 PM | 0 | 0 | 5 | 28 | 79 | 65 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 197 |
| 1:00 | 0 | 0 | 11 | 39 | 84 | 66 | 20 | 0 | 1 | 0 | 0 | 0 | 0 | 221 |
| 2:00 | 0 | 2 | 3 | 36 | 68 | 54 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 182 |
| 3:00 | 0 | 0 | 7 | 35 | 86 | 44 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 179 |
| 4:00 | 0 | 1 | 6 | 36 | 67 | 57 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 175 |
| 5:00 | 0 | 1 | 12 | 25 | 84 | 45 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 182 |
| 6:00 | 0 | 0 | 7 | 17 | 52 | 43 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 134 |
| 7:00 | 0 | 2 | 2 | 17 | 42 | 22 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 101 |
| 8:00 | 0 | 0 | 2 | 7 | 15 | 22 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 53 |
| 9:00 | 0 | 1 | 2 | 4 | 13 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 10:00 | 0 | 0 | 3 | 6 | 4 | 10 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 11:00 | 0 | 0 | 1 | 4 | 9 | 9 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 29 |
| Total | 0 | 10 | 103 | 427 | 1095 | 796 | 236 | 33 | 2 | 0 | 1 | 0 | 0 | 2703 |

| | | | | |
|----------------------|-------|------|------|------|
| Percentile | 15th | 50th | 85th | 95th |
| Speed | 29 | 34 | 38 | 42 |
| Mean Speed (Average) | 33.9 | | | |
| 10 MPH Pace Speed | 30-39 | | | |
| Number in Pace | 1884 | | | |
| Percent in Pace | 69.7% | | | |
| Number > 30 MPH | 2163 | | | |
| Percent > 30 MPH | 80.0% | | | |

Accurate Counts
978-664-2565

10749001

Location : Harkney Hill Road
Location : East of Hill Farm Road
City/State: Coventry, RI
Direction: EB

| 1/15/2023 | 0 - 15 | > 15 - | > 20 - | > 25 - | > 30 - | > 35 - | > 40 - | > 45 - | > 50 - | > 55 - | > 60 - | > 65 - | > 70 | Total |
|-----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|-------|
| Time | MPH | 20 MPH | 25 MPH | 30 MPH | 35 MPH | 40 MPH | 45 MPH | 50 MPH | 55 MPH | 60 MPH | 65 MPH | 70 MPH | MPH | |
| 12:00 AM | 0 | 0 | 2 | 2 | 7 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 1:00 | 0 | 0 | 0 | 1 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 2:00 | 0 | 0 | 2 | 0 | 2 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 3:00 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:00 | 0 | 0 | 1 | 0 | 6 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 15 |
| 5:00 | 0 | 0 | 1 | 3 | 8 | 7 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 6:00 | 0 | 0 | 1 | 7 | 14 | 10 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 7:00 | 0 | 0 | 3 | 5 | 30 | 27 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 76 |
| 8:00 | 0 | 2 | 2 | 14 | 48 | 48 | 13 | 5 | 1 | 0 | 0 | 0 | 0 | 133 |
| 9:00 | 0 | 1 | 7 | 25 | 70 | 59 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 180 |
| 10:00 | 0 | 1 | 6 | 24 | 77 | 56 | 26 | 4 | 0 | 0 | 0 | 0 | 0 | 194 |
| 11:00 | 0 | 2 | 4 | 27 | 89 | 69 | 19 | 3 | 0 | 0 | 0 | 0 | 0 | 213 |
| 12:00 PM | 1 | 2 | 5 | 25 | 79 | 70 | 23 | 4 | 0 | 0 | 0 | 0 | 0 | 209 |
| 1:00 | 0 | 1 | 10 | 17 | 77 | 55 | 20 | 6 | 0 | 0 | 0 | 0 | 0 | 186 |
| 2:00 | 0 | 0 | 3 | 19 | 53 | 59 | 26 | 1 | 0 | 0 | 0 | 0 | 0 | 161 |
| 3:00 | 0 | 0 | 5 | 20 | 58 | 60 | 15 | 2 | 0 | 0 | 0 | 1 | 0 | 161 |
| 4:00 | 0 | 2 | 0 | 29 | 61 | 57 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 167 |
| 5:00 | 0 | 0 | 3 | 22 | 50 | 50 | 6 | 2 | 0 | 0 | 1 | 0 | 0 | 134 |
| 6:00 | 0 | 0 | 2 | 9 | 53 | 31 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 110 |
| 7:00 | 0 | 0 | 0 | 15 | 33 | 21 | 12 | 2 | 1 | 0 | 0 | 0 | 0 | 84 |
| 8:00 | 0 | 0 | 1 | 10 | 23 | 16 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 62 |
| 9:00 | 0 | 0 | 0 | 9 | 19 | 9 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 45 |
| 10:00 | 0 | 0 | 2 | 5 | 8 | 7 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 27 |
| 11:00 | 0 | 0 | 2 | 5 | 5 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| Total | 1 | 11 | 62 | 294 | 874 | 728 | 266 | 43 | 2 | 0 | 1 | 1 | 0 | 2283 |

| | | | | |
|----------------------|-------|------|------|------|
| Percentile | 15th | 50th | 85th | 95th |
| Speed | 30 | 35 | 40 | 43 |
| Mean Speed (Average) | 34.6 | | | |
| 10 MPH Pace Speed | 30-39 | | | |
| Number in Pace | 1593 | | | |
| Percent in Pace | 69.8% | | | |
| Number > 30 MPH | 1915 | | | |
| Percent > 30 MPH | 83.9% | | | |

Accurate Counts
978-664-2565

Location : Harkney Hill Road
 Location : East of Hill Farm Road
 City/State: Coventry, RI
 Direction: EB

10749001

| 1/16/2023 | 0 - 15 | > 15 - | > 20 - | > 25 - | > 30 - | > 35 - | > 40 - | > 45 - | > 50 - | > 55 - | > 60 - | > 65 - | > 70 | Total |
|--------------|----------|-----------|-----------|------------|------------|------------|------------|-----------|----------|----------|----------|----------|----------|-------------|
| Time | MPH | 20 MPH | 25 MPH | 30 MPH | 35 MPH | 40 MPH | 45 MPH | 50 MPH | 55 MPH | 60 MPH | 65 MPH | 70 MPH | MPH | |
| 12:00 AM | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 1:00 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 2:00 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 3:00 | 0 | 0 | 3 | 1 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 4:00 | 0 | 1 | 0 | 2 | 13 | 18 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 43 |
| 5:00 | 0 | 2 | 4 | 18 | 50 | 30 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 118 |
| 6:00 | 0 | 3 | 5 | 32 | 85 | 51 | 12 | 2 | 1 | 0 | 0 | 0 | 0 | 191 |
| 7:00 | 0 | 0 | 7 | 28 | 75 | 64 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 193 |
| 8:00 | 0 | 0 | 11 | 32 | 85 | 63 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 208 |
| 9:00 | 0 | 1 | 5 | 37 | 76 | 44 | 14 | 4 | 1 | 0 | 0 | 0 | 0 | 182 |
| 10:00 | 0 | 2 | 4 | 32 | 62 | 52 | 11 | 1 | 1 | 0 | 0 | 0 | 0 | 165 |
| 11:00 | 0 | 2 | 8 | 38 | 77 | 44 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 185 |
| 12:00 PM | 0 | 1 | 4 | 30 | 77 | 85 | 18 | 3 | 1 | 0 | 0 | 0 | 0 | 219 |
| 1:00 | 0 | 1 | 9 | 28 | 57 | 62 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 181 |
| 2:00 | 0 | 1 | 5 | 23 | 59 | 64 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 169 |
| 3:00 | 0 | 2 | 6 | 26 | 49 | 48 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 151 |
| 4:00 | 0 | 1 | 6 | 27 | 58 | 45 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 151 |
| 5:00 | 0 | 0 | 2 | 18 | 45 | 32 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 102 |
| 6:00 | 0 | 0 | 4 | 14 | 50 | 44 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 124 |
| 7:00 | 0 | 0 | 3 | 10 | 19 | 20 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 64 |
| 8:00 | 0 | 0 | 1 | 6 | 20 | 15 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 51 |
| 9:00 | 1 | 0 | 2 | 1 | 9 | 11 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 31 |
| 10:00 | 0 | 0 | 0 | 2 | 11 | 9 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 28 |
| 11:00 | 0 | 0 | 1 | 1 | 4 | 3 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 18 |
| Total | 1 | 17 | 90 | 407 | 992 | 811 | 240 | 35 | 9 | 0 | 0 | 0 | 0 | 2602 |

| | | | | |
|----------------------|-------|------|------|------|
| Percentile | 15th | 50th | 85th | 95th |
| Speed | 29 | 34 | 39 | 42 |
| Mean Speed (Average) | 34.1 | | | |
| 10 MPH Pace Speed | 30-39 | | | |
| Number in Pace | 1795 | | | |
| Percent in Pace | 69.0% | | | |
| Number > 30 MPH | 2087 | | | |
| Percent > 30 MPH | 80.2% | | | |

Accurate Counts
978-664-2565

Location : Harkney Hill Road
Location : East of Hill Farm Road
City/State: Coventry, RI
Direction: EB

10749001

| 1/17/2023 Time | 0 - 15 MPH | > 15 - 20 MPH | > 20 - 25 MPH | > 25 - 30 MPH | > 30 - 35 MPH | > 35 - 40 MPH | > 40 - 45 MPH | > 45 - 50 MPH | > 50 - 55 MPH | > 55 - 60 MPH | > 60 - 65 MPH | > 65 - 70 MPH | > 70 MPH | Total |
|-------------------|---------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|-------------|-------------|
| 12:00 AM | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:00 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:00 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 3:00 | 0 | 0 | 0 | 2 | 4 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 4:00 | 0 | 1 | 0 | 7 | 13 | 27 | 14 | 5 | 1 | 1 | 0 | 0 | 0 | 69 |
| 5:00 | 0 | 0 | 3 | 12 | 59 | 66 | 27 | 3 | 0 | 0 | 0 | 0 | 0 | 170 |
| 6:00 | 0 | 2 | 15 | 50 | 105 | 77 | 26 | 0 | 0 | 0 | 1 | 0 | 0 | 276 |
| 7:00 | 0 | 4 | 22 | 62 | 133 | 92 | 24 | 3 | 1 | 0 | 0 | 0 | 0 | 341 |
| 8:00 | 0 | 2 | 4 | 32 | 98 | 85 | 26 | 2 | 0 | 0 | 0 | 0 | 0 | 249 |
| 9:00 | 0 | 0 | 5 | 24 | 111 | 76 | 41 | 5 | 1 | 0 | 0 | 0 | 0 | 263 |
| 10:00 | 0 | 1 | 8 | 20 | 94 | 87 | 39 | 6 | 1 | 0 | 0 | 0 | 0 | 256 |
| 11:00 | 1 | 1 | 10 | 21 | 72 | 72 | 28 | 5 | 0 | 0 | 0 | 0 | 0 | 210 |
| 12:00 PM | 0 | 0 | 0 | 22 | 107 | 78 | 50 | 6 | 2 | 0 | 1 | 0 | 0 | 266 |
| 1:00 | 0 | 1 | 11 | 39 | 88 | 84 | 28 | 9 | 1 | 1 | 0 | 0 | 0 | 262 |
| 2:00 | 0 | 1 | 7 | 43 | 61 | 72 | 32 | 5 | 1 | 0 | 0 | 0 | 0 | 222 |
| 3:00 | 0 | 3 | 9 | 46 | 88 | 66 | 20 | 6 | 1 | 0 | 0 | 0 | 0 | 239 |
| 4:00 | 0 | 1 | 11 | 36 | 92 | 72 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 223 |
| 5:00 | 0 | 1 | 4 | 34 | 83 | 62 | 12 | 2 | 0 | 0 | 1 | 0 | 0 | 199 |
| 6:00 | 0 | 2 | 7 | 21 | 74 | 49 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 169 |
| 7:00 | 0 | 0 | 3 | 5 | 28 | 25 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 72 |
| 8:00 | 0 | 0 | 1 | 8 | 24 | 18 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 9:00 | 0 | 0 | 0 | 6 | 15 | 6 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 43 |
| 10:00 | 0 | 0 | 1 | 1 | 6 | 11 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 27 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| Total | 1 | 20 | 122 | 492 | 1359 | 1135 | 432 | 65 | 11 | 2 | 3 | 0 | 0 | 3642 |

| | | | | |
|----------------------|-------|------|------|------|
| Percentile | 15th | 50th | 85th | 95th |
| Speed | 30 | 35 | 40 | 43 |
| Mean Speed (Average) | 34.6 | | | |
| 10 MPH Pace Speed | 30-39 | | | |
| Number in Pace | 2481 | | | |
| Percent in Pace | 68.1% | | | |
| Number > 30 MPH | 3007 | | | |
| Percent > 30 MPH | 82.6% | | | |

| | | | | | | | | | | | | | | |
|----------------------|-----------|------------|------------|-------------|-------------|-------------|-------------|------------|-----------|----------|----------|----------|----------|--------------|
| Grand Total | 15 | 129 | 879 | 3455 | 8495 | 6848 | 2151 | 330 | 60 | 3 | 7 | 1 | 0 | 22373 |
| Percentile | 15th | | | | 50th | 85th | 95th | | | | | | | |
| Speed | 29 | | | | 34 | 39 | 42 | | | | | | | |
| Mean Speed (Average) | 34.1 | | | | | | | | | | | | | |
| 10 MPH Pace Speed | 30-39 | | | | | | | | | | | | | |
| Number in Pace | 15275 | | | | | | | | | | | | | |
| Percent in Pace | 68.3% | | | | | | | | | | | | | |
| Number > 30 MPH | 17895 | | | | | | | | | | | | | |
| Percent > 30 MPH | 80.0% | | | | | | | | | | | | | |

Accurate Counts
978-664-2565

Location : Harkney Hill Road
Location : East of Hill Farm Road
City/State: Coventry, RI
Direction: Combined

10749001

| 1/11/2023 | 0 - 15 | > 15 - | > 20 - | > 25 - | > 30 - | > 35 - | > 40 - | > 45 - | > 50 - | > 55 - | > 60 - | > 65 - | > 70 | Total |
|-----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|-------|
| Time | MPH | 20 MPH | 25 MPH | 30 MPH | 35 MPH | 40 MPH | 45 MPH | 50 MPH | 55 MPH | 60 MPH | 65 MPH | 70 MPH | MPH | |
| 12:00 AM | 0 | 2 | 14 | 18 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 1:00 | 0 | 1 | 2 | 7 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 19 |
| 2:00 | 0 | 3 | 1 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 3:00 | 0 | 1 | 4 | 3 | 12 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 4:00 | 0 | 2 | 4 | 11 | 24 | 22 | 18 | 2 | 1 | 0 | 0 | 0 | 0 | 84 |
| 5:00 | 0 | 4 | 5 | 10 | 47 | 67 | 29 | 5 | 1 | 0 | 0 | 0 | 0 | 168 |
| 6:00 | 2 | 7 | 34 | 78 | 102 | 58 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 297 |
| 7:00 | 8 | 13 | 58 | 135 | 138 | 73 | 18 | 1 | 2 | 0 | 0 | 0 | 0 | 446 |
| 8:00 | 2 | 11 | 54 | 131 | 145 | 64 | 17 | 2 | 2 | 0 | 0 | 0 | 0 | 428 |
| 9:00 | 1 | 4 | 42 | 119 | 137 | 73 | 23 | 2 | 3 | 0 | 0 | 0 | 0 | 404 |
| 10:00 | 0 | 19 | 69 | 134 | 119 | 77 | 19 | 8 | 0 | 0 | 0 | 0 | 0 | 445 |
| 11:00 | 1 | 11 | 58 | 165 | 130 | 77 | 17 | 4 | 1 | 0 | 0 | 0 | 0 | 464 |
| 12:00 PM | 8 | 17 | 61 | 201 | 154 | 81 | 15 | 3 | 2 | 0 | 0 | 0 | 0 | 542 |
| 1:00 | 1 | 16 | 75 | 180 | 152 | 101 | 26 | 4 | 1 | 0 | 0 | 0 | 0 | 556 |
| 2:00 | 11 | 14 | 111 | 215 | 172 | 76 | 32 | 4 | 1 | 0 | 0 | 0 | 0 | 636 |
| 3:00 | 0 | 17 | 138 | 331 | 214 | 83 | 20 | 5 | 2 | 0 | 1 | 0 | 0 | 811 |
| 4:00 | 18 | 33 | 194 | 333 | 159 | 65 | 14 | 2 | 1 | 0 | 0 | 0 | 0 | 819 |
| 5:00 | 11 | 43 | 171 | 313 | 165 | 79 | 12 | 2 | 0 | 0 | 1 | 0 | 0 | 797 |
| 6:00 | 0 | 11 | 116 | 223 | 131 | 62 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 558 |
| 7:00 | 6 | 7 | 54 | 151 | 88 | 40 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 356 |
| 8:00 | 1 | 11 | 65 | 113 | 61 | 19 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 281 |
| 9:00 | 1 | 11 | 35 | 46 | 44 | 13 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 157 |
| 10:00 | 1 | 6 | 31 | 35 | 29 | 17 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 123 |
| 11:00 | 0 | 11 | 21 | 25 | 23 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| Total | 72 | 275 | 1417 | 2981 | 2266 | 1157 | 323 | 52 | 17 | 0 | 2 | 0 | 0 | 8562 |

| | | | | |
|----------------------|-------|------|------|------|
| Percentile | 15th | 50th | 85th | 95th |
| Speed | 24 | 29 | 36 | 40 |
| Mean Speed (Average) | 29.7 | | | |
| 10 MPH Pace Speed | 25-34 | | | |
| Number in Pace | 5230 | | | |
| Percent in Pace | 61.1% | | | |
| Number > 30 MPH | 3817 | | | |
| Percent > 30 MPH | 44.6% | | | |

Accurate Counts
978-664-2565

Location : Harkney Hill Road
 Location : East of Hill Farm Road
 City/State: Coventry, RI
 Direction: Combined

10749001

| 1/12/2023 | 0 - 15 | > 15 - | > 20 - | > 25 - | > 30 - | > 35 - | > 40 - | > 45 - | > 50 - | > 55 - | > 60 - | > 65 - | > 70 | Total |
|-----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|-------|
| Time | MPH | 20 MPH | 25 MPH | 30 MPH | 35 MPH | 40 MPH | 45 MPH | 50 MPH | 55 MPH | 60 MPH | 65 MPH | 70 MPH | MPH | |
| 12:00 AM | 0 | 3 | 12 | 18 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 1:00 | 0 | 4 | 4 | 7 | 5 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 26 |
| 2:00 | 0 | 4 | 2 | 4 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 3:00 | 0 | 0 | 3 | 3 | 10 | 9 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 29 |
| 4:00 | 1 | 0 | 5 | 7 | 20 | 15 | 16 | 4 | 3 | 0 | 0 | 0 | 0 | 71 |
| 5:00 | 0 | 0 | 6 | 20 | 51 | 67 | 25 | 10 | 0 | 0 | 0 | 0 | 0 | 179 |
| 6:00 | 0 | 10 | 30 | 79 | 143 | 104 | 25 | 3 | 0 | 0 | 0 | 0 | 0 | 394 |
| 7:00 | 1 | 6 | 53 | 133 | 173 | 123 | 24 | 6 | 0 | 0 | 0 | 0 | 0 | 519 |
| 8:00 | 5 | 11 | 59 | 121 | 157 | 94 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 466 |
| 9:00 | 0 | 8 | 44 | 141 | 122 | 94 | 22 | 2 | 2 | 0 | 0 | 0 | 0 | 435 |
| 10:00 | 0 | 7 | 54 | 146 | 144 | 60 | 16 | 4 | 1 | 0 | 0 | 0 | 0 | 432 |
| 11:00 | 0 | 7 | 73 | 157 | 136 | 71 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 461 |
| 12:00 PM | 2 | 13 | 93 | 177 | 147 | 91 | 20 | 2 | 1 | 0 | 0 | 0 | 0 | 546 |
| 1:00 | 0 | 4 | 96 | 181 | 161 | 72 | 26 | 3 | 0 | 0 | 0 | 0 | 0 | 543 |
| 2:00 | 5 | 24 | 114 | 254 | 163 | 83 | 19 | 2 | 2 | 0 | 0 | 0 | 0 | 666 |
| 3:00 | 2 | 24 | 129 | 294 | 181 | 71 | 21 | 2 | 1 | 0 | 0 | 0 | 0 | 725 |
| 4:00 | 2 | 38 | 233 | 320 | 149 | 56 | 16 | 0 | 0 | 1 | 0 | 0 | 0 | 815 |
| 5:00 | 0 | 21 | 241 | 277 | 146 | 77 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 779 |
| 6:00 | 2 | 16 | 118 | 193 | 130 | 62 | 15 | 1 | 1 | 0 | 0 | 0 | 0 | 538 |
| 7:00 | 0 | 9 | 89 | 152 | 89 | 38 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 394 |
| 8:00 | 0 | 22 | 54 | 101 | 55 | 22 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 263 |
| 9:00 | 0 | 8 | 45 | 63 | 49 | 26 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 200 |
| 10:00 | 0 | 2 | 24 | 29 | 35 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 106 |
| 11:00 | 0 | 4 | 18 | 37 | 25 | 13 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 106 |
| Total | 20 | 245 | 1599 | 2914 | 2305 | 1271 | 341 | 51 | 11 | 1 | 0 | 0 | 0 | 8758 |

| | | | | |
|----------------------|-------|------|------|------|
| Percentile | 15th | 50th | 85th | 95th |
| Speed | 24 | 29 | 36 | 40 |
| Mean Speed (Average) | 29.8 | | | |
| 10 MPH Pace Speed | 25-34 | | | |
| Number in Pace | 5205 | | | |
| Percent in Pace | 59.4% | | | |
| Number > 30 MPH | 3980 | | | |
| Percent > 30 MPH | 45.4% | | | |

Accurate Counts
978-664-2565

10749001

Location : Harkney Hill Road
Location : East of Hill Farm Road
City/State: Coventry, RI
Direction: Combined

| 1/13/2023 | 0 - 15 | > 15 - | > 20 - | > 25 - | > 30 - | > 35 - | > 40 - | > 45 - | > 50 - | > 55 - | > 60 - | > 65 - | > 70 | Total |
|-----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|-------|
| Time | MPH | 20 MPH | 25 MPH | 30 MPH | 35 MPH | 40 MPH | 45 MPH | 50 MPH | 55 MPH | 60 MPH | 65 MPH | 70 MPH | MPH | |
| 12:00 AM | 0 | 1 | 14 | 19 | 11 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 1:00 | 0 | 2 | 6 | 6 | 4 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 22 |
| 2:00 | 0 | 0 | 3 | 4 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 3:00 | 0 | 0 | 6 | 3 | 11 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 27 |
| 4:00 | 1 | 3 | 5 | 16 | 21 | 28 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 83 |
| 5:00 | 2 | 0 | 12 | 27 | 59 | 66 | 34 | 4 | 0 | 0 | 0 | 0 | 0 | 204 |
| 6:00 | 0 | 7 | 35 | 87 | 166 | 89 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 403 |
| 7:00 | 5 | 6 | 56 | 150 | 239 | 140 | 30 | 4 | 0 | 0 | 0 | 0 | 0 | 630 |
| 8:00 | 7 | 17 | 56 | 136 | 165 | 125 | 34 | 6 | 0 | 0 | 0 | 0 | 0 | 546 |
| 9:00 | 0 | 15 | 68 | 125 | 119 | 97 | 26 | 8 | 0 | 0 | 0 | 0 | 0 | 458 |
| 10:00 | 0 | 11 | 52 | 129 | 152 | 83 | 26 | 6 | 0 | 0 | 0 | 0 | 0 | 459 |
| 11:00 | 0 | 7 | 46 | 157 | 145 | 104 | 27 | 8 | 1 | 0 | 0 | 0 | 0 | 495 |
| 12:00 PM | 1 | 12 | 85 | 166 | 186 | 93 | 23 | 6 | 2 | 0 | 0 | 0 | 0 | 574 |
| 1:00 | 1 | 14 | 108 | 169 | 174 | 109 | 24 | 3 | 0 | 0 | 0 | 0 | 0 | 602 |
| 2:00 | 6 | 18 | 122 | 257 | 170 | 104 | 24 | 1 | 0 | 0 | 0 | 0 | 0 | 702 |
| 3:00 | 6 | 17 | 186 | 302 | 196 | 90 | 30 | 6 | 1 | 0 | 0 | 0 | 0 | 834 |
| 4:00 | 18 | 57 | 226 | 335 | 196 | 91 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 947 |
| 5:00 | 9 | 23 | 200 | 271 | 182 | 88 | 21 | 2 | 0 | 0 | 0 | 0 | 0 | 796 |
| 6:00 | 0 | 22 | 163 | 216 | 140 | 77 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 638 |
| 7:00 | 0 | 14 | 92 | 141 | 88 | 54 | 18 | 0 | 1 | 0 | 0 | 0 | 0 | 408 |
| 8:00 | 0 | 9 | 52 | 127 | 71 | 30 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 295 |
| 9:00 | 1 | 14 | 47 | 76 | 66 | 33 | 5 | 2 | 2 | 0 | 0 | 0 | 0 | 246 |
| 10:00 | 1 | 4 | 42 | 67 | 45 | 21 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 190 |
| 11:00 | 0 | 8 | 29 | 41 | 32 | 12 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 127 |
| Total | 58 | 281 | 1711 | 3027 | 2641 | 1549 | 406 | 68 | 10 | 0 | 0 | 0 | 0 | 9751 |

| | | | | |
|----------------------|-------|------|------|------|
| Percentile | 15th | 50th | 85th | 95th |
| Speed | 24 | 30 | 36 | 40 |
| Mean Speed (Average) | 30.0 | | | |
| 10 MPH Pace Speed | 25-34 | | | |
| Number in Pace | 5649 | | | |
| Percent in Pace | 57.9% | | | |
| Number > 30 MPH | 4674 | | | |
| Percent > 30 MPH | 47.9% | | | |

Accurate Counts
978-664-2565

Location : Harkney Hill Road
 Location : East of Hill Farm Road
 City/State: Coventry, RI
 Direction: Combined

10749001

| 1/14/2023 | 0 - 15 | > 15 - | > 20 - | > 25 - | > 30 - | > 35 - | > 40 - | > 45 - | > 50 - | > 55 - | > 60 - | > 65 - | > 70 | Total |
|--------------|-----------|------------|-------------|-------------|-------------|------------|------------|-----------|----------|----------|----------|----------|----------|-------------|
| Time | MPH | 20 MPH | 25 MPH | 30 MPH | 35 MPH | 40 MPH | 45 MPH | 50 MPH | 55 MPH | 60 MPH | 65 MPH | 70 MPH | MPH | |
| 12:00 AM | 0 | 4 | 18 | 28 | 29 | 10 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 94 |
| 1:00 | 1 | 3 | 16 | 16 | 7 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 48 |
| 2:00 | 0 | 2 | 6 | 8 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 3:00 | 0 | 0 | 3 | 5 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 4:00 | 1 | 1 | 5 | 9 | 10 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 37 |
| 5:00 | 0 | 1 | 7 | 9 | 16 | 14 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 6:00 | 0 | 4 | 11 | 32 | 50 | 28 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 136 |
| 7:00 | 0 | 6 | 23 | 52 | 75 | 40 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 210 |
| 8:00 | 3 | 5 | 35 | 82 | 105 | 58 | 29 | 3 | 0 | 0 | 0 | 1 | 0 | 321 |
| 9:00 | 0 | 9 | 48 | 138 | 142 | 78 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 434 |
| 10:00 | 0 | 12 | 84 | 193 | 161 | 85 | 18 | 5 | 1 | 0 | 1 | 0 | 0 | 560 |
| 11:00 | 1 | 22 | 118 | 187 | 175 | 89 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 612 |
| 12:00 PM | 0 | 12 | 106 | 216 | 173 | 76 | 23 | 3 | 0 | 0 | 0 | 0 | 0 | 609 |
| 1:00 | 0 | 18 | 90 | 265 | 156 | 78 | 20 | 1 | 1 | 0 | 0 | 0 | 0 | 629 |
| 2:00 | 5 | 19 | 83 | 249 | 161 | 61 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 599 |
| 3:00 | 9 | 18 | 84 | 194 | 153 | 64 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 530 |
| 4:00 | 1 | 22 | 113 | 226 | 142 | 70 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 584 |
| 5:00 | 0 | 16 | 76 | 206 | 148 | 57 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 519 |
| 6:00 | 0 | 5 | 76 | 149 | 89 | 50 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 384 |
| 7:00 | 2 | 10 | 71 | 118 | 86 | 27 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 333 |
| 8:00 | 0 | 10 | 33 | 80 | 57 | 27 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 216 |
| 9:00 | 0 | 11 | 36 | 74 | 47 | 27 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 198 |
| 10:00 | 0 | 4 | 29 | 57 | 28 | 15 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 141 |
| 11:00 | 0 | 5 | 22 | 29 | 35 | 17 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 117 |
| Total | 23 | 219 | 1193 | 2622 | 2051 | 987 | 262 | 40 | 3 | 0 | 1 | 1 | 0 | 7402 |

| | | | | |
|----------------------|-------|------|------|------|
| Percentile | 15th | 50th | 85th | 95th |
| Speed | 24 | 29 | 36 | 40 |
| Mean Speed (Average) | 29.8 | | | |
| 10 MPH Pace Speed | 25-34 | | | |
| Number in Pace | 4656 | | | |
| Percent in Pace | 62.9% | | | |
| Number > 30 MPH | 3345 | | | |
| Percent > 30 MPH | 45.2% | | | |

Accurate Counts
978-664-2565

10749001

Location : Harkney Hill Road
Location : East of Hill Farm Road
City/State: Coventry, RI
Direction: Combined

| 1/15/2023 | 0 - 15 | > 15 - | > 20 - | > 25 - | > 30 - | > 35 - | > 40 - | > 45 - | > 50 - | > 55 - | > 60 - | > 65 - | > 70 | Total |
|-----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|-------|
| Time | MPH | 20 MPH | 25 MPH | 30 MPH | 35 MPH | 40 MPH | 45 MPH | 50 MPH | 55 MPH | 60 MPH | 65 MPH | 70 MPH | MPH | |
| 12:00 AM | 0 | 2 | 19 | 24 | 15 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| 1:00 | 0 | 4 | 13 | 12 | 10 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 45 |
| 2:00 | 0 | 1 | 13 | 4 | 4 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 3:00 | 0 | 1 | 5 | 4 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 4:00 | 1 | 3 | 3 | 2 | 7 | 5 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 27 |
| 5:00 | 0 | 2 | 5 | 6 | 11 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 6:00 | 0 | 3 | 8 | 16 | 17 | 10 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| 7:00 | 0 | 2 | 11 | 22 | 47 | 34 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 127 |
| 8:00 | 0 | 7 | 27 | 51 | 70 | 54 | 13 | 6 | 1 | 0 | 0 | 0 | 0 | 229 |
| 9:00 | 0 | 4 | 44 | 106 | 120 | 74 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 366 |
| 10:00 | 1 | 9 | 55 | 172 | 154 | 72 | 28 | 4 | 0 | 0 | 0 | 0 | 0 | 495 |
| 11:00 | 0 | 5 | 54 | 190 | 165 | 77 | 21 | 4 | 0 | 0 | 0 | 0 | 0 | 516 |
| 12:00 PM | 1 | 9 | 112 | 245 | 158 | 92 | 25 | 4 | 0 | 0 | 0 | 0 | 0 | 646 |
| 1:00 | 0 | 15 | 93 | 174 | 167 | 72 | 23 | 7 | 0 | 0 | 0 | 0 | 0 | 551 |
| 2:00 | 0 | 11 | 54 | 194 | 154 | 71 | 27 | 1 | 0 | 0 | 0 | 0 | 0 | 512 |
| 3:00 | 1 | 12 | 36 | 185 | 160 | 83 | 17 | 2 | 0 | 0 | 0 | 1 | 0 | 497 |
| 4:00 | 0 | 7 | 43 | 176 | 140 | 64 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 449 |
| 5:00 | 0 | 8 | 55 | 149 | 119 | 57 | 7 | 2 | 0 | 0 | 1 | 0 | 0 | 398 |
| 6:00 | 3 | 6 | 45 | 114 | 100 | 42 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 325 |
| 7:00 | 3 | 9 | 43 | 80 | 77 | 30 | 14 | 2 | 1 | 0 | 0 | 0 | 0 | 259 |
| 8:00 | 0 | 5 | 35 | 71 | 58 | 17 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 198 |
| 9:00 | 0 | 6 | 19 | 43 | 36 | 15 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 127 |
| 10:00 | 0 | 10 | 24 | 31 | 26 | 10 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 107 |
| 11:00 | 0 | 2 | 13 | 27 | 17 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| Total | 10 | 143 | 829 | 2098 | 1833 | 916 | 289 | 46 | 3 | 0 | 1 | 1 | 0 | 6169 |

| | | | | |
|----------------------|-------|------|------|------|
| Percentile | 15th | 50th | 85th | 95th |
| Speed | 25 | 30 | 36 | 40 |
| Mean Speed (Average) | 30.5 | | | |
| 10 MPH Pace Speed | 25-34 | | | |
| Number in Pace | 3911 | | | |
| Percent in Pace | 63.4% | | | |
| Number > 30 MPH | 3089 | | | |
| Percent > 30 MPH | 50.1% | | | |

Accurate Counts
978-664-2565

Location : Harkney Hill Road
 Location : East of Hill Farm Road
 City/State: Coventry, RI
 Direction: Combined

10749001

| 1/16/2023 | 0 - 15 | > 15 - | > 20 - | > 25 - | > 30 - | > 35 - | > 40 - | > 45 - | > 50 - | > 55 - | > 60 - | > 65 - | > 70 | Total |
|--------------|-----------|------------|-------------|-------------|-------------|------------|------------|-----------|----------|----------|----------|----------|----------|-------------|
| Time | MPH | 20 MPH | 25 MPH | 30 MPH | 35 MPH | 40 MPH | 45 MPH | 50 MPH | 55 MPH | 60 MPH | 65 MPH | 70 MPH | MPH | |
| 12:00 AM | 0 | 3 | 4 | 7 | 9 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 28 |
| 1:00 | 0 | 0 | 4 | 2 | 6 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 2:00 | 0 | 3 | 2 | 4 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 3:00 | 0 | 1 | 4 | 3 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 4:00 | 1 | 2 | 5 | 6 | 15 | 18 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 56 |
| 5:00 | 0 | 5 | 12 | 21 | 52 | 31 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 136 |
| 6:00 | 1 | 7 | 25 | 51 | 98 | 53 | 12 | 2 | 1 | 0 | 0 | 0 | 0 | 250 |
| 7:00 | 0 | 6 | 38 | 72 | 99 | 74 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 308 |
| 8:00 | 0 | 9 | 37 | 93 | 114 | 69 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 339 |
| 9:00 | 0 | 2 | 50 | 128 | 122 | 52 | 17 | 4 | 1 | 0 | 0 | 0 | 0 | 376 |
| 10:00 | 0 | 9 | 62 | 120 | 115 | 60 | 12 | 2 | 1 | 0 | 0 | 0 | 0 | 381 |
| 11:00 | 1 | 13 | 66 | 170 | 136 | 58 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 460 |
| 12:00 PM | 0 | 13 | 53 | 168 | 157 | 99 | 22 | 3 | 1 | 0 | 0 | 0 | 0 | 516 |
| 1:00 | 0 | 10 | 73 | 175 | 138 | 73 | 24 | 1 | 0 | 0 | 0 | 0 | 0 | 494 |
| 2:00 | 0 | 11 | 79 | 210 | 162 | 80 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 560 |
| 3:00 | 0 | 14 | 106 | 265 | 164 | 62 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 633 |
| 4:00 | 3 | 29 | 162 | 301 | 165 | 57 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 734 |
| 5:00 | 3 | 11 | 74 | 161 | 108 | 40 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 402 |
| 6:00 | 1 | 12 | 76 | 175 | 113 | 48 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 438 |
| 7:00 | 2 | 5 | 45 | 73 | 73 | 27 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 239 |
| 8:00 | 0 | 6 | 39 | 67 | 50 | 24 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 195 |
| 9:00 | 1 | 4 | 24 | 38 | 40 | 15 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 131 |
| 10:00 | 0 | 5 | 14 | 33 | 27 | 15 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 101 |
| 11:00 | 2 | 3 | 13 | 26 | 16 | 4 | 9 | 1 | 2 | 0 | 0 | 0 | 0 | 76 |
| Total | 15 | 183 | 1067 | 2369 | 1990 | 968 | 265 | 37 | 9 | 0 | 0 | 0 | 0 | 6903 |

| | | | | |
|----------------------|-------|------|------|------|
| Percentile | 15th | 50th | 85th | 95th |
| Speed | 25 | 30 | 36 | 40 |
| Mean Speed (Average) | 30.0 | | | |
| 10 MPH Pace Speed | 25-34 | | | |
| Number in Pace | 4341 | | | |
| Percent in Pace | 62.9% | | | |
| Number > 30 MPH | 3269 | | | |
| Percent > 30 MPH | 47.4% | | | |

Accurate Counts
978-664-2565

10749001

Location : Harkney Hill Road
Location : East of Hill Farm Road
City/State: Coventry, RI
Direction: Combined

| 1/17/2023 | 0 - 15 | > 15 - | > 20 - | > 25 - | > 30 - | > 35 - | > 40 - | > 45 - | > 50 - | > 55 - | > 60 - | > 65 - | > 70 | Total |
|-----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|-------|
| Time | MPH | 20 MPH | 25 MPH | 30 MPH | 35 MPH | 40 MPH | 45 MPH | 50 MPH | 55 MPH | 60 MPH | 65 MPH | 70 MPH | MPH | |
| 12:00 AM | 0 | 4 | 6 | 14 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 1:00 | 0 | 2 | 4 | 3 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 2:00 | 0 | 0 | 1 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 3:00 | 0 | 0 | 1 | 6 | 6 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 4:00 | 0 | 2 | 5 | 10 | 16 | 28 | 14 | 5 | 1 | 1 | 0 | 0 | 0 | 82 |
| 5:00 | 0 | 1 | 5 | 19 | 63 | 69 | 27 | 3 | 0 | 0 | 0 | 0 | 0 | 187 |
| 6:00 | 0 | 7 | 27 | 77 | 120 | 79 | 26 | 0 | 0 | 0 | 1 | 0 | 0 | 337 |
| 7:00 | 1 | 8 | 61 | 149 | 174 | 102 | 24 | 3 | 1 | 0 | 0 | 0 | 0 | 523 |
| 8:00 | 6 | 8 | 50 | 88 | 149 | 94 | 29 | 2 | 0 | 0 | 0 | 0 | 0 | 426 |
| 9:00 | 1 | 15 | 59 | 130 | 146 | 87 | 42 | 6 | 1 | 0 | 0 | 0 | 0 | 487 |
| 10:00 | 0 | 14 | 46 | 110 | 142 | 99 | 40 | 8 | 1 | 0 | 0 | 0 | 0 | 460 |
| 11:00 | 2 | 11 | 70 | 154 | 137 | 89 | 28 | 6 | 0 | 0 | 0 | 0 | 0 | 497 |
| 12:00 PM | 0 | 8 | 68 | 187 | 189 | 90 | 55 | 7 | 2 | 0 | 1 | 0 | 0 | 607 |
| 1:00 | 4 | 17 | 73 | 192 | 172 | 98 | 32 | 9 | 1 | 1 | 0 | 0 | 0 | 599 |
| 2:00 | 2 | 13 | 99 | 248 | 155 | 86 | 34 | 5 | 2 | 0 | 0 | 0 | 0 | 644 |
| 3:00 | 6 | 18 | 120 | 339 | 186 | 78 | 22 | 6 | 1 | 0 | 0 | 0 | 0 | 776 |
| 4:00 | 6 | 42 | 257 | 341 | 180 | 85 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 922 |
| 5:00 | 1 | 29 | 226 | 294 | 168 | 69 | 13 | 2 | 0 | 0 | 1 | 0 | 0 | 803 |
| 6:00 | 2 | 12 | 105 | 196 | 134 | 59 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 524 |
| 7:00 | 0 | 9 | 55 | 135 | 92 | 34 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 336 |
| 8:00 | 0 | 9 | 52 | 98 | 71 | 30 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 268 |
| 9:00 | 0 | 7 | 44 | 62 | 42 | 6 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 178 |
| 10:00 | 0 | 5 | 15 | 34 | 26 | 16 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 106 |
| 11:00 | 0 | 1 | 4 | 6 | 5 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 21 |
| Total | 31 | 242 | 1453 | 2894 | 2394 | 1312 | 455 | 70 | 12 | 2 | 3 | 0 | 0 | 8868 |

| | | | | |
|----------------------|-------|------|------|------|
| Percentile | 15th | 50th | 85th | 95th |
| Speed | 24 | 30 | 37 | 40 |
| Mean Speed (Average) | 30.2 | | | |
| 10 MPH Pace Speed | 25-34 | | | |
| Number in Pace | 5269 | | | |
| Percent in Pace | 59.4% | | | |
| Number > 30 MPH | 4248 | | | |
| Percent > 30 MPH | 47.9% | | | |

| | | | | | | | | | | | | | | |
|----------------------|-------|------|------|-------|-------|------|------|-----|----|---|---|---|---|-------|
| Grand Total | 229 | 1588 | 9269 | 18905 | 15480 | 8160 | 2341 | 364 | 65 | 3 | 7 | 2 | 0 | 56413 |
| Percentile | | | | 15th | 50th | 85th | 95th | | | | | | | |
| Speed | | | | 24 | 30 | 36 | 40 | | | | | | | |
| Mean Speed (Average) | 30.0 | | | | | | | | | | | | | |
| 10 MPH Pace Speed | 25-34 | | | | | | | | | | | | | |
| Number in Pace | 34261 | | | | | | | | | | | | | |
| Percent in Pace | 60.7% | | | | | | | | | | | | | |
| Number > 30 MPH | 26422 | | | | | | | | | | | | | |
| Percent > 30 MPH | 46.8% | | | | | | | | | | | | | |

A

Intersection Turning Movement Count

Nooseneck Hill Road (Route 3) at Harkney Hill Road (Route 118)

Harkney Hill Road (Route 118) at Hill Farm Road

Nooseneck Hill Road (Route 3) at Harkney Hill Road (Route 118)

Accurate Counts

978-664-2565

N/S Street : Nooseneck Hill Road
 E/W Street : Driveway / Harkney Hill Rd
 City/State : Coventry, RI
 Weather : Cloudy

File Name : 10749001
 Site Code : 10749001
 Start Date : 1/12/2023
 Page No : 1

Groups Printed- Cars - Trucks

| Start Time | Nooseneck Hill Rd From North | | | Driveway From East | | | Nooseneck Hill Rd From South | | | Harkney Hill Rd From West | | | Int. Total |
|--------------------|---------------------------------|------------|------------|-----------------------|----------|----------|---------------------------------|------------|----------|------------------------------|----------|------------|-------------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 07:00 AM | 0 | 114 | 12 | 0 | 0 | 0 | 19 | 71 | 0 | 36 | 0 | 104 | 356 |
| 07:15 AM | 0 | 139 | 14 | 0 | 0 | 0 | 23 | 62 | 0 | 30 | 0 | 130 | 398 |
| 07:30 AM | 1 | 110 | 16 | 0 | 0 | 0 | 20 | 56 | 0 | 51 | 0 | 105 | 359 |
| 07:45 AM | 1 | 91 | 20 | 0 | 0 | 0 | 33 | 78 | 0 | 52 | 1 | 115 | 391 |
| Total | 2 | 454 | 62 | 0 | 0 | 0 | 95 | 267 | 0 | 169 | 1 | 454 | 1504 |
| 08:00 AM | 2 | 116 | 19 | 0 | 0 | 1 | 23 | 63 | 0 | 37 | 0 | 96 | 357 |
| 08:15 AM | 2 | 100 | 20 | 1 | 0 | 0 | 38 | 74 | 0 | 30 | 0 | 92 | 357 |
| 08:30 AM | 1 | 80 | 19 | 0 | 0 | 3 | 28 | 76 | 0 | 40 | 1 | 82 | 330 |
| 08:45 AM | 1 | 85 | 25 | 1 | 0 | 2 | 28 | 79 | 0 | 31 | 0 | 55 | 307 |
| Total | 6 | 381 | 83 | 2 | 0 | 6 | 117 | 292 | 0 | 138 | 1 | 325 | 1351 |
| Grand Total | 8 | 835 | 145 | 2 | 0 | 6 | 212 | 559 | 0 | 307 | 2 | 779 | 2855 |
| Apprch % | 0.8 | 84.5 | 14.7 | 25 | 0 | 75 | 27.5 | 72.5 | 0 | 28.2 | 0.2 | 71.6 | |
| Total % | 0.3 | 29.2 | 5.1 | 0.1 | 0 | 0.2 | 7.4 | 19.6 | 0 | 10.8 | 0.1 | 27.3 | |
| Cars | 8 | 815 | 135 | 2 | 0 | 6 | 205 | 537 | 0 | 299 | 2 | 774 | 2783 |
| % Cars | 100 | 97.6 | 93.1 | 100 | 0 | 100 | 96.7 | 96.1 | 0 | 97.4 | 100 | 99.4 | 97.5 |
| Trucks | 0 | 20 | 10 | 0 | 0 | 0 | 7 | 22 | 0 | 8 | 0 | 5 | 72 |
| % Trucks | 0 | 2.4 | 6.9 | 0 | 0 | 0 | 3.3 | 3.9 | 0 | 2.6 | 0 | 0.6 | 2.5 |

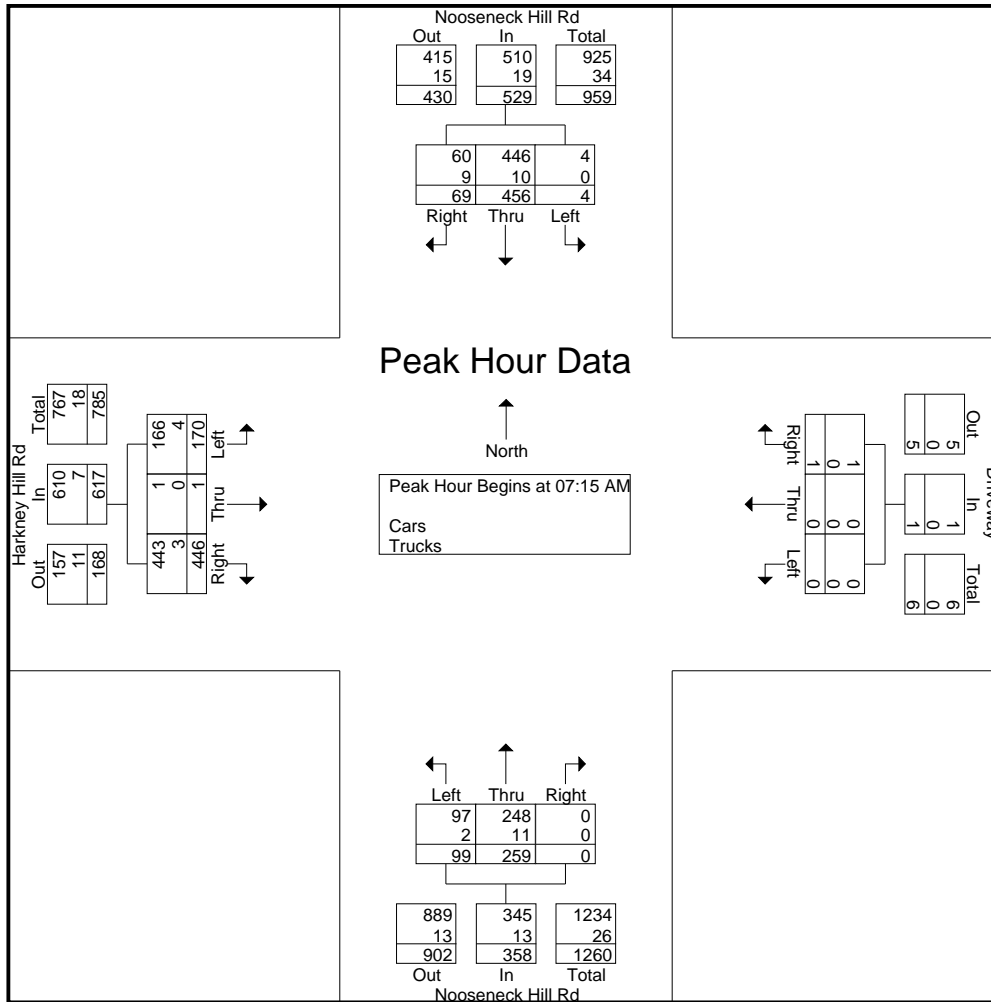
| Start Time | Nooseneck Hill Rd From North | | | | Driveway From East | | | | Nooseneck Hill Rd From South | | | | Harkney Hill Rd From West | | | | Int. Total |
|--|---------------------------------|------------|-----------|------------|-----------------------|----------|----------|------------|---------------------------------|------------|----------|------------|------------------------------|----------|------------|------------|-------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | |
| 07:15 AM | 0 | 139 | 14 | 153 | 0 | 0 | 0 | 0 | 23 | 62 | 0 | 85 | 30 | 0 | 130 | 160 | 398 |
| 07:30 AM | 1 | 110 | 16 | 127 | 0 | 0 | 0 | 0 | 20 | 56 | 0 | 76 | 51 | 0 | 105 | 156 | 359 |
| 07:45 AM | 1 | 91 | 20 | 112 | 0 | 0 | 0 | 0 | 33 | 78 | 0 | 111 | 52 | 1 | 115 | 168 | 391 |
| 08:00 AM | 2 | 116 | 19 | 137 | 0 | 0 | 1 | 1 | 23 | 63 | 0 | 86 | 37 | 0 | 96 | 133 | 357 |
| Total Volume | 4 | 456 | 69 | 529 | 0 | 0 | 1 | 1 | 99 | 259 | 0 | 358 | 170 | 1 | 446 | 617 | 1505 |
| % App. Total | 0.8 | 86.2 | 13 | | 0 | 0 | 100 | | 27.7 | 72.3 | 0 | | 27.6 | 0.2 | 72.3 | | |
| PHF | .500 | .820 | .863 | .864 | .000 | .000 | .250 | .250 | .750 | .830 | .000 | .806 | .817 | .250 | .858 | .918 | .945 |
| Cars | 4 | 446 | 60 | 510 | 0 | 0 | 1 | 1 | 97 | 248 | 0 | 345 | 166 | 1 | 443 | 610 | 1466 |
| % Cars | 100 | 97.8 | 87.0 | 96.4 | 0 | 0 | 100 | 100 | 98.0 | 95.8 | 0 | 96.4 | 97.6 | 100 | 99.3 | 98.9 | 97.4 |
| Trucks | 0 | 10 | 9 | 19 | 0 | 0 | 0 | 0 | 2 | 11 | 0 | 13 | 4 | 0 | 3 | 7 | 39 |
| % Trucks | 0 | 2.2 | 13.0 | 3.6 | 0 | 0 | 0 | 0 | 2.0 | 4.2 | 0 | 3.6 | 2.4 | 0 | 0.7 | 1.1 | 2.6 |

Accurate Counts

978-664-2565

N/S Street : Nooseneck Hill Road
 E/W Street : Driveway / Harkney Hill Rd
 City/State : Coventry, RI
 Weather : Cloudy

File Name : 10749001
 Site Code : 10749001
 Start Date : 1/12/2023
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 07:15 AM | | | | 08:00 AM | | | | 07:45 AM | | | | 07:00 AM | | | |
|--------------|----------|------------|-----------|------------|----------|------|----------|----------|-----------|-----------|------|------------|-----------|----------|------------|------------|
| +0 mins. | 0 | 139 | 14 | 153 | 0 | 0 | 1 | 1 | 33 | 78 | 0 | 111 | 36 | 0 | 104 | 140 |
| +15 mins. | 1 | 110 | 16 | 127 | 1 | 0 | 0 | 1 | 23 | 63 | 0 | 86 | 30 | 0 | 130 | 160 |
| +30 mins. | 1 | 91 | 20 | 112 | 0 | 0 | 3 | 3 | 38 | 74 | 0 | 112 | 51 | 0 | 105 | 156 |
| +45 mins. | 2 | 116 | 19 | 137 | 1 | 0 | 2 | 3 | 28 | 76 | 0 | 104 | 52 | 1 | 115 | 168 |
| Total Volume | 4 | 456 | 69 | 529 | 2 | 0 | 6 | 8 | 122 | 291 | 0 | 413 | 169 | 1 | 454 | 624 |
| % App. Total | 0.8 | 86.2 | 13 | | 25 | 0 | 75 | | 29.5 | 70.5 | 0 | | 27.1 | 0.2 | 72.8 | |
| PHF | .500 | .820 | .863 | .864 | .500 | .000 | .500 | .667 | .803 | .933 | .000 | .922 | .813 | .250 | .873 | .929 |
| Cars | 4 | 446 | 60 | 510 | 2 | 0 | 6 | 8 | 118 | 278 | 0 | 396 | 164 | 1 | 452 | 617 |
| % Cars | 100 | 97.8 | 87 | 96.4 | 100 | 0 | 100 | 100 | 96.7 | 95.5 | 0 | 95.9 | 97 | 100 | 99.6 | 98.9 |
| Trucks | 0 | 10 | 9 | 19 | 0 | 0 | 0 | 0 | 4 | 13 | 0 | 17 | 5 | 0 | 2 | 7 |
| % Trucks | 0 | 2.2 | 13 | 3.6 | 0 | 0 | 0 | 0 | 3.3 | 4.5 | 0 | 4.1 | 3 | 0 | 0.4 | 1.1 |

Accurate Counts

978-664-2565

N/S Street : Nooseneck Hill Road
 E/W Street : Driveway / Harkney Hill Rd
 City/State : Coventry, RI
 Weather : Cloudy

File Name : 10749001
 Site Code : 10749001
 Start Date : 1/12/2023
 Page No : 4

Groups Printed- Cars

| Start Time | Nooseneck Hill Rd From North | | | Driveway From East | | | Nooseneck Hill Rd From South | | | Harkney Hill Rd From West | | | Int. Total |
|--------------------|---------------------------------|------------|------------|-----------------------|----------|----------|---------------------------------|------------|----------|------------------------------|----------|------------|-------------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 07:00 AM | 0 | 112 | 12 | 0 | 0 | 0 | 19 | 70 | 0 | 35 | 0 | 104 | 352 |
| 07:15 AM | 0 | 135 | 12 | 0 | 0 | 0 | 23 | 59 | 0 | 29 | 0 | 130 | 388 |
| 07:30 AM | 1 | 110 | 11 | 0 | 0 | 0 | 19 | 52 | 0 | 49 | 0 | 104 | 346 |
| 07:45 AM | 1 | 89 | 19 | 0 | 0 | 0 | 32 | 74 | 0 | 51 | 1 | 114 | 381 |
| Total | 2 | 446 | 54 | 0 | 0 | 0 | 93 | 255 | 0 | 164 | 1 | 452 | 1467 |
| 08:00 AM | 2 | 112 | 18 | 0 | 0 | 1 | 23 | 63 | 0 | 37 | 0 | 95 | 351 |
| 08:15 AM | 2 | 97 | 20 | 1 | 0 | 0 | 36 | 66 | 0 | 30 | 0 | 91 | 343 |
| 08:30 AM | 1 | 77 | 18 | 0 | 0 | 3 | 27 | 75 | 0 | 38 | 1 | 81 | 321 |
| 08:45 AM | 1 | 83 | 25 | 1 | 0 | 2 | 26 | 78 | 0 | 30 | 0 | 55 | 301 |
| Total | 6 | 369 | 81 | 2 | 0 | 6 | 112 | 282 | 0 | 135 | 1 | 322 | 1316 |
| Grand Total | 8 | 815 | 135 | 2 | 0 | 6 | 205 | 537 | 0 | 299 | 2 | 774 | 2783 |
| Apprch % | 0.8 | 85.1 | 14.1 | 25 | 0 | 75 | 27.6 | 72.4 | 0 | 27.8 | 0.2 | 72 | |
| Total % | 0.3 | 29.3 | 4.9 | 0.1 | 0 | 0.2 | 7.4 | 19.3 | 0 | 10.7 | 0.1 | 27.8 | |

| Start Time | Nooseneck Hill Rd From North | | | | Driveway From East | | | | Nooseneck Hill Rd From South | | | | Harkney Hill Rd From West | | | | Int. Total |
|--|---------------------------------|------------|-----------|------------|-----------------------|----------|----------|------------|---------------------------------|------------|----------|------------|------------------------------|----------|------------|------------|-------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 112 | 12 | 124 | 0 | 0 | 0 | 0 | 19 | 70 | 0 | 89 | 35 | 0 | 104 | 139 | 352 |
| 07:15 AM | 0 | 135 | 12 | 147 | 0 | 0 | 0 | 0 | 23 | 59 | 0 | 82 | 29 | 0 | 130 | 159 | 388 |
| 07:30 AM | 1 | 110 | 11 | 122 | 0 | 0 | 0 | 0 | 19 | 52 | 0 | 71 | 49 | 0 | 104 | 153 | 346 |
| 07:45 AM | 1 | 89 | 19 | 109 | 0 | 0 | 0 | 0 | 32 | 74 | 0 | 106 | 51 | 1 | 114 | 166 | 381 |
| Total Volume | 2 | 446 | 54 | 502 | 0 | 0 | 0 | 0 | 93 | 255 | 0 | 348 | 164 | 1 | 452 | 617 | 1467 |
| % App. Total | 0.4 | 88.8 | 10.8 | | 0 | 0 | 0 | | 26.7 | 73.3 | 0 | | 26.6 | 0.2 | 73.3 | | |
| PHF | .500 | .826 | .711 | .854 | .000 | .000 | .000 | .000 | .727 | .861 | .000 | .821 | .804 | .250 | .869 | .929 | .945 |

Accurate Counts

978-664-2565

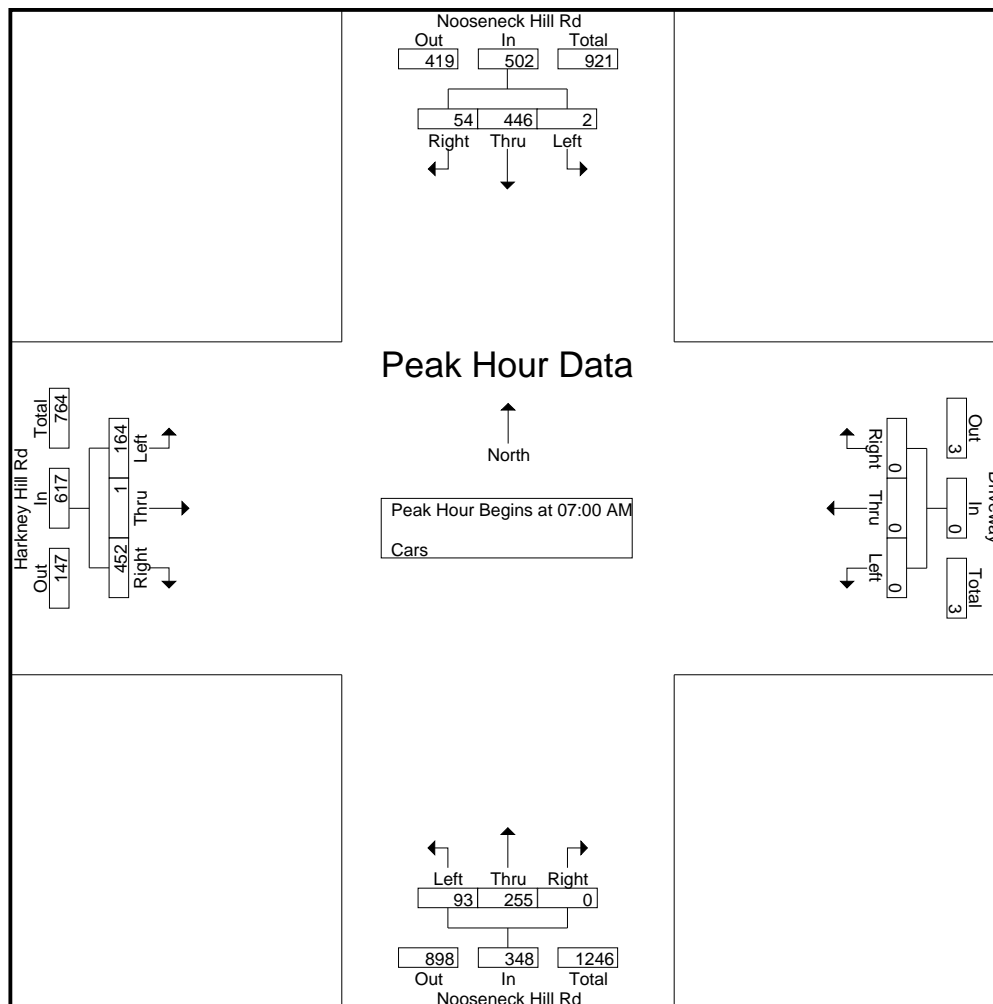
File Name : 10749001

Site Code : 10749001

Start Date : 1/12/2023

Page No : 5

N/S Street : Nooseneck Hill Road
 E/W Street : Driveway / Harkney Hill Rd
 City/State : Coventry, RI
 Weather : Cloudy



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 07:15 AM | | | | 08:00 AM | | | | 07:45 AM | | | | 07:00 AM | | | |
|--------------|----------|------------|-----------|------------|----------|------|----------|----------|-----------|-----------|------|------------|-----------|----------|------------|------------|
| +0 mins. | 0 | 135 | 12 | 147 | 0 | 0 | 1 | 1 | 32 | 74 | 0 | 106 | 35 | 0 | 104 | 139 |
| +15 mins. | 1 | 110 | 11 | 122 | 1 | 0 | 0 | 1 | 23 | 63 | 0 | 86 | 29 | 0 | 130 | 159 |
| +30 mins. | 1 | 89 | 19 | 109 | 0 | 0 | 3 | 3 | 36 | 66 | 0 | 102 | 49 | 0 | 104 | 153 |
| +45 mins. | 2 | 112 | 18 | 132 | 1 | 0 | 2 | 3 | 27 | 75 | 0 | 102 | 51 | 1 | 114 | 166 |
| Total Volume | 4 | 446 | 60 | 510 | 2 | 0 | 6 | 8 | 118 | 278 | 0 | 396 | 164 | 1 | 452 | 617 |
| % App. Total | 0.8 | 87.5 | 11.8 | | 25 | 0 | 75 | | 29.8 | 70.2 | 0 | | 26.6 | 0.2 | 73.3 | |
| PHF | .500 | .826 | .789 | .867 | .500 | .000 | .500 | .667 | .819 | .927 | .000 | .934 | .804 | .250 | .869 | .929 |

Accurate Counts

978-664-2565

N/S Street : Nooseneck Hill Road
 E/W Street : Driveway / Harkney Hill Rd
 City/State : Coventry, RI
 Weather : Cloudy

File Name : 10749001
 Site Code : 10749001
 Start Date : 1/12/2023
 Page No : 7

Groups Printed- Trucks

| Start Time | Nooseneck Hill Rd From North | | | Driveway From East | | | Nooseneck Hill Rd From South | | | Harkney Hill Rd From West | | | Int. Total |
|--------------------|---------------------------------|------|-------|-----------------------|------|-------|---------------------------------|------|-------|------------------------------|------|-------|------------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 07:00 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 4 |
| 07:15 AM | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 10 |
| 07:30 AM | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 4 | 0 | 2 | 0 | 1 | 13 |
| 07:45 AM | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 4 | 0 | 1 | 0 | 1 | 10 |
| Total | 0 | 8 | 8 | 0 | 0 | 0 | 2 | 12 | 0 | 5 | 0 | 2 | 37 |
| 08:00 AM | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 |
| 08:15 AM | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 8 | 0 | 0 | 0 | 1 | 14 |
| 08:30 AM | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 9 |
| 08:45 AM | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 6 |
| Total | 0 | 12 | 2 | 0 | 0 | 0 | 5 | 10 | 0 | 3 | 0 | 3 | 35 |
| Grand Total | 0 | 20 | 10 | 0 | 0 | 0 | 7 | 22 | 0 | 8 | 0 | 5 | 72 |
| Apprch % | 0 | 66.7 | 33.3 | 0 | 0 | 0 | 24.1 | 75.9 | 0 | 61.5 | 0 | 38.5 | |
| Total % | 0 | 27.8 | 13.9 | 0 | 0 | 0 | 9.7 | 30.6 | 0 | 11.1 | 0 | 6.9 | |

| Start Time | Nooseneck Hill Rd From North | | | | Driveway From East | | | | Nooseneck Hill Rd From South | | | | Harkney Hill Rd From West | | | | Int. Total |
|---|---------------------------------|------|-------|------------|-----------------------|------|-------|------------|---------------------------------|------|-------|------------|------------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 5 | 2 | 0 | 1 | 3 | 13 |
| 07:45 AM | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 5 | 1 | 0 | 1 | 2 | 10 |
| 08:00 AM | 0 | 4 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 6 |
| 08:15 AM | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 8 | 0 | 10 | 0 | 0 | 1 | 1 | 14 |
| Total Volume | 0 | 9 | 7 | 16 | 0 | 0 | 0 | 0 | 4 | 16 | 0 | 20 | 3 | 0 | 4 | 7 | 43 |
| % App. Total | 0 | 56.2 | 43.8 | | 0 | 0 | 0 | | 20 | 80 | 0 | | 42.9 | 0 | 57.1 | | |
| PHF | .000 | .563 | .350 | .800 | .000 | .000 | .000 | .000 | .500 | .500 | .000 | .500 | .375 | .000 | 1.00 | .583 | .768 |

Accurate Counts

978-664-2565

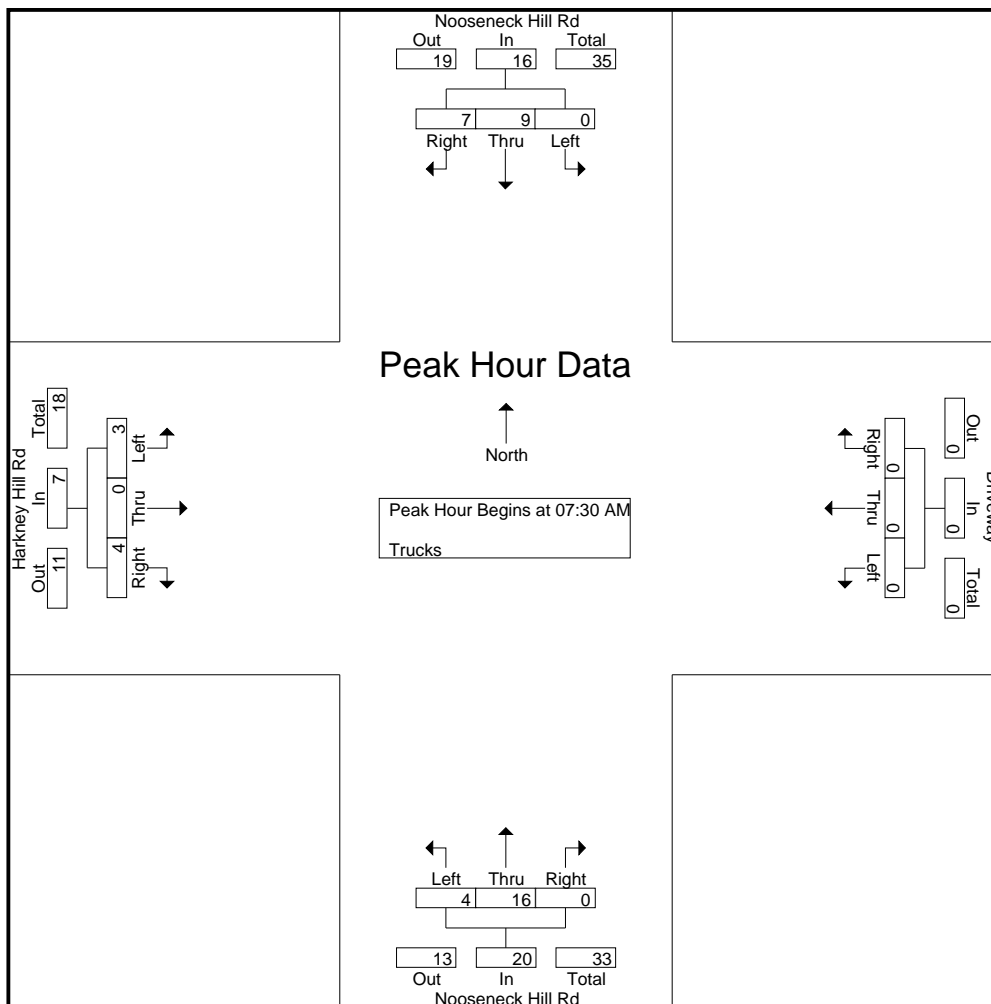
File Name : 10749001

Site Code : 10749001

Start Date : 1/12/2023

Page No : 8

N/S Street : Nooseneck Hill Road
 E/W Street : Driveway / Harkney Hill Rd
 City/State : Coventry, RI
 Weather : Cloudy



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 07:15 AM | | | | 07:00 AM | | | | 07:30 AM | | | | 07:00 AM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 0 | 4 | 2 | 6 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 5 | 1 | 0 | 0 | 1 |
| +15 mins. | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 5 | 1 | 0 | 0 | 1 |
| +30 mins. | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 3 |
| +45 mins. | 0 | 4 | 1 | 5 | 0 | 0 | 0 | 0 | 2 | 8 | 0 | 10 | 1 | 0 | 1 | 2 |
| Total Volume | 0 | 10 | 9 | 19 | 0 | 0 | 0 | 0 | 4 | 16 | 0 | 20 | 5 | 0 | 2 | 7 |
| % App. Total | 0 | 52.6 | 47.4 | | 0 | 0 | 0 | | 20 | 80 | 0 | | 71.4 | 0 | 28.6 | |
| PHF | .000 | .625 | .450 | .792 | .000 | .000 | .000 | .000 | .500 | .500 | .000 | .500 | .625 | .000 | .500 | .583 |

Accurate Counts

978-664-2565

N/S Street : Nooseneck Hill Road
 E/W Street : Driveway / Harkney Hill Rd
 City/State : Coventry, RI
 Weather : Cloudy

File Name : 10749001
 Site Code : 10749001
 Start Date : 1/12/2023
 Page No : 10

Groups Printed- Bikes Peds

| Start Time | Nooseneck Hill Rd From North | | | | Driveway From East | | | | Nooseneck Hill Rd From South | | | | Harkney Hill Rd From West | | | | Exclu. Total | Inclu. Total | Int. Total |
|--------------------|---------------------------------|------|-------|------|-----------------------|------|-------|------|---------------------------------|------|-------|------|------------------------------|------|-------|------|--------------|--------------|------------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Apprch % | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | | | |
| Total % | | | | | | | | | | | | | | | | | 100 | 0 | |

| Start Time | Nooseneck Hill Rd From North | | | | Driveway From East | | | | Nooseneck Hill Rd From South | | | | Harkney Hill Rd From West | | | | Int. Total | |
|--|---------------------------------|------|-------|------------|-----------------------|------|-------|------------|---------------------------------|------|-------|------------|------------------------------|------|-------|------------|------------|------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 |

Accurate Counts

978-664-2565

N/S Street : Nooseneck Hill Road
 E/W Street : Driveway / Harkney Hill Rd
 City/State : Coventry, RI
 Weather : Cloudy

File Name : 10749001
 Site Code : 10749001
 Start Date : 1/12/2023
 Page No : 1

Groups Printed- Cars - Trucks

| Start Time | Nooseneck Hill Rd From North | | | Driveway From East | | | Nooseneck Hill Rd From South | | | Harkney Hill Rd From West | | | Int. Total |
|--------------------|---------------------------------|------------|------------|-----------------------|----------|-----------|---------------------------------|------------|-----------|------------------------------|----------|------------|-------------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 04:00 PM | 3 | 103 | 43 | 1 | 0 | 1 | 98 | 115 | 5 | 27 | 0 | 32 | 428 |
| 04:15 PM | 1 | 96 | 36 | 2 | 1 | 8 | 100 | 120 | 2 | 28 | 0 | 37 | 431 |
| 04:30 PM | 1 | 106 | 59 | 4 | 1 | 4 | 113 | 108 | 5 | 22 | 0 | 50 | 473 |
| 04:45 PM | 3 | 109 | 49 | 4 | 1 | 0 | 101 | 115 | 1 | 42 | 0 | 48 | 473 |
| Total | 8 | 414 | 187 | 11 | 3 | 13 | 412 | 458 | 13 | 119 | 0 | 167 | 1805 |
| 05:00 PM | 4 | 84 | 44 | 4 | 0 | 3 | 100 | 133 | 3 | 24 | 1 | 48 | 448 |
| 05:15 PM | 2 | 85 | 41 | 3 | 0 | 1 | 127 | 104 | 2 | 31 | 0 | 52 | 448 |
| 05:30 PM | 0 | 91 | 60 | 0 | 0 | 0 | 96 | 121 | 3 | 22 | 0 | 40 | 433 |
| 05:45 PM | 0 | 74 | 39 | 2 | 0 | 0 | 69 | 83 | 1 | 26 | 0 | 34 | 328 |
| Total | 6 | 334 | 184 | 9 | 0 | 4 | 392 | 441 | 9 | 103 | 1 | 174 | 1657 |
| Grand Total | 14 | 748 | 371 | 20 | 3 | 17 | 804 | 899 | 22 | 222 | 1 | 341 | 3462 |
| Apprch % | 1.2 | 66 | 32.7 | 50 | 7.5 | 42.5 | 46.6 | 52.1 | 1.3 | 39.4 | 0.2 | 60.5 | |
| Total % | 0.4 | 21.6 | 10.7 | 0.6 | 0.1 | 0.5 | 23.2 | 26 | 0.6 | 6.4 | 0 | 9.8 | |
| Cars | 14 | 735 | 370 | 20 | 3 | 17 | 800 | 891 | 22 | 221 | 1 | 339 | 3433 |
| % Cars | 100 | 98.3 | 99.7 | 100 | 100 | 100 | 99.5 | 99.1 | 100 | 99.5 | 100 | 99.4 | 99.2 |
| Trucks | 0 | 13 | 1 | 0 | 0 | 0 | 4 | 8 | 0 | 1 | 0 | 2 | 29 |
| % Trucks | 0 | 1.7 | 0.3 | 0 | 0 | 0 | 0.5 | 0.9 | 0 | 0.5 | 0 | 0.6 | 0.8 |

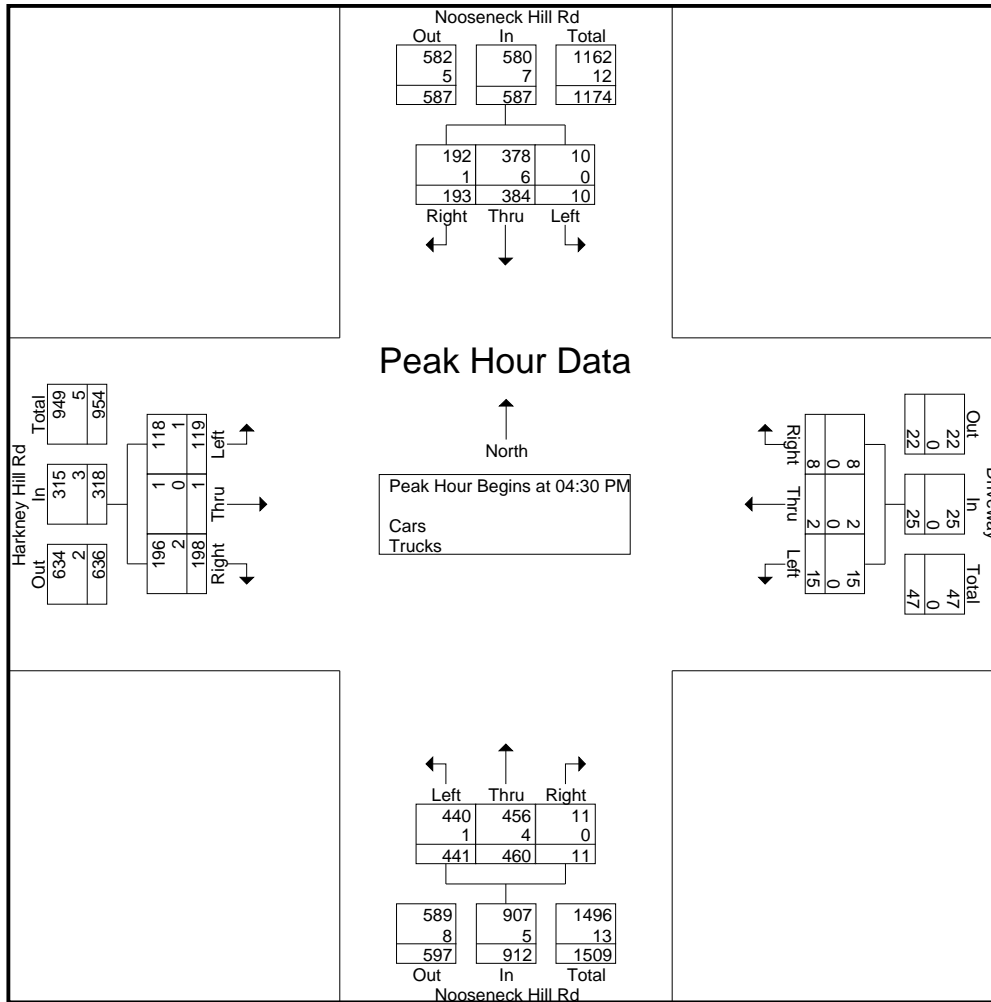
| Start Time | Nooseneck Hill Rd From North | | | | Driveway From East | | | | Nooseneck Hill Rd From South | | | | Harkney Hill Rd From West | | | | Int. Total |
|--|---------------------------------|------------|------------|------------|-----------------------|----------|----------|------------|---------------------------------|------------|-----------|------------|------------------------------|----------|------------|------------|-------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | |
| 04:30 PM | 1 | 106 | 59 | 166 | 4 | 1 | 4 | 9 | 113 | 108 | 5 | 226 | 22 | 0 | 50 | 72 | 473 |
| 04:45 PM | 3 | 109 | 49 | 161 | 4 | 1 | 0 | 5 | 101 | 115 | 1 | 217 | 42 | 0 | 48 | 90 | 473 |
| 05:00 PM | 4 | 84 | 44 | 132 | 4 | 0 | 3 | 7 | 100 | 133 | 3 | 236 | 24 | 1 | 48 | 73 | 448 |
| 05:15 PM | 2 | 85 | 41 | 128 | 3 | 0 | 1 | 4 | 127 | 104 | 2 | 233 | 31 | 0 | 52 | 83 | 448 |
| Total Volume | 10 | 384 | 193 | 587 | 15 | 2 | 8 | 25 | 441 | 460 | 11 | 912 | 119 | 1 | 198 | 318 | 1842 |
| % App. Total | 1.7 | 65.4 | 32.9 | | 60 | 8 | 32 | | 48.4 | 50.4 | 1.2 | | 37.4 | 0.3 | 62.3 | | |
| PHF | .625 | .881 | .818 | .884 | .938 | .500 | .500 | .694 | .868 | .865 | .550 | .966 | .708 | .250 | .952 | .883 | .974 |
| Cars | 10 | 378 | 192 | 580 | 15 | 2 | 8 | 25 | 440 | 456 | 11 | 907 | 118 | 1 | 196 | 315 | 1827 |
| % Cars | 100 | 98.4 | 99.5 | 98.8 | 100 | 100 | 100 | 100 | 99.8 | 99.1 | 100 | 99.5 | 99.2 | 100 | 99.0 | 99.1 | 99.2 |
| Trucks | 0 | 6 | 1 | 7 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 5 | 1 | 0 | 2 | 3 | 15 |
| % Trucks | 0 | 1.6 | 0.5 | 1.2 | 0 | 0 | 0 | 0 | 0.2 | 0.9 | 0 | 0.5 | 0.8 | 0 | 1.0 | 0.9 | 0.8 |

Accurate Counts

978-664-2565

N/S Street : Nooseneck Hill Road
 E/W Street : Driveway / Harkney Hill Rd
 City/State : Coventry, RI
 Weather : Cloudy

File Name : 10749001
 Site Code : 10749001
 Start Date : 1/12/2023
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 04:00 PM | | | | 04:15 PM | | | | 04:30 PM | | | | 04:30 PM | | | |
|--------------|----------|------------|-----------|------------|----------|----------|----------|-----------|------------|------------|----------|------------|-----------|----------|-----------|-----------|
| +0 mins. | 3 | 103 | 43 | 149 | 2 | 1 | 8 | 11 | 113 | 108 | 5 | 226 | 22 | 0 | 50 | 72 |
| +15 mins. | 1 | 96 | 36 | 133 | 4 | 1 | 4 | 9 | 101 | 115 | 1 | 217 | 42 | 0 | 48 | 90 |
| +30 mins. | 1 | 106 | 59 | 166 | 4 | 1 | 0 | 5 | 100 | 133 | 3 | 236 | 24 | 1 | 48 | 73 |
| +45 mins. | 3 | 109 | 49 | 161 | 4 | 0 | 3 | 7 | 127 | 104 | 2 | 233 | 31 | 0 | 52 | 83 |
| Total Volume | 8 | 414 | 187 | 609 | 14 | 3 | 15 | 32 | 441 | 460 | 11 | 912 | 119 | 1 | 198 | 318 |
| % App. Total | 1.3 | 68 | 30.7 | | 43.8 | 9.4 | 46.9 | | 48.4 | 50.4 | 1.2 | | 37.4 | 0.3 | 62.3 | |
| PHF | .667 | .950 | .792 | .917 | .875 | .750 | .469 | .727 | .868 | .865 | .550 | .966 | .708 | .250 | .952 | .883 |
| Cars | 8 | 404 | 187 | 599 | 14 | 3 | 15 | 32 | 440 | 456 | 11 | 907 | 118 | 1 | 196 | 315 |
| % Cars | 100 | 97.6 | 100 | 98.4 | 100 | 100 | 100 | 100 | 99.8 | 99.1 | 100 | 99.5 | 99.2 | 100 | 99 | 99.1 |
| Trucks | 0 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 5 | 1 | 0 | 2 | 3 |
| % Trucks | 0 | 2.4 | 0 | 1.6 | 0 | 0 | 0 | 0 | 0.2 | 0.9 | 0 | 0.5 | 0.8 | 0 | 1 | 0.9 |

Accurate Counts

978-664-2565

N/S Street : Nooseneck Hill Road
 E/W Street : Driveway / Harkney Hill Rd
 City/State : Coventry, RI
 Weather : Cloudy

File Name : 10749001
 Site Code : 10749001
 Start Date : 1/12/2023
 Page No : 4

Groups Printed- Cars

| Start Time | Nooseneck Hill Rd From North | | | Driveway From East | | | Nooseneck Hill Rd From South | | | Harkney Hill Rd From West | | | Int. Total |
|--------------------|---------------------------------|------------|------------|-----------------------|----------|-----------|---------------------------------|------------|-----------|------------------------------|----------|------------|-------------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 04:00 PM | 3 | 99 | 43 | 1 | 0 | 1 | 96 | 114 | 5 | 27 | 0 | 32 | 421 |
| 04:15 PM | 1 | 94 | 36 | 2 | 1 | 8 | 99 | 119 | 2 | 28 | 0 | 37 | 427 |
| 04:30 PM | 1 | 104 | 59 | 4 | 1 | 4 | 113 | 106 | 5 | 22 | 0 | 50 | 469 |
| 04:45 PM | 3 | 107 | 49 | 4 | 1 | 0 | 101 | 114 | 1 | 41 | 0 | 47 | 468 |
| Total | 8 | 404 | 187 | 11 | 3 | 13 | 409 | 453 | 13 | 118 | 0 | 166 | 1785 |
| 05:00 PM | 4 | 83 | 44 | 4 | 0 | 3 | 100 | 133 | 3 | 24 | 1 | 48 | 447 |
| 05:15 PM | 2 | 84 | 40 | 3 | 0 | 1 | 126 | 103 | 2 | 31 | 0 | 51 | 443 |
| 05:30 PM | 0 | 91 | 60 | 0 | 0 | 0 | 96 | 120 | 3 | 22 | 0 | 40 | 432 |
| 05:45 PM | 0 | 73 | 39 | 2 | 0 | 0 | 69 | 82 | 1 | 26 | 0 | 34 | 326 |
| Total | 6 | 331 | 183 | 9 | 0 | 4 | 391 | 438 | 9 | 103 | 1 | 173 | 1648 |
| Grand Total | 14 | 735 | 370 | 20 | 3 | 17 | 800 | 891 | 22 | 221 | 1 | 339 | 3433 |
| Apprch % | 1.3 | 65.7 | 33.1 | 50 | 7.5 | 42.5 | 46.7 | 52 | 1.3 | 39.4 | 0.2 | 60.4 | |
| Total % | 0.4 | 21.4 | 10.8 | 0.6 | 0.1 | 0.5 | 23.3 | 26 | 0.6 | 6.4 | 0 | 9.9 | |

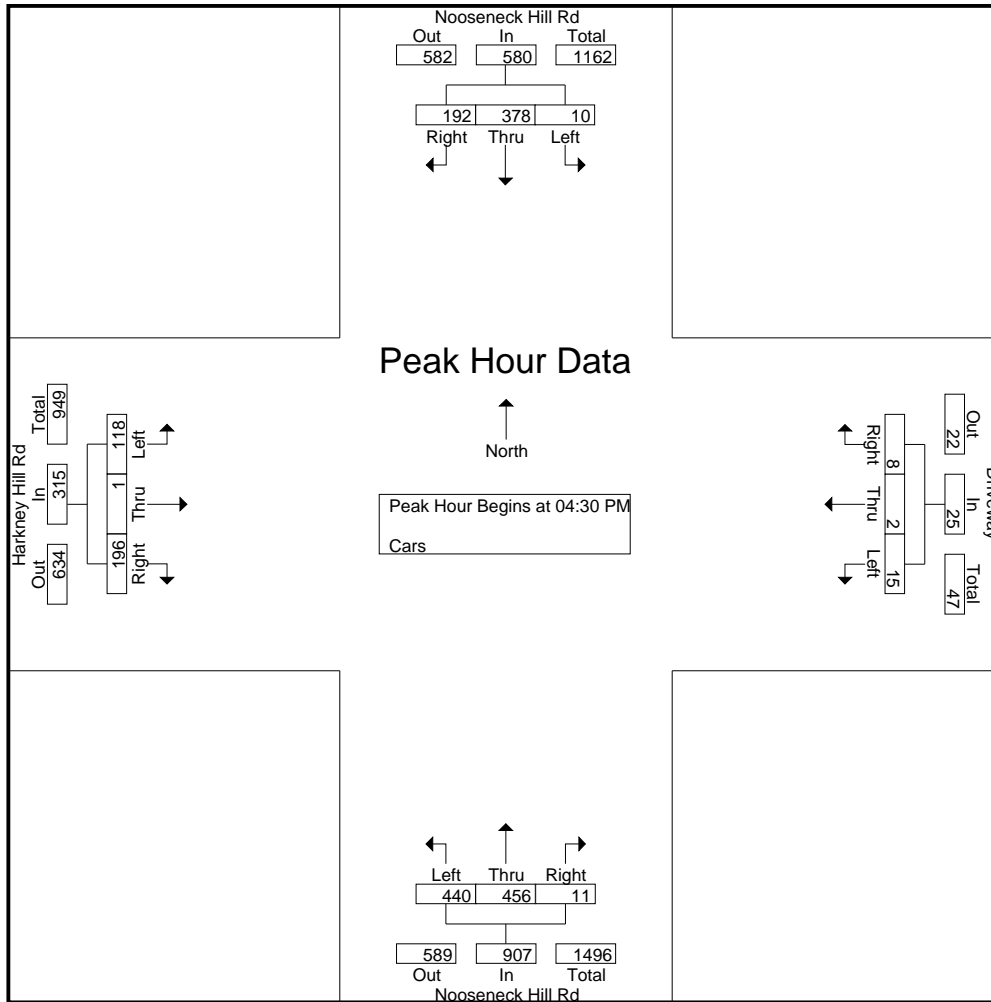
| Start Time | Nooseneck Hill Rd From North | | | | Driveway From East | | | | Nooseneck Hill Rd From South | | | | Harkney Hill Rd From West | | | | Int. Total |
|--|---------------------------------|------------|-----------|------------|-----------------------|------|-------|------------|---------------------------------|------------|-------|------------|------------------------------|----------|-----------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | |
| 04:30 PM | 1 | 104 | 59 | 164 | 4 | 1 | 4 | 9 | 113 | 106 | 5 | 224 | 22 | 0 | 50 | 72 | 469 |
| 04:45 PM | 3 | 107 | 49 | 159 | 4 | 1 | 0 | 5 | 101 | 114 | 1 | 216 | 41 | 0 | 47 | 88 | 468 |
| 05:00 PM | 4 | 83 | 44 | 131 | 4 | 0 | 3 | 7 | 100 | 133 | 3 | 236 | 24 | 1 | 48 | 73 | 447 |
| 05:15 PM | 2 | 84 | 40 | 126 | 3 | 0 | 1 | 4 | 126 | 103 | 2 | 231 | 31 | 0 | 51 | 82 | 443 |
| Total Volume | 10 | 378 | 192 | 580 | 15 | 2 | 8 | 25 | 440 | 456 | 11 | 907 | 118 | 1 | 196 | 315 | 1827 |
| % App. Total | 1.7 | 65.2 | 33.1 | | 60 | 8 | 32 | | 48.5 | 50.3 | 1.2 | | 37.5 | 0.3 | 62.2 | | |
| PHF | .625 | .883 | .814 | .884 | .938 | .500 | .500 | .694 | .873 | .857 | .550 | .961 | .720 | .250 | .961 | .895 | .974 |

Accurate Counts

978-664-2565

N/S Street : Nooseneck Hill Road
 E/W Street : Driveway / Harkney Hill Rd
 City/State : Coventry, RI
 Weather : Cloudy

File Name : 10749001
 Site Code : 10749001
 Start Date : 1/12/2023
 Page No : 5



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 04:00 PM | | | | 04:15 PM | | | | 04:30 PM | | | | 04:30 PM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 3 | 99 | 43 | 145 | 2 | 1 | 8 | 11 | 113 | 106 | 5 | 224 | 22 | 0 | 50 | 72 |
| +15 mins. | 1 | 94 | 36 | 131 | 4 | 1 | 4 | 9 | 101 | 114 | 1 | 216 | 41 | 0 | 47 | 88 |
| +30 mins. | 1 | 104 | 59 | 164 | 4 | 1 | 0 | 5 | 100 | 133 | 3 | 236 | 24 | 1 | 48 | 73 |
| +45 mins. | 3 | 107 | 49 | 159 | 4 | 0 | 3 | 7 | 126 | 103 | 2 | 231 | 31 | 0 | 51 | 82 |
| Total Volume | 8 | 404 | 187 | 599 | 14 | 3 | 15 | 32 | 440 | 456 | 11 | 907 | 118 | 1 | 196 | 315 |
| % App. Total | 1.3 | 67.4 | 31.2 | | 43.8 | 9.4 | 46.9 | | 48.5 | 50.3 | 1.2 | | 37.5 | 0.3 | 62.2 | |
| PHF | .667 | .944 | .792 | .913 | .875 | .750 | .469 | .727 | .873 | .857 | .550 | .961 | .720 | .250 | .961 | .895 |

Accurate Counts

978-664-2565

N/S Street : Nooseneck Hill Road
 E/W Street : Driveway / Harkney Hill Rd
 City/State : Coventry, RI
 Weather : Cloudy

File Name : 10749001
 Site Code : 10749001
 Start Date : 1/12/2023
 Page No : 7

Groups Printed- Trucks

| Start Time | Nooseneck Hill Rd From North | | | Driveway From East | | | Nooseneck Hill Rd From South | | | Harkney Hill Rd From West | | | Int. Total |
|--------------------|---------------------------------|------|-------|-----------------------|------|-------|---------------------------------|------|-------|------------------------------|------|-------|------------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 04:00 PM | 0 | 4 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 7 |
| 04:15 PM | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 4 |
| 04:30 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 4 |
| 04:45 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 5 |
| Total | 0 | 10 | 0 | 0 | 0 | 0 | 3 | 5 | 0 | 1 | 0 | 1 | 20 |
| 05:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:15 PM | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 5 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 05:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| Total | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 1 | 9 |
| Grand Total | 0 | 13 | 1 | 0 | 0 | 0 | 4 | 8 | 0 | 1 | 0 | 2 | 29 |
| Apprch % | 0 | 92.9 | 7.1 | 0 | 0 | 0 | 33.3 | 66.7 | 0 | 33.3 | 0 | 66.7 | |
| Total % | 0 | 44.8 | 3.4 | 0 | 0 | 0 | 13.8 | 27.6 | 0 | 3.4 | 0 | 6.9 | |

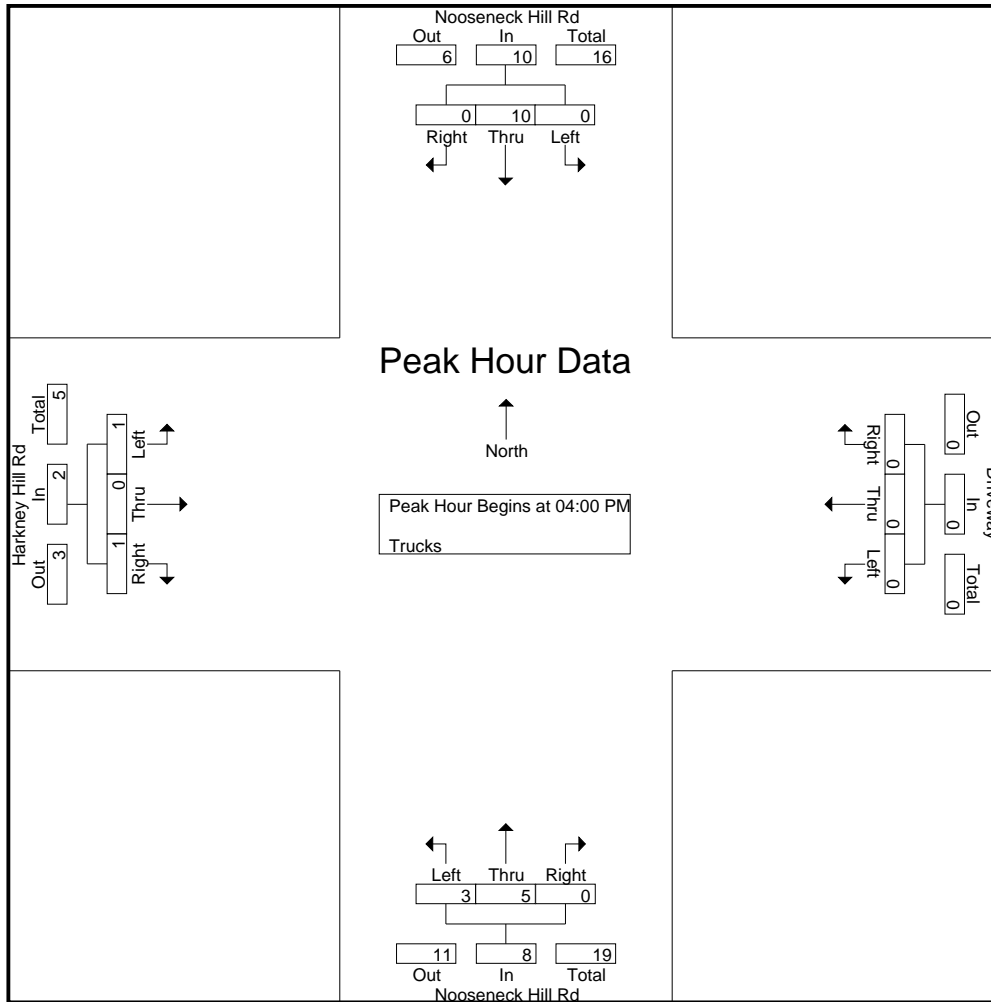
| Start Time | Nooseneck Hill Rd From North | | | | Driveway From East | | | | Nooseneck Hill Rd From South | | | | Harkney Hill Rd From West | | | | Int. Total |
|---|---------------------------------|------|-------|------------|-----------------------|------|-------|------------|---------------------------------|------|-------|------------|------------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 7 |
| 04:15 PM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 4 |
| 04:30 PM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 4 |
| 04:45 PM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 2 | 5 |
| Total Volume | 0 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 3 | 5 | 0 | 8 | 1 | 0 | 1 | 2 | 20 |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 0 | | 37.5 | 62.5 | 0 | | 50 | 0 | 50 | | |
| PHF | .000 | .625 | .000 | .625 | .000 | .000 | .000 | .000 | .375 | .625 | .000 | .667 | .250 | .000 | .250 | .250 | .714 |

Accurate Counts

978-664-2565

N/S Street : Nooseneck Hill Road
 E/W Street : Driveway / Harkney Hill Rd
 City/State : Coventry, RI
 Weather : Cloudy

File Name : 10749001
 Site Code : 10749001
 Start Date : 1/12/2023
 Page No : 8



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | | 04:30 PM | | | |
|---------------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 1 | 2 |
| +30 mins. | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 |
| Total Volume | 0 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 3 | 5 | 0 | 8 | 1 | 0 | 2 | 3 |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 0 | | 37.5 | 62.5 | 0 | | 33.3 | 0 | 66.7 | |
| PHF | .000 | .625 | .000 | .625 | .000 | .000 | .000 | .000 | .375 | .625 | .000 | .667 | .250 | .000 | .500 | .375 |

Accurate Counts

978-664-2565

N/S Street : Nooseneck Hill Road
 E/W Street : Driveway / Harkney Hill Rd
 City/State : Coventry, RI
 Weather : Cloudy

File Name : 10749001
 Site Code : 10749001
 Start Date : 1/12/2023
 Page No : 10

Groups Printed- Bikes Peds

| Start Time | Nooseneck Hill Rd From North | | | | Driveway From East | | | | Nooseneck Hill Rd From South | | | | Harkney Hill Rd From West | | | | Exclu. Total | Inclu. Total | Int. Total |
|--------------------|---------------------------------|------|-------|------|-----------------------|------|-------|------|---------------------------------|------|-------|------|------------------------------|------|-------|------|--------------|--------------|------------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Apprch % | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | | | |
| Total % | | | | | | | | | | | | | | | | | 0 | 0 | |

| Start Time | Nooseneck Hill Rd From North | | | | Driveway From East | | | | Nooseneck Hill Rd From South | | | | Harkney Hill Rd From West | | | | Int. Total | |
|--|---------------------------------|------|-------|------------|-----------------------|------|-------|------------|---------------------------------|------|-------|------------|------------------------------|------|-------|------------|------------|------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | | |
| Peak Hour Analysis From 04:00 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 |

Accurate Counts

978-664-2565

N/S Street : Nooseneck Hill Road
 E/W Street : Driveway / Harkney Hill Rd
 City/State : Coventry, RI
 Weather : Cloudy

File Name : 107490S1
 Site Code : 10749001
 Start Date : 1/14/2023
 Page No : 1

Groups Printed- Cars - Trucks

| Start Time | Nooseneck Hill Rd From North | | | Driveway From East | | | Nooseneck Hill Rd From South | | | Harkney Hill Rd From West | | | Int. Total |
|--------------------|---------------------------------|-------------|------------|-----------------------|----------|----------|---------------------------------|-------------|----------|------------------------------|----------|------------|-------------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 12:00 PM | 0 | 106 | 45 | 0 | 0 | 0 | 56 | 102 | 0 | 35 | 0 | 61 | 405 |
| 12:15 PM | 0 | 96 | 52 | 0 | 0 | 0 | 57 | 110 | 0 | 28 | 0 | 56 | 399 |
| 12:30 PM | 1 | 108 | 51 | 0 | 0 | 0 | 63 | 96 | 0 | 32 | 0 | 58 | 409 |
| 12:45 PM | 0 | 102 | 43 | 0 | 0 | 0 | 54 | 101 | 0 | 35 | 0 | 49 | 384 |
| Total | 1 | 412 | 191 | 0 | 0 | 0 | 230 | 409 | 0 | 130 | 0 | 224 | 1597 |
| 01:00 PM | 0 | 135 | 40 | 0 | 0 | 1 | 56 | 94 | 0 | 33 | 0 | 56 | 415 |
| 01:15 PM | 0 | 111 | 47 | 0 | 0 | 2 | 65 | 81 | 0 | 33 | 0 | 54 | 393 |
| 01:30 PM | 0 | 113 | 51 | 0 | 0 | 1 | 50 | 93 | 0 | 34 | 0 | 52 | 394 |
| 01:45 PM | 0 | 114 | 47 | 0 | 0 | 0 | 52 | 90 | 0 | 44 | 0 | 73 | 420 |
| Total | 0 | 473 | 185 | 0 | 0 | 4 | 223 | 358 | 0 | 144 | 0 | 235 | 1622 |
| 02:00 PM | 0 | 80 | 54 | 0 | 0 | 0 | 65 | 92 | 0 | 29 | 0 | 39 | 359 |
| 02:15 PM | 0 | 107 | 36 | 0 | 0 | 0 | 65 | 80 | 0 | 35 | 0 | 49 | 372 |
| 02:30 PM | 1 | 80 | 48 | 0 | 0 | 1 | 52 | 79 | 0 | 29 | 0 | 55 | 345 |
| 02:45 PM | 0 | 111 | 48 | 0 | 1 | 0 | 51 | 90 | 0 | 34 | 0 | 48 | 383 |
| Total | 1 | 378 | 186 | 0 | 1 | 1 | 233 | 341 | 0 | 127 | 0 | 191 | 1459 |
| Grand Total | 2 | 1263 | 562 | 0 | 1 | 5 | 686 | 1108 | 0 | 401 | 0 | 650 | 4678 |
| Apprch % | 0.1 | 69.1 | 30.8 | 0 | 16.7 | 83.3 | 38.2 | 61.8 | 0 | 38.2 | 0 | 61.8 | |
| Total % | 0 | 27 | 12 | 0 | 0 | 0.1 | 14.7 | 23.7 | 0 | 8.6 | 0 | 13.9 | |
| Cars | 2 | 1257 | 562 | 0 | 1 | 5 | 683 | 1103 | 0 | 400 | 0 | 650 | 4663 |
| % Cars | 100 | 99.5 | 100 | 0 | 100 | 100 | 99.6 | 99.5 | 0 | 99.8 | 0 | 100 | 99.7 |
| Trucks | 0 | 6 | 0 | 0 | 0 | 0 | 3 | 5 | 0 | 1 | 0 | 0 | 15 |
| % Trucks | 0 | 0.5 | 0 | 0 | 0 | 0 | 0.4 | 0.5 | 0 | 0.2 | 0 | 0 | 0.3 |

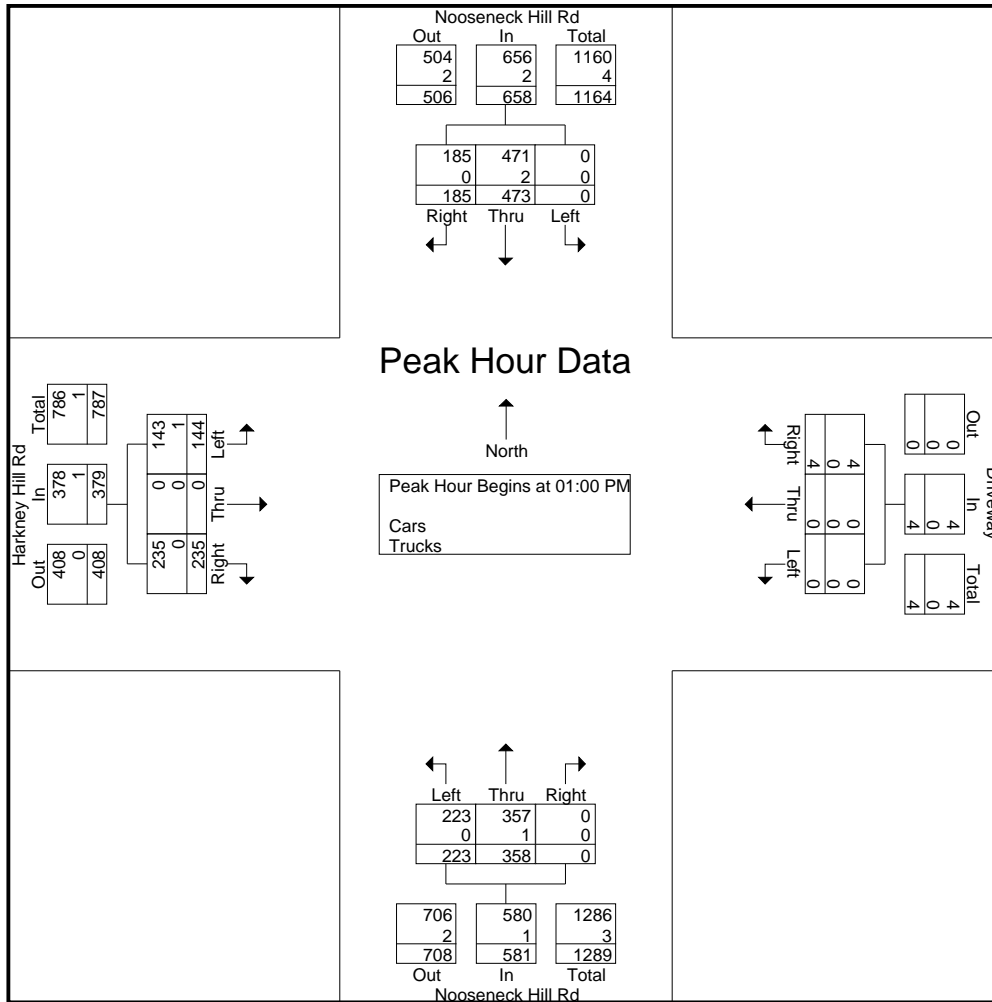
| Start Time | Nooseneck Hill Rd From North | | | | Driveway From East | | | | Nooseneck Hill Rd From South | | | | Harkney Hill Rd From West | | | | Int. Total |
|--|---------------------------------|------------|-------|------------|-----------------------|------|-------|------------|---------------------------------|-----------|-------|------------|------------------------------|------|-----------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 01:00 PM | | | | | | | | | | | | | | | | | |
| 01:00 PM | 0 | 135 | 40 | 175 | 0 | 0 | 1 | 1 | 56 | 94 | 0 | 150 | 33 | 0 | 56 | 89 | 415 |
| 01:15 PM | 0 | 111 | 47 | 158 | 0 | 0 | 2 | 2 | 65 | 81 | 0 | 146 | 33 | 0 | 54 | 87 | 393 |
| 01:30 PM | 0 | 113 | 51 | 164 | 0 | 0 | 1 | 1 | 50 | 93 | 0 | 143 | 34 | 0 | 52 | 86 | 394 |
| 01:45 PM | 0 | 114 | 47 | 161 | 0 | 0 | 0 | 0 | 52 | 90 | 0 | 142 | 44 | 0 | 73 | 117 | 420 |
| Total Volume | 0 | 473 | 185 | 658 | 0 | 0 | 4 | 4 | 223 | 358 | 0 | 581 | 144 | 0 | 235 | 379 | 1622 |
| % App. Total | 0 | 71.9 | 28.1 | | 0 | 0 | 100 | 100 | 38.4 | 61.6 | 0 | | 38 | 0 | 62 | | |
| PHF | .000 | .876 | .907 | .940 | .000 | .000 | .500 | .500 | .858 | .952 | .000 | .968 | .818 | .000 | .805 | .810 | .965 |
| Cars | 0 | 471 | 185 | 656 | 0 | 0 | 4 | 4 | 223 | 357 | 0 | 580 | 143 | 0 | 235 | 378 | 1618 |
| % Cars | 0 | 99.6 | 100 | 99.7 | 0 | 0 | 100 | 100 | 100 | 99.7 | 0 | 99.8 | 99.3 | 0 | 100 | 99.7 | 99.8 |
| Trucks | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 4 |
| % Trucks | 0 | 0.4 | 0 | 0.3 | 0 | 0 | 0 | 0 | 0 | 0.3 | 0 | 0.2 | 0.7 | 0 | 0 | 0.3 | 0.2 |

Accurate Counts

978-664-2565

N/S Street : Nooseneck Hill Road
 E/W Street : Driveway / Harkney Hill Rd
 City/State : Coventry, RI
 Weather : Cloudy

File Name : 107490S1
 Site Code : 10749001
 Start Date : 1/14/2023
 Page No : 2



Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 01:00 PM | | | | 12:45 PM | | | | 12:00 PM | | | | 01:00 PM | | | |
|--------------|----------|------------|-----------|------------|----------|------|----------|----------|-----------|------------|------|------------|-----------|------|-----------|------------|
| +0 mins. | 0 | 135 | 40 | 175 | 0 | 0 | 0 | 0 | 56 | 102 | 0 | 158 | 33 | 0 | 56 | 89 |
| +15 mins. | 0 | 111 | 47 | 158 | 0 | 0 | 1 | 1 | 57 | 110 | 0 | 167 | 33 | 0 | 54 | 87 |
| +30 mins. | 0 | 113 | 51 | 164 | 0 | 0 | 2 | 2 | 63 | 96 | 0 | 159 | 34 | 0 | 52 | 86 |
| +45 mins. | 0 | 114 | 47 | 161 | 0 | 0 | 1 | 1 | 54 | 101 | 0 | 155 | 44 | 0 | 73 | 117 |
| Total Volume | 0 | 473 | 185 | 658 | 0 | 0 | 4 | 4 | 230 | 409 | 0 | 639 | 144 | 0 | 235 | 379 |
| % App. Total | 0 | 71.9 | 28.1 | | 0 | 0 | 100 | | 36 | 64 | 0 | | 38 | 0 | 62 | |
| PHF | .000 | .876 | .907 | .940 | .000 | .000 | .500 | .500 | .913 | .930 | .000 | .957 | .818 | .000 | .805 | .810 |
| Cars | 0 | 471 | 185 | 656 | 0 | 0 | 4 | 4 | 228 | 406 | 0 | 634 | 143 | 0 | 235 | 378 |
| % Cars | 0 | 99.6 | 100 | 99.7 | 0 | 0 | 100 | 100 | 99.1 | 99.3 | 0 | 99.2 | 99.3 | 0 | 100 | 99.7 |
| Trucks | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 5 | 1 | 0 | 0 | 1 |
| % Trucks | 0 | 0.4 | 0 | 0.3 | 0 | 0 | 0 | 0 | 0.9 | 0.7 | 0 | 0.8 | 0.7 | 0 | 0 | 0.3 |

Accurate Counts

978-664-2565

N/S Street : Nooseneck Hill Road
 E/W Street : Driveway / Harkney Hill Rd
 City/State : Coventry, RI
 Weather : Cloudy

File Name : 107490S1
 Site Code : 10749001
 Start Date : 1/14/2023
 Page No : 4

Groups Printed- Cars

| Start Time | Nooseneck Hill Rd From North | | | Driveway From East | | | Nooseneck Hill Rd From South | | | Harkney Hill Rd From West | | | Int. Total |
|--------------------|---------------------------------|-------------|------------|-----------------------|----------|----------|---------------------------------|-------------|----------|------------------------------|----------|------------|-------------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 12:00 PM | 0 | 103 | 45 | 0 | 0 | 0 | 56 | 102 | 0 | 35 | 0 | 61 | 402 |
| 12:15 PM | 0 | 96 | 52 | 0 | 0 | 0 | 57 | 108 | 0 | 28 | 0 | 56 | 397 |
| 12:30 PM | 1 | 107 | 51 | 0 | 0 | 0 | 63 | 96 | 0 | 32 | 0 | 58 | 408 |
| 12:45 PM | 0 | 102 | 43 | 0 | 0 | 0 | 52 | 100 | 0 | 35 | 0 | 49 | 381 |
| Total | 1 | 408 | 191 | 0 | 0 | 0 | 228 | 406 | 0 | 130 | 0 | 224 | 1588 |
| 01:00 PM | 0 | 133 | 40 | 0 | 0 | 1 | 56 | 94 | 0 | 33 | 0 | 56 | 413 |
| 01:15 PM | 0 | 111 | 47 | 0 | 0 | 2 | 65 | 81 | 0 | 33 | 0 | 54 | 393 |
| 01:30 PM | 0 | 113 | 51 | 0 | 0 | 1 | 50 | 92 | 0 | 34 | 0 | 52 | 393 |
| 01:45 PM | 0 | 114 | 47 | 0 | 0 | 0 | 52 | 90 | 0 | 43 | 0 | 73 | 419 |
| Total | 0 | 471 | 185 | 0 | 0 | 4 | 223 | 357 | 0 | 143 | 0 | 235 | 1618 |
| 02:00 PM | 0 | 80 | 54 | 0 | 0 | 0 | 65 | 92 | 0 | 29 | 0 | 39 | 359 |
| 02:15 PM | 0 | 107 | 36 | 0 | 0 | 0 | 64 | 80 | 0 | 35 | 0 | 49 | 371 |
| 02:30 PM | 1 | 80 | 48 | 0 | 0 | 1 | 52 | 78 | 0 | 29 | 0 | 55 | 344 |
| 02:45 PM | 0 | 111 | 48 | 0 | 1 | 0 | 51 | 90 | 0 | 34 | 0 | 48 | 383 |
| Total | 1 | 378 | 186 | 0 | 1 | 1 | 232 | 340 | 0 | 127 | 0 | 191 | 1457 |
| Grand Total | 2 | 1257 | 562 | 0 | 1 | 5 | 683 | 1103 | 0 | 400 | 0 | 650 | 4663 |
| Apprch % | 0.1 | 69 | 30.9 | 0 | 16.7 | 83.3 | 38.2 | 61.8 | 0 | 38.1 | 0 | 61.9 | |
| Total % | 0 | 27 | 12.1 | 0 | 0 | 0.1 | 14.6 | 23.7 | 0 | 8.6 | 0 | 13.9 | |

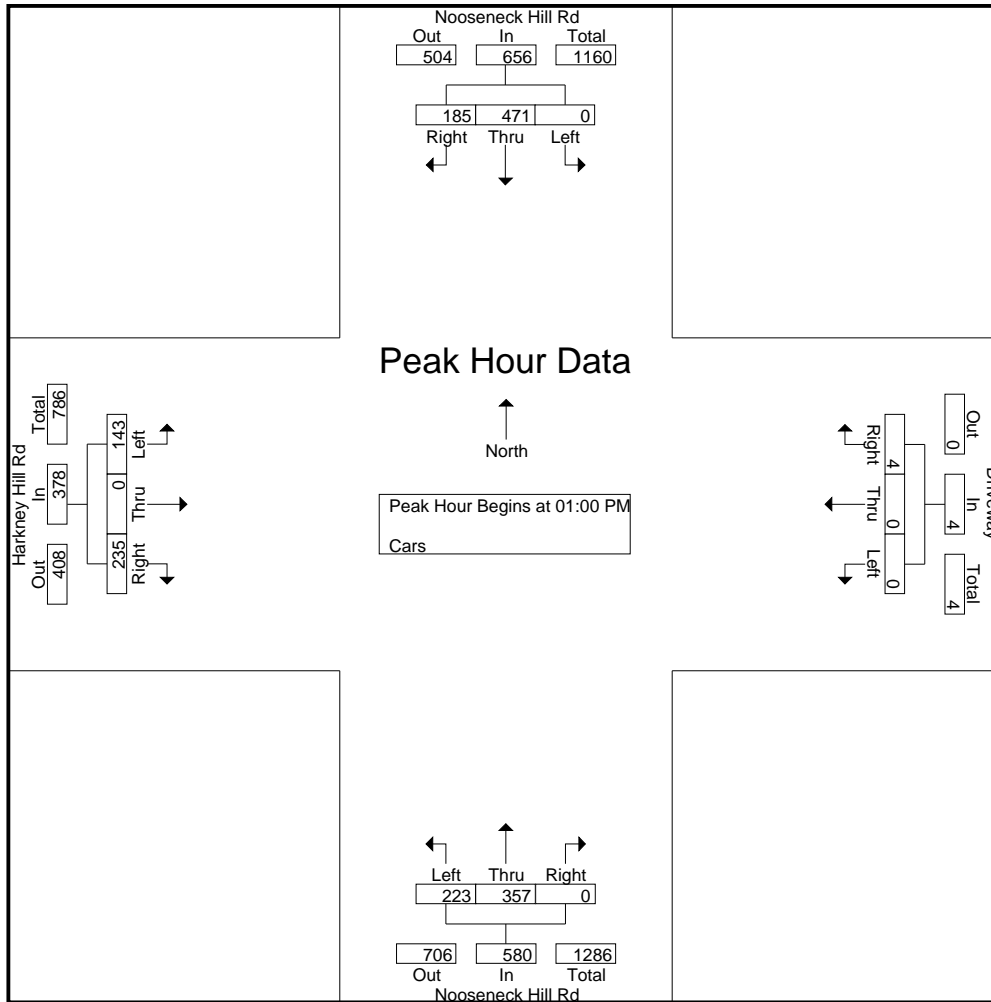
| Start Time | Nooseneck Hill Rd From North | | | | Driveway From East | | | | Nooseneck Hill Rd From South | | | | Harkney Hill Rd From West | | | | Int. Total |
|--|---------------------------------|-------------|-------------|------------|-----------------------|----------|------------|------------|---------------------------------|-------------|----------|------------|------------------------------|----------|-------------|------------|-------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 01:00 PM | | | | | | | | | | | | | | | | | |
| 01:00 PM | 0 | 133 | 40 | 173 | 0 | 0 | 1 | 1 | 56 | 94 | 0 | 150 | 33 | 0 | 56 | 89 | 413 |
| 01:15 PM | 0 | 111 | 47 | 158 | 0 | 0 | 2 | 2 | 65 | 81 | 0 | 146 | 33 | 0 | 54 | 87 | 393 |
| 01:30 PM | 0 | 113 | 51 | 164 | 0 | 0 | 1 | 1 | 50 | 92 | 0 | 142 | 34 | 0 | 52 | 86 | 393 |
| 01:45 PM | 0 | 114 | 47 | 161 | 0 | 0 | 0 | 0 | 52 | 90 | 0 | 142 | 43 | 0 | 73 | 116 | 419 |
| Total Volume | 0 | 471 | 185 | 656 | 0 | 0 | 4 | 4 | 223 | 357 | 0 | 580 | 143 | 0 | 235 | 378 | 1618 |
| % App. Total | 0 | 71.8 | 28.2 | 100 | 0 | 0 | 100 | 100 | 38.4 | 61.6 | 0 | 100 | 37.8 | 0 | 62.2 | 100 | 100 |
| PHF | .000 | .885 | .907 | .948 | .000 | .000 | .500 | .500 | .858 | .949 | .000 | .967 | .831 | .000 | .805 | .815 | .965 |

Accurate Counts

978-664-2565

N/S Street : Nooseneck Hill Road
 E/W Street : Driveway / Harkney Hill Rd
 City/State : Coventry, RI
 Weather : Cloudy

File Name : 107490S1
 Site Code : 10749001
 Start Date : 1/14/2023
 Page No : 5



Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 01:00 PM | | | | 12:45 PM | | | | 12:00 PM | | | | 01:00 PM | | | |
|--------------|----------|------------|-----------|------------|----------|------|----------|----------|-----------|------------|------|------------|-----------|------|-----------|------------|
| +0 mins. | 0 | 133 | 40 | 173 | 0 | 0 | 0 | 0 | 56 | 102 | 0 | 158 | 33 | 0 | 56 | 89 |
| +15 mins. | 0 | 111 | 47 | 158 | 0 | 0 | 1 | 1 | 57 | 108 | 0 | 165 | 33 | 0 | 54 | 87 |
| +30 mins. | 0 | 113 | 51 | 164 | 0 | 0 | 2 | 2 | 63 | 96 | 0 | 159 | 34 | 0 | 52 | 86 |
| +45 mins. | 0 | 114 | 47 | 161 | 0 | 0 | 1 | 1 | 52 | 100 | 0 | 152 | 43 | 0 | 73 | 116 |
| Total Volume | 0 | 471 | 185 | 656 | 0 | 0 | 4 | 4 | 228 | 406 | 0 | 634 | 143 | 0 | 235 | 378 |
| % App. Total | 0 | 71.8 | 28.2 | | 0 | 0 | 100 | | 36 | 64 | 0 | | 37.8 | 0 | 62.2 | |
| PHF | .000 | .885 | .907 | .948 | .000 | .000 | .500 | .500 | .905 | .940 | .000 | .961 | .831 | .000 | .805 | .815 |

Accurate Counts

978-664-2565

N/S Street : Nooseneck Hill Road
 E/W Street : Driveway / Harkney Hill Rd
 City/State : Coventry, RI
 Weather : Cloudy

File Name : 107490S1
 Site Code : 10749001
 Start Date : 1/14/2023
 Page No : 7

Groups Printed- Trucks

| Start Time | Nooseneck Hill Rd From North | | | Driveway From East | | | Nooseneck Hill Rd From South | | | Harkney Hill Rd From West | | | Int. Total |
|--------------------|---------------------------------|------|-------|-----------------------|------|-------|---------------------------------|------|-------|------------------------------|------|-------|------------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 12:00 PM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 12:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 3 |
| Total | 0 | 4 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 9 |
| 01:00 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 01:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 01:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| Total | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 4 |
| 02:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 02:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 |
| Grand Total | 0 | 6 | 0 | 0 | 0 | 0 | 3 | 5 | 0 | 1 | 0 | 0 | 15 |
| Apprch % | 0 | 100 | 0 | 0 | 0 | 0 | 37.5 | 62.5 | 0 | 100 | 0 | 0 | |
| Total % | 0 | 40 | 0 | 0 | 0 | 0 | 20 | 33.3 | 0 | 6.7 | 0 | 0 | |

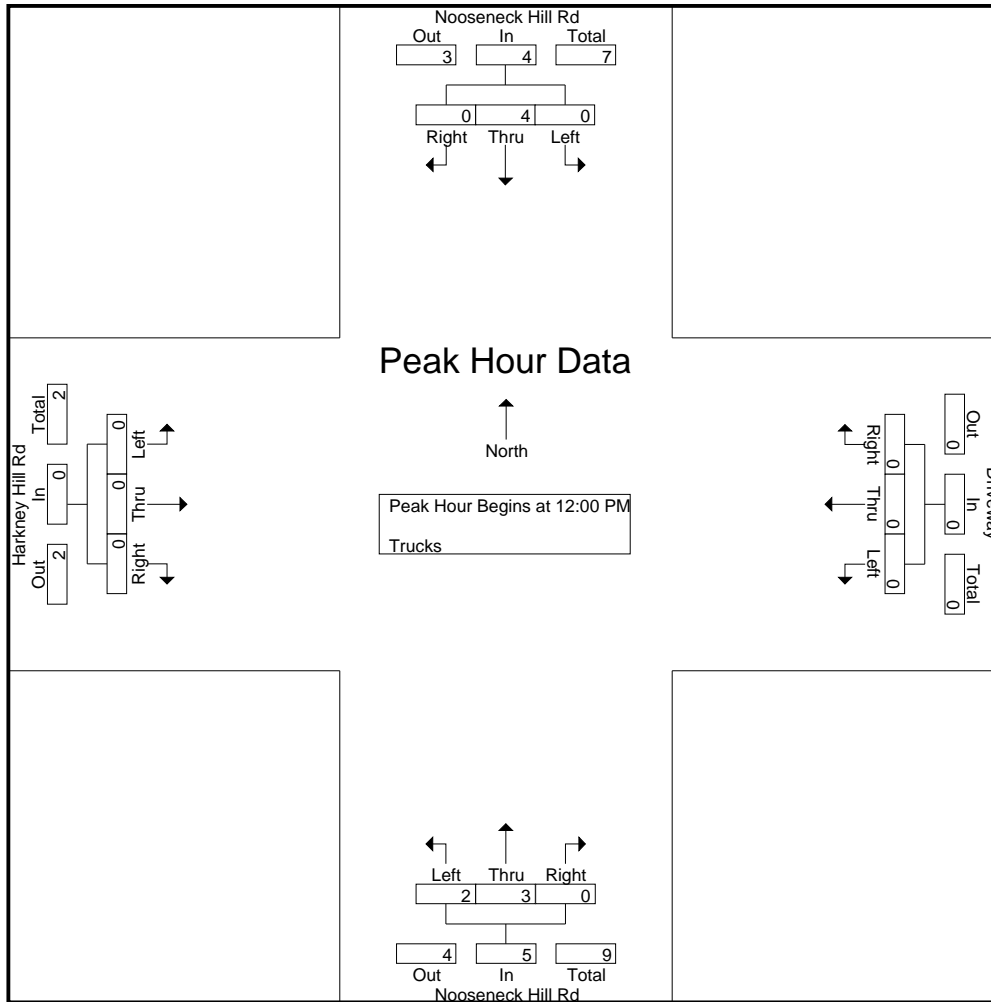
| Start Time | Nooseneck Hill Rd From North | | | | Driveway From East | | | | Nooseneck Hill Rd From South | | | | Harkney Hill Rd From West | | | | Int. Total |
|--|---------------------------------|------|-------|------------|-----------------------|------|-------|------------|---------------------------------|------|-------|------------|------------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 12:00 PM | | | | | | | | | | | | | | | | | |
| 12:00 PM | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 12:30 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 3 |
| Total Volume | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 9 |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 0 | | 40 | 60 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .333 | .000 | .333 | .000 | .000 | .000 | .000 | .250 | .375 | .000 | .417 | .000 | .000 | .000 | .000 | .750 |

Accurate Counts

978-664-2565

N/S Street : Nooseneck Hill Road
 E/W Street : Driveway / Harkney Hill Rd
 City/State : Coventry, RI
 Weather : Cloudy

File Name : 107490S1
 Site Code : 10749001
 Start Date : 1/14/2023
 Page No : 8



Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 12:00 PM | | | | 12:00 PM | | | | 12:00 PM | | | | 01:00 PM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 1 | 0 | 0 | 1 |
| Total Volume | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 5 | 1 | 0 | 0 | 1 |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 0 | | 40 | 60 | 0 | | 100 | 0 | 0 | |
| PHF | .000 | .333 | .000 | .333 | .000 | .000 | .000 | .000 | .250 | .375 | .000 | .417 | .250 | .000 | .000 | .250 |

Harkney Hill Road (Route 118) at Hill Farm Road

Accurate Counts

978-664-2565

N/S Street : Hill Farm Road
 E/W Street : Harkney Hill Road
 City/State : Coventry, RI
 Weather : Cloudy

File Name : 10749002
 Site Code : 10749002
 Start Date : 1/12/2023
 Page No : 1

Groups Printed- Cars - Trucks

| Start Time | Hill Farm Rd From North | | Harkney Hill Rd From East | | Harkney Hill Rd From West | | Int. Total |
|--------------------|----------------------------|-----------|------------------------------|------------|------------------------------|------------|-------------|
| | Left | Right | Thru | Right | Left | Thru | |
| 07:00 AM | 53 | 3 | 20 | 13 | 18 | 94 | 201 |
| 07:15 AM | 51 | 6 | 25 | 12 | 6 | 112 | 212 |
| 07:30 AM | 66 | 0 | 17 | 14 | 3 | 89 | 189 |
| 07:45 AM | 65 | 0 | 37 | 16 | 0 | 102 | 220 |
| Total | 235 | 9 | 99 | 55 | 27 | 397 | 822 |
| 08:00 AM | 41 | 5 | 19 | 18 | 3 | 89 | 175 |
| 08:15 AM | 45 | 2 | 31 | 22 | 0 | 83 | 183 |
| 08:30 AM | 50 | 1 | 32 | 18 | 0 | 71 | 172 |
| 08:45 AM | 27 | 2 | 34 | 21 | 0 | 57 | 141 |
| Total | 163 | 10 | 116 | 79 | 3 | 300 | 671 |
| Grand Total | 398 | 19 | 215 | 134 | 30 | 697 | 1493 |
| Apprch % | 95.4 | 4.6 | 61.6 | 38.4 | 4.1 | 95.9 | |
| Total % | 26.7 | 1.3 | 14.4 | 9 | 2 | 46.7 | |
| Cars | 391 | 16 | 210 | 123 | 30 | 691 | 1461 |
| % Cars | 98.2 | 84.2 | 97.7 | 91.8 | 100 | 99.1 | 97.9 |
| Trucks | 7 | 3 | 5 | 11 | 0 | 6 | 32 |
| % Trucks | 1.8 | 15.8 | 2.3 | 8.2 | 0 | 0.9 | 2.1 |

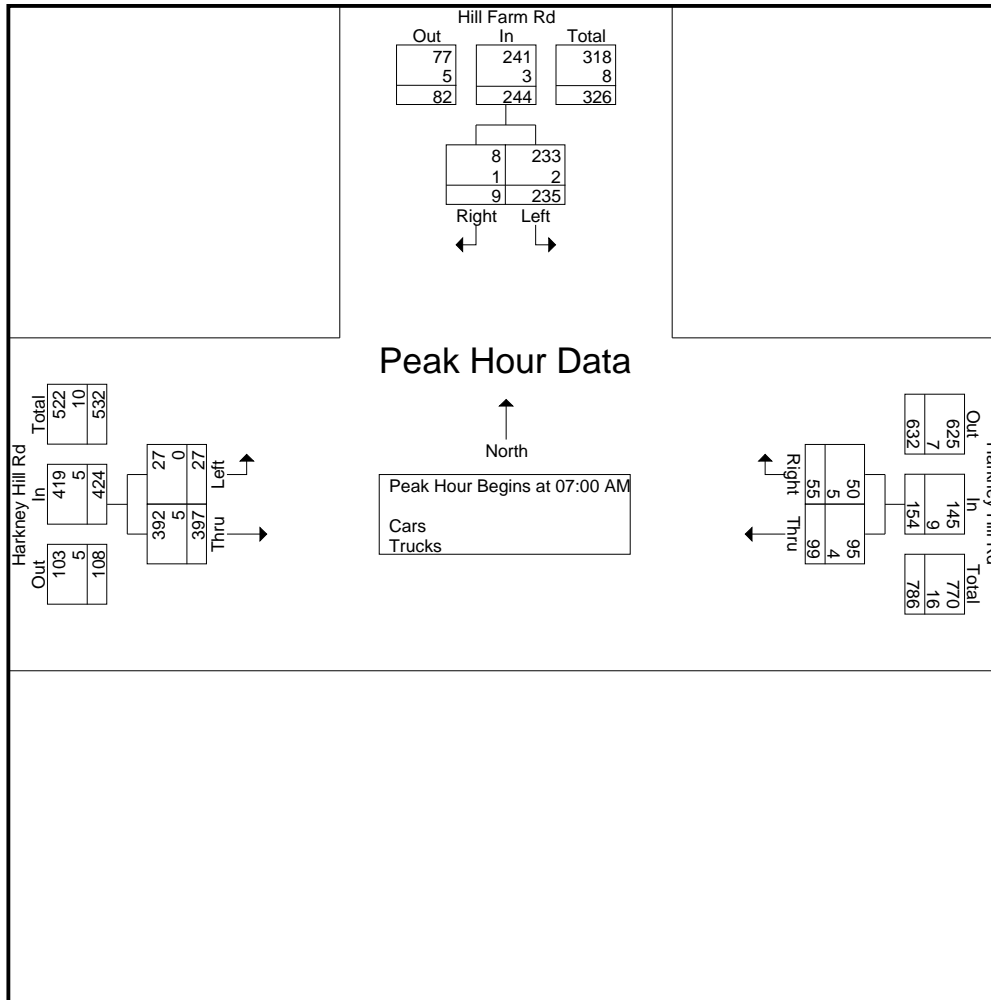
| Start Time | Hill Farm Rd From North | | | Harkney Hill Rd From East | | | Harkney Hill Rd From West | | | Int. Total |
|--|----------------------------|----------|------------|------------------------------|-----------|------------|------------------------------|------------|------------|------------|
| | Left | Right | App. Total | Thru | Right | App. Total | Left | Thru | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | |
| 07:00 AM | 53 | 3 | 56 | 20 | 13 | 33 | 18 | 94 | 112 | 201 |
| 07:15 AM | 51 | 6 | 57 | 25 | 12 | 37 | 6 | 112 | 118 | 212 |
| 07:30 AM | 66 | 0 | 66 | 17 | 14 | 31 | 3 | 89 | 92 | 189 |
| 07:45 AM | 65 | 0 | 65 | 37 | 16 | 53 | 0 | 102 | 102 | 220 |
| Total Volume | 235 | 9 | 244 | 99 | 55 | 154 | 27 | 397 | 424 | 822 |
| % App. Total | 96.3 | 3.7 | | 64.3 | 35.7 | | 6.4 | 93.6 | | |
| PHF | .890 | .375 | .924 | .669 | .859 | .726 | .375 | .886 | .898 | .934 |
| Cars | 233 | 8 | 241 | 95 | 50 | 145 | 27 | 392 | 419 | 805 |
| % Cars | 99.1 | 88.9 | 98.8 | 96.0 | 90.9 | 94.2 | 100 | 98.7 | 98.8 | 97.9 |
| Trucks | 2 | 1 | 3 | 4 | 5 | 9 | 0 | 5 | 5 | 17 |
| % Trucks | 0.9 | 11.1 | 1.2 | 4.0 | 9.1 | 5.8 | 0 | 1.3 | 1.2 | 2.1 |

Accurate Counts

978-664-2565

N/S Street : Hill Farm Road
 E/W Street : Harkney Hill Road
 City/State : Coventry, RI
 Weather : Cloudy

File Name : 10749002
 Site Code : 10749002
 Start Date : 1/12/2023
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 07:00 AM | | | 08:00 AM | | | 07:00 AM | | |
|--------------|-----------|----------|-----------|-----------|-----------|-----------|-----------|------------|------------|
| +0 mins. | 53 | 3 | 56 | 19 | 18 | 37 | 18 | 94 | 112 |
| +15 mins. | 51 | 6 | 57 | 31 | 22 | 53 | 6 | 112 | 118 |
| +30 mins. | 66 | 0 | 66 | 32 | 18 | 50 | 3 | 89 | 92 |
| +45 mins. | 65 | 0 | 65 | 34 | 21 | 55 | 0 | 102 | 102 |
| Total Volume | 235 | 9 | 244 | 116 | 79 | 195 | 27 | 397 | 424 |
| % App. Total | 96.3 | 3.7 | | 59.5 | 40.5 | | 6.4 | 93.6 | |
| PHF | .890 | .375 | .924 | .853 | .898 | .886 | .375 | .886 | .898 |
| Cars | 233 | 8 | 241 | 115 | 73 | 188 | 27 | 392 | 419 |
| % Cars | 99.1 | 88.9 | 98.8 | 99.1 | 92.4 | 96.4 | 100 | 98.7 | 98.8 |
| Trucks | 2 | 1 | 3 | 1 | 6 | 7 | 0 | 5 | 5 |
| % Trucks | 0.9 | 11.1 | 1.2 | 0.9 | 7.6 | 3.6 | 0 | 1.3 | 1.2 |

Accurate Counts

978-664-2565

N/S Street : Hill Farm Road
 E/W Street : Harkney Hill Road
 City/State : Coventry, RI
 Weather : Cloudy

File Name : 10749002
 Site Code : 10749002
 Start Date : 1/12/2023
 Page No : 4

Groups Printed- Cars

| Start Time | Hill Farm Rd From North | | Harkney Hill Rd From East | | Harkney Hill Rd From West | | Int. Total |
|--------------------|----------------------------|-----------|------------------------------|------------|------------------------------|------------|-------------|
| | Left | Right | Thru | Right | Left | Thru | |
| 07:00 AM | 53 | 2 | 20 | 13 | 18 | 93 | 199 |
| 07:15 AM | 51 | 6 | 24 | 11 | 6 | 111 | 209 |
| 07:30 AM | 65 | 0 | 14 | 12 | 3 | 86 | 180 |
| 07:45 AM | 64 | 0 | 37 | 14 | 0 | 102 | 217 |
| Total | 233 | 8 | 95 | 50 | 27 | 392 | 805 |
| 08:00 AM | 41 | 5 | 19 | 18 | 3 | 88 | 174 |
| 08:15 AM | 44 | 1 | 31 | 19 | 0 | 83 | 178 |
| 08:30 AM | 47 | 1 | 32 | 16 | 0 | 71 | 167 |
| 08:45 AM | 26 | 1 | 33 | 20 | 0 | 57 | 137 |
| Total | 158 | 8 | 115 | 73 | 3 | 299 | 656 |
| Grand Total | 391 | 16 | 210 | 123 | 30 | 691 | 1461 |
| Apprch % | 96.1 | 3.9 | 63.1 | 36.9 | 4.2 | 95.8 | |
| Total % | 26.8 | 1.1 | 14.4 | 8.4 | 2.1 | 47.3 | |

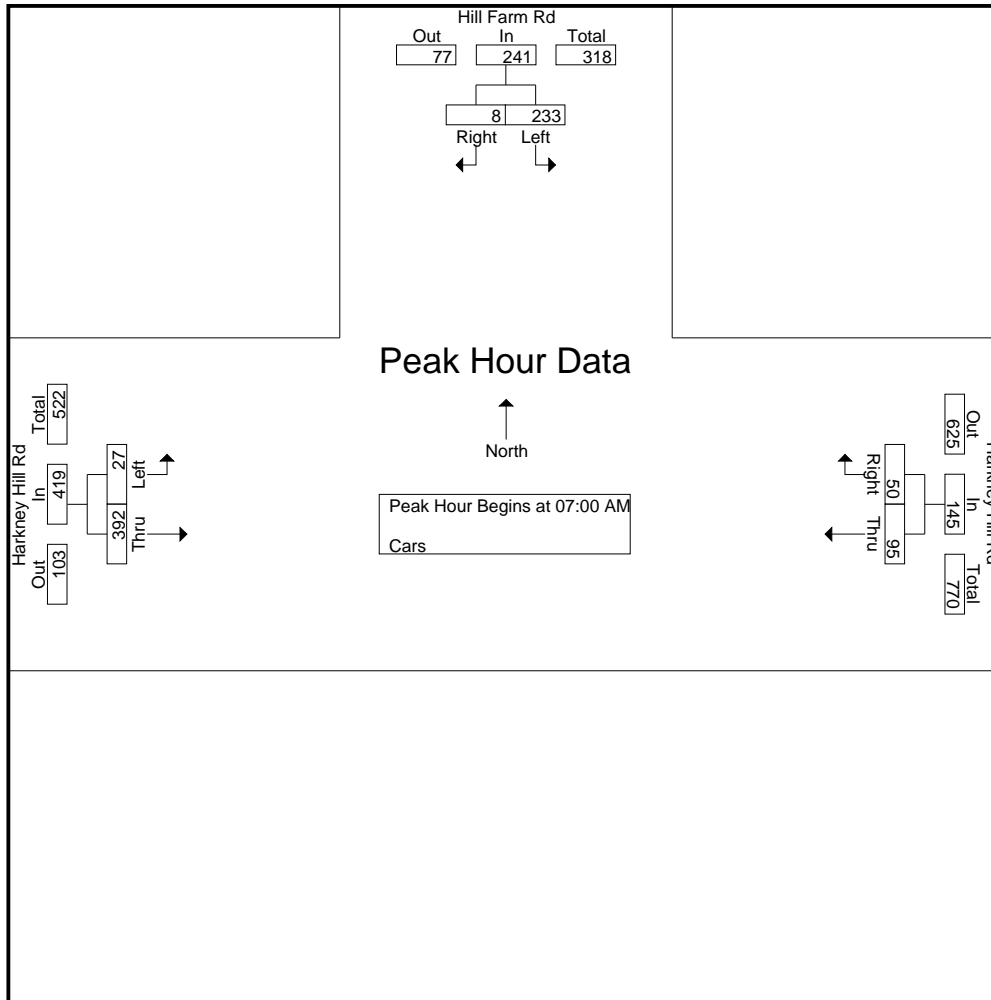
| Start Time | Hill Farm Rd From North | | | Harkney Hill Rd From East | | | Harkney Hill Rd From West | | | Int. Total |
|--|----------------------------|----------|------------|------------------------------|-----------|------------|------------------------------|------------|------------|------------|
| | Left | Right | App. Total | Thru | Right | App. Total | Left | Thru | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | |
| 07:00 AM | 53 | 2 | 55 | 20 | 13 | 33 | 18 | 93 | 111 | 199 |
| 07:15 AM | 51 | 6 | 57 | 24 | 11 | 35 | 6 | 111 | 117 | 209 |
| 07:30 AM | 65 | 0 | 65 | 14 | 12 | 26 | 3 | 86 | 89 | 180 |
| 07:45 AM | 64 | 0 | 64 | 37 | 14 | 51 | 0 | 102 | 102 | 217 |
| Total Volume | 233 | 8 | 241 | 95 | 50 | 145 | 27 | 392 | 419 | 805 |
| % App. Total | 96.7 | 3.3 | | 65.5 | 34.5 | | 6.4 | 93.6 | | |
| PHF | .896 | .333 | .927 | .642 | .893 | .711 | .375 | .883 | .895 | .927 |

Accurate Counts

978-664-2565

N/S Street : Hill Farm Road
 E/W Street : Harkney Hill Road
 City/State : Coventry, RI
 Weather : Cloudy

File Name : 10749002
 Site Code : 10749002
 Start Date : 1/12/2023
 Page No : 5



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 07:00 AM | | | 08:00 AM | | | 07:00 AM | | |
|--------------|-----------|----------|-----------|-----------|-----------|-----------|-----------|------------|------------|
| +0 mins. | 53 | 2 | 55 | 19 | 18 | 37 | 18 | 93 | 111 |
| +15 mins. | 51 | 6 | 57 | 31 | 19 | 50 | 6 | 111 | 117 |
| +30 mins. | 65 | 0 | 65 | 32 | 16 | 48 | 3 | 86 | 89 |
| +45 mins. | 64 | 0 | 64 | 33 | 20 | 53 | 0 | 102 | 102 |
| Total Volume | 233 | 8 | 241 | 115 | 73 | 188 | 27 | 392 | 419 |
| % App. Total | 96.7 | 3.3 | | 61.2 | 38.8 | | 6.4 | 93.6 | |
| PHF | .896 | .333 | .927 | .871 | .913 | .887 | .375 | .883 | .895 |

Accurate Counts

978-664-2565

N/S Street : Hill Farm Road
 E/W Street : Harkney Hill Road
 City/State : Coventry, RI
 Weather : Cloudy

File Name : 10749002
 Site Code : 10749002
 Start Date : 1/12/2023
 Page No : 7

Groups Printed- Trucks

| Start Time | Hill Farm Rd From North | | Harkney Hill Rd From East | | Harkney Hill Rd From West | | Int. Total |
|--------------------|----------------------------|----------|------------------------------|-----------|------------------------------|----------|------------|
| | Left | Right | Thru | Right | Left | Thru | |
| 07:00 AM | 0 | 1 | 0 | 0 | 0 | 1 | 2 |
| 07:15 AM | 0 | 0 | 1 | 1 | 0 | 1 | 3 |
| 07:30 AM | 1 | 0 | 3 | 2 | 0 | 3 | 9 |
| 07:45 AM | 1 | 0 | 0 | 2 | 0 | 0 | 3 |
| Total | 2 | 1 | 4 | 5 | 0 | 5 | 17 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 08:15 AM | 1 | 1 | 0 | 3 | 0 | 0 | 5 |
| 08:30 AM | 3 | 0 | 0 | 2 | 0 | 0 | 5 |
| 08:45 AM | 1 | 1 | 1 | 1 | 0 | 0 | 4 |
| Total | 5 | 2 | 1 | 6 | 0 | 1 | 15 |
| Grand Total | 7 | 3 | 5 | 11 | 0 | 6 | 32 |
| Apprch % | 70 | 30 | 31.2 | 68.8 | 0 | 100 | |
| Total % | 21.9 | 9.4 | 15.6 | 34.4 | 0 | 18.8 | |

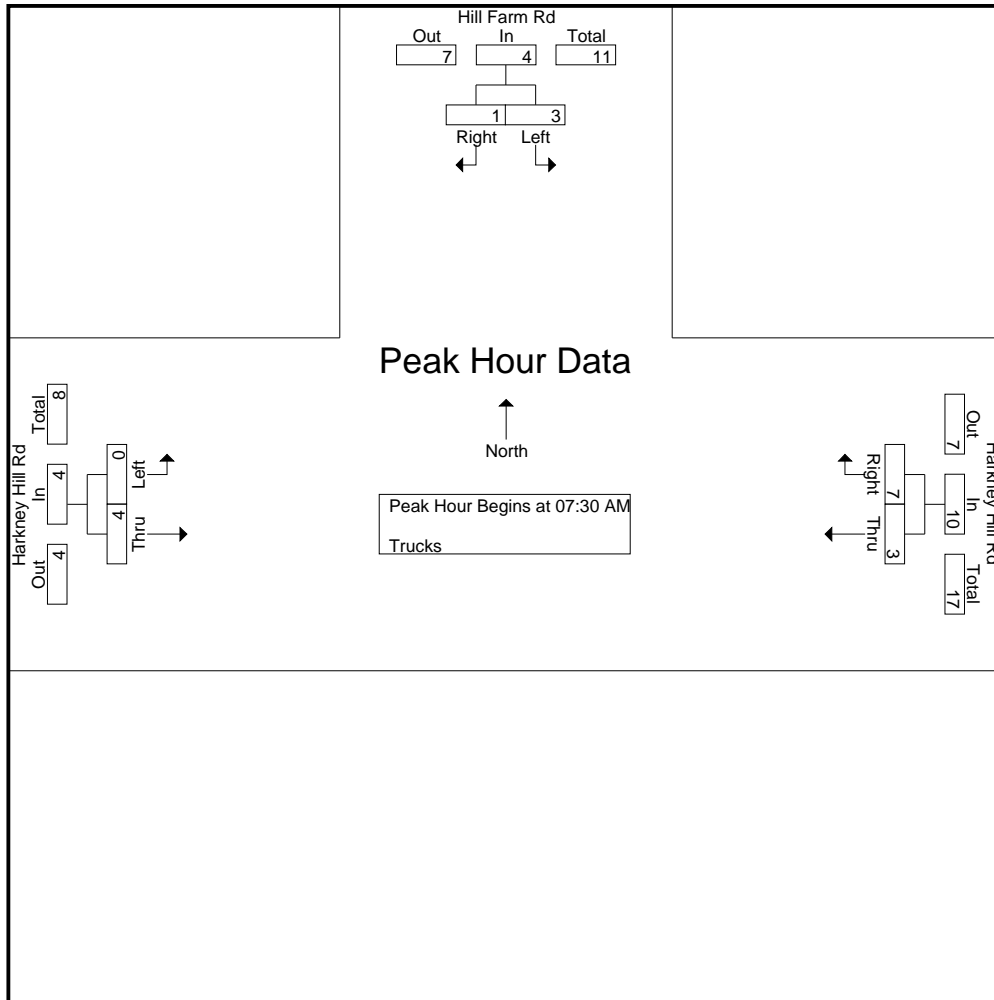
| Start Time | Hill Farm Rd From North | | | Harkney Hill Rd From East | | | Harkney Hill Rd From West | | | Int. Total |
|--|----------------------------|----------|------------|------------------------------|----------|------------|------------------------------|----------|------------|------------|
| | Left | Right | App. Total | Thru | Right | App. Total | Left | Thru | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | |
| 07:30 AM | 1 | 0 | 1 | 3 | 2 | 5 | 0 | 3 | 3 | 9 |
| 07:45 AM | 1 | 0 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 3 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| 08:15 AM | 1 | 1 | 2 | 0 | 3 | 3 | 0 | 0 | 0 | 5 |
| Total Volume | 3 | 1 | 4 | 3 | 7 | 10 | 0 | 4 | 4 | 18 |
| % App. Total | 75 | 25 | | 30 | 70 | | 0 | 100 | | |
| PHF | .750 | .250 | .500 | .250 | .583 | .500 | .000 | .333 | .333 | .500 |

Accurate Counts

978-664-2565

N/S Street : Hill Farm Road
 E/W Street : Harkney Hill Road
 City/State : Coventry, RI
 Weather : Cloudy

File Name : 10749002
 Site Code : 10749002
 Start Date : 1/12/2023
 Page No : 8



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

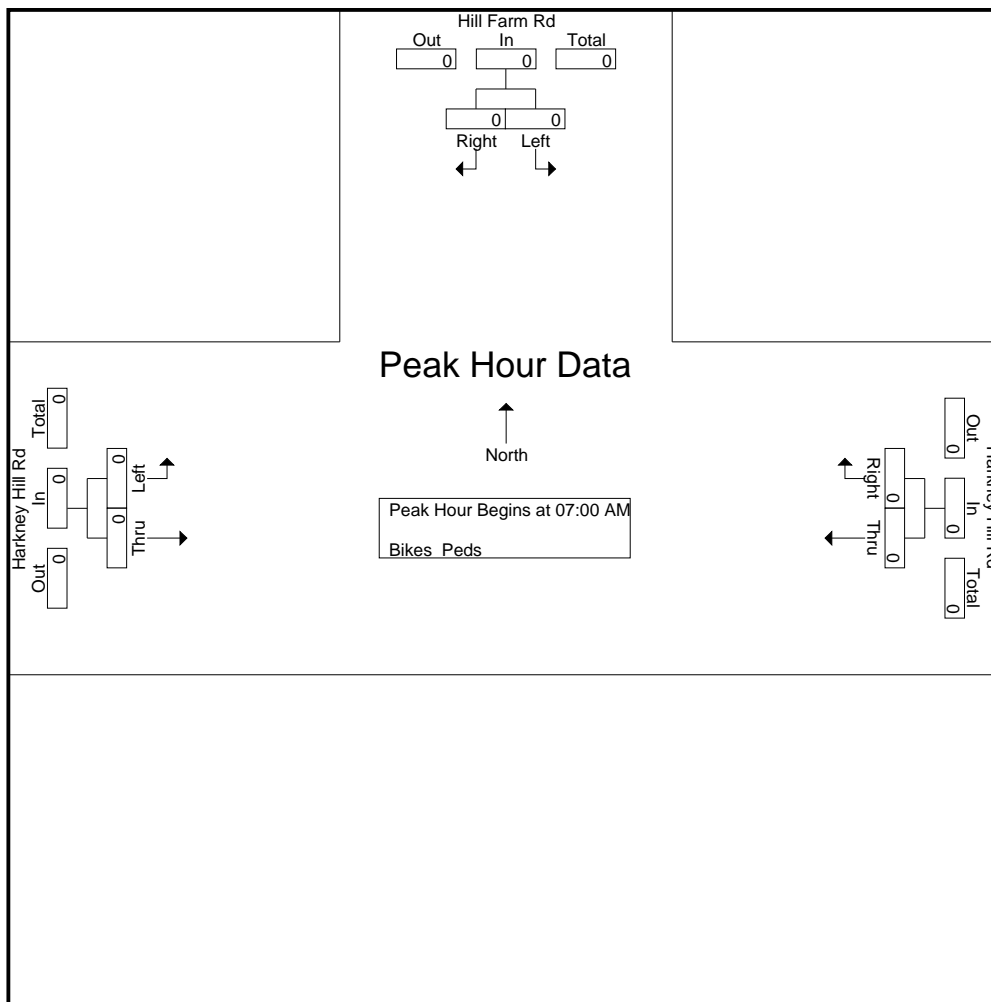
| | 08:00 AM | | | 07:30 AM | | | 07:00 AM | | |
|---------------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 0 | 0 | 0 | 3 | 2 | 5 | 0 | 1 | 1 |
| +15 mins. | 1 | 1 | 2 | 0 | 2 | 2 | 0 | 1 | 1 |
| +30 mins. | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 3 |
| +45 mins. | 1 | 1 | 2 | 0 | 3 | 3 | 0 | 0 | 0 |
| Total Volume | 5 | 2 | 7 | 3 | 7 | 10 | 0 | 5 | 5 |
| % App. Total | 71.4 | 28.6 | | 30 | 70 | | 0 | 100 | |
| PHF | .417 | .500 | .583 | .250 | .583 | .500 | .000 | .417 | .417 |

Accurate Counts

978-664-2565

N/S Street : Hill Farm Road
 E/W Street : Harkney Hill Road
 City/State : Coventry, RI
 Weather : Cloudy

File Name : 10749002
 Site Code : 10749002
 Start Date : 1/12/2023
 Page No : 11



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 07:00 AM | | | 07:00 AM | | | 07:00 AM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 |

Accurate Counts

978-664-2565

N/S Street : Hill Farm Road
 E/W Street : Harkney Hill Road
 City/State : Coventry, RI
 Weather : Cloudy

File Name : 10749002
 Site Code : 10749002
 Start Date : 1/12/2023
 Page No : 1

Groups Printed- Cars - Trucks

| Start Time | Hill Farm Rd From North | | Harkney Hill Rd From East | | Harkney Hill Rd From West | | Int. Total |
|--------------------|----------------------------|-----------|------------------------------|------------|------------------------------|------------|-------------|
| | Left | Right | Thru | Right | Left | Thru | |
| 04:00 PM | 23 | 3 | 98 | 56 | 1 | 39 | 220 |
| 04:15 PM | 30 | 0 | 85 | 60 | 3 | 31 | 209 |
| 04:30 PM | 24 | 6 | 106 | 64 | 3 | 52 | 255 |
| 04:45 PM | 28 | 0 | 106 | 53 | 3 | 57 | 247 |
| Total | 105 | 9 | 395 | 233 | 10 | 179 | 931 |
| 05:00 PM | 33 | 0 | 91 | 64 | 4 | 38 | 230 |
| 05:15 PM | 31 | 3 | 111 | 61 | 2 | 46 | 254 |
| 05:30 PM | 22 | 2 | 96 | 48 | 5 | 45 | 218 |
| 05:45 PM | 18 | 1 | 69 | 53 | 1 | 39 | 181 |
| Total | 104 | 6 | 367 | 226 | 12 | 168 | 883 |
| Grand Total | 209 | 15 | 762 | 459 | 22 | 347 | 1814 |
| Apprch % | 93.3 | 6.7 | 62.4 | 37.6 | 6 | 94 | |
| Total % | 11.5 | 0.8 | 42 | 25.3 | 1.2 | 19.1 | |
| Cars | 208 | 15 | 758 | 457 | 22 | 344 | 1804 |
| % Cars | 99.5 | 100 | 99.5 | 99.6 | 100 | 99.1 | 99.4 |
| Trucks | 1 | 0 | 4 | 2 | 0 | 3 | 10 |
| % Trucks | 0.5 | 0 | 0.5 | 0.4 | 0 | 0.9 | 0.6 |

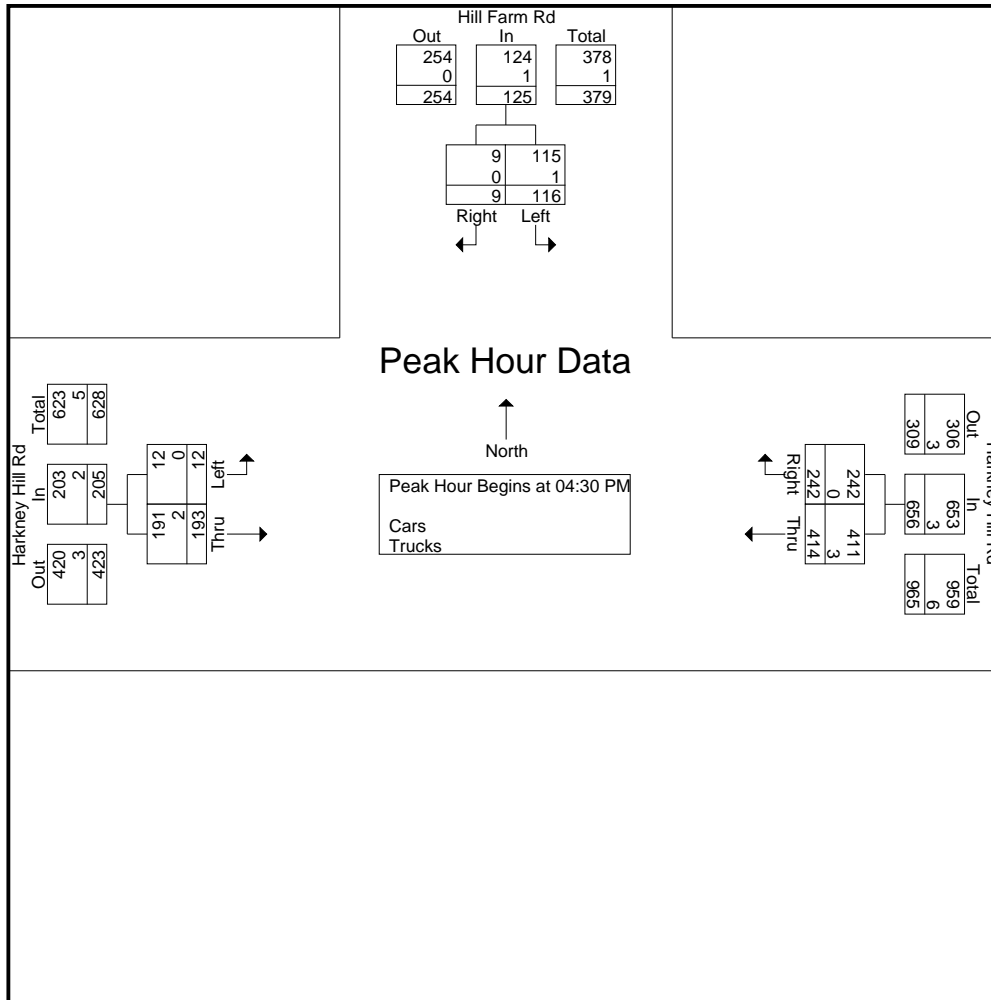
| Start Time | Hill Farm Rd From North | | | Harkney Hill Rd From East | | | Harkney Hill Rd From West | | | Int. Total |
|--|----------------------------|----------|------------|------------------------------|-----------|------------|------------------------------|-----------|------------|------------|
| | Left | Right | App. Total | Thru | Right | App. Total | Left | Thru | App. Total | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | |
| 04:30 PM | 24 | 6 | 30 | 106 | 64 | 170 | 3 | 52 | 55 | 255 |
| 04:45 PM | 28 | 0 | 28 | 106 | 53 | 159 | 3 | 57 | 60 | 247 |
| 05:00 PM | 33 | 0 | 33 | 91 | 64 | 155 | 4 | 38 | 42 | 230 |
| 05:15 PM | 31 | 3 | 34 | 111 | 61 | 172 | 2 | 46 | 48 | 254 |
| Total Volume | 116 | 9 | 125 | 414 | 242 | 656 | 12 | 193 | 205 | 986 |
| % App. Total | 92.8 | 7.2 | | 63.1 | 36.9 | | 5.9 | 94.1 | | |
| PHF | .879 | .375 | .919 | .932 | .945 | .953 | .750 | .846 | .854 | .967 |
| Cars | 115 | 9 | 124 | 411 | 242 | 653 | 12 | 191 | 203 | 980 |
| % Cars | 99.1 | 100 | 99.2 | 99.3 | 100 | 99.5 | 100 | 99.0 | 99.0 | 99.4 |
| Trucks | 1 | 0 | 1 | 3 | 0 | 3 | 0 | 2 | 2 | 6 |
| % Trucks | 0.9 | 0 | 0.8 | 0.7 | 0 | 0.5 | 0 | 1.0 | 1.0 | 0.6 |

Accurate Counts

978-664-2565

N/S Street : Hill Farm Road
 E/W Street : Harkney Hill Road
 City/State : Coventry, RI
 Weather : Cloudy

File Name : 10749002
 Site Code : 10749002
 Start Date : 1/12/2023
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 04:30 PM | | | 04:30 PM | | | 04:30 PM | | |
|--------------|-----------|----------|-----------|------------|-----------|------------|----------|-----------|-----------|
| +0 mins. | 24 | 6 | 30 | 106 | 64 | 170 | 3 | 52 | 55 |
| +15 mins. | 28 | 0 | 28 | 106 | 53 | 159 | 3 | 57 | 60 |
| +30 mins. | 33 | 0 | 33 | 91 | 64 | 155 | 4 | 38 | 42 |
| +45 mins. | 31 | 3 | 34 | 111 | 61 | 172 | 2 | 46 | 48 |
| Total Volume | 116 | 9 | 125 | 414 | 242 | 656 | 12 | 193 | 205 |
| % App. Total | 92.8 | 7.2 | | 63.1 | 36.9 | | 5.9 | 94.1 | |
| PHF | .879 | .375 | .919 | .932 | .945 | .953 | .750 | .846 | .854 |
| Cars | 115 | 9 | 124 | 411 | 242 | 653 | 12 | 191 | 203 |
| % Cars | 99.1 | 100 | 99.2 | 99.3 | 100 | 99.5 | 100 | 99 | 99 |
| Trucks | 1 | 0 | 1 | 3 | 0 | 3 | 0 | 2 | 2 |
| % Trucks | 0.9 | 0 | 0.8 | 0.7 | 0 | 0.5 | 0 | 1 | 1 |

Accurate Counts

978-664-2565

N/S Street : Hill Farm Road
 E/W Street : Harkney Hill Road
 City/State : Coventry, RI
 Weather : Cloudy

File Name : 10749002
 Site Code : 10749002
 Start Date : 1/12/2023
 Page No : 4

Groups Printed- Cars

| Start Time | Hill Farm Rd From North | | Harkney Hill Rd From East | | Harkney Hill Rd From West | | Int. Total |
|--------------------|----------------------------|-----------|------------------------------|------------|------------------------------|------------|-------------|
| | Left | Right | Thru | Right | Left | Thru | |
| 04:00 PM | 23 | 3 | 97 | 55 | 1 | 39 | 218 |
| 04:15 PM | 30 | 0 | 85 | 59 | 3 | 31 | 208 |
| 04:30 PM | 24 | 6 | 106 | 64 | 3 | 52 | 255 |
| 04:45 PM | 28 | 0 | 105 | 53 | 3 | 55 | 244 |
| Total | 105 | 9 | 393 | 231 | 10 | 177 | 925 |
| 05:00 PM | 33 | 0 | 91 | 64 | 4 | 38 | 230 |
| 05:15 PM | 30 | 3 | 109 | 61 | 2 | 46 | 251 |
| 05:30 PM | 22 | 2 | 96 | 48 | 5 | 45 | 218 |
| 05:45 PM | 18 | 1 | 69 | 53 | 1 | 38 | 180 |
| Total | 103 | 6 | 365 | 226 | 12 | 167 | 879 |
| Grand Total | 208 | 15 | 758 | 457 | 22 | 344 | 1804 |
| Apprch % | 93.3 | 6.7 | 62.4 | 37.6 | 6 | 94 | |
| Total % | 11.5 | 0.8 | 42 | 25.3 | 1.2 | 19.1 | |

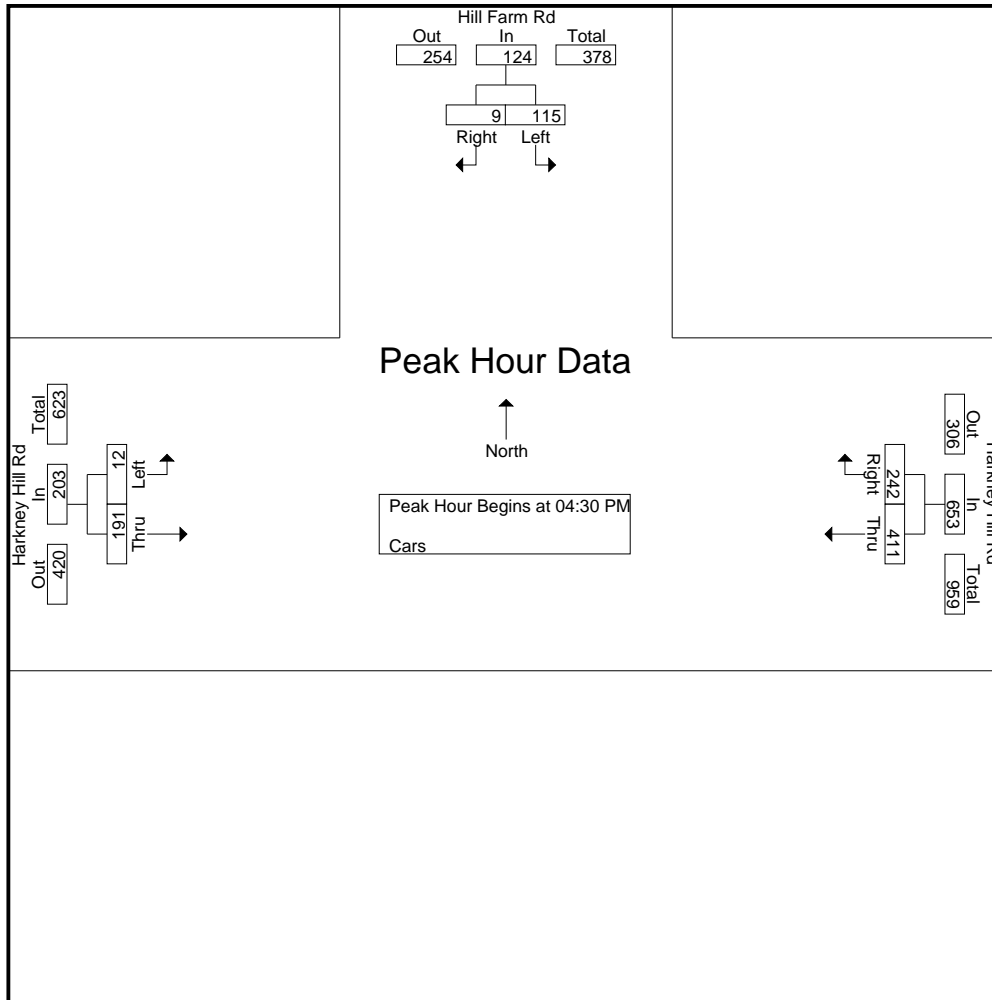
| Start Time | Hill Farm Rd From North | | | Harkney Hill Rd From East | | | Harkney Hill Rd From West | | | Int. Total |
|--|----------------------------|----------|------------|------------------------------|-----------|------------|------------------------------|-----------|------------|------------|
| | Left | Right | App. Total | Thru | Right | App. Total | Left | Thru | App. Total | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | |
| 04:30 PM | 24 | 6 | 30 | 106 | 64 | 170 | 3 | 52 | 55 | 255 |
| 04:45 PM | 28 | 0 | 28 | 105 | 53 | 158 | 3 | 55 | 58 | 244 |
| 05:00 PM | 33 | 0 | 33 | 91 | 64 | 155 | 4 | 38 | 42 | 230 |
| 05:15 PM | 30 | 3 | 33 | 109 | 61 | 170 | 2 | 46 | 48 | 251 |
| Total Volume | 115 | 9 | 124 | 411 | 242 | 653 | 12 | 191 | 203 | 980 |
| % App. Total | 92.7 | 7.3 | | 62.9 | 37.1 | | 5.9 | 94.1 | | |
| PHF | .871 | .375 | .939 | .943 | .945 | .960 | .750 | .868 | .875 | .961 |

Accurate Counts

978-664-2565

N/S Street : Hill Farm Road
 E/W Street : Harkney Hill Road
 City/State : Coventry, RI
 Weather : Cloudy

File Name : 10749002
 Site Code : 10749002
 Start Date : 1/12/2023
 Page No : 5



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 04:30 PM | | | 04:30 PM | | | 04:30 PM | | |
|--------------|-----------|----------|-----------|------------|-----------|------------|----------|-----------|-----------|
| +0 mins. | 24 | 6 | 30 | 106 | 64 | 170 | 3 | 52 | 55 |
| +15 mins. | 28 | 0 | 28 | 105 | 53 | 158 | 3 | 55 | 58 |
| +30 mins. | 33 | 0 | 33 | 91 | 64 | 155 | 4 | 38 | 42 |
| +45 mins. | 30 | 3 | 33 | 109 | 61 | 170 | 2 | 46 | 48 |
| Total Volume | 115 | 9 | 124 | 411 | 242 | 653 | 12 | 191 | 203 |
| % App. Total | 92.7 | 7.3 | | 62.9 | 37.1 | | 5.9 | 94.1 | |
| PHF | .871 | .375 | .939 | .943 | .945 | .960 | .750 | .868 | .875 |

Accurate Counts

978-664-2565

N/S Street : Hill Farm Road
 E/W Street : Harkney Hill Road
 City/State : Coventry, RI
 Weather : Cloudy

File Name : 10749002
 Site Code : 10749002
 Start Date : 1/12/2023
 Page No : 7

Groups Printed- Trucks

| Start Time | Hill Farm Rd From North | | Harkney Hill Rd From East | | Harkney Hill Rd From West | | Int. Total |
|--------------------|----------------------------|-------|------------------------------|-------|------------------------------|------|------------|
| | Left | Right | Thru | Right | Left | Thru | |
| 04:00 PM | 0 | 0 | 1 | 1 | 0 | 0 | 2 |
| 04:15 PM | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 0 | 0 | 1 | 0 | 0 | 2 | 3 |
| Total | 0 | 0 | 2 | 2 | 0 | 2 | 6 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 1 | 0 | 2 | 0 | 0 | 0 | 3 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Total | 1 | 0 | 2 | 0 | 0 | 1 | 4 |
| Grand Total | 1 | 0 | 4 | 2 | 0 | 3 | 10 |
| Apprch % | 100 | 0 | 66.7 | 33.3 | 0 | 100 | |
| Total % | 10 | 0 | 40 | 20 | 0 | 30 | |

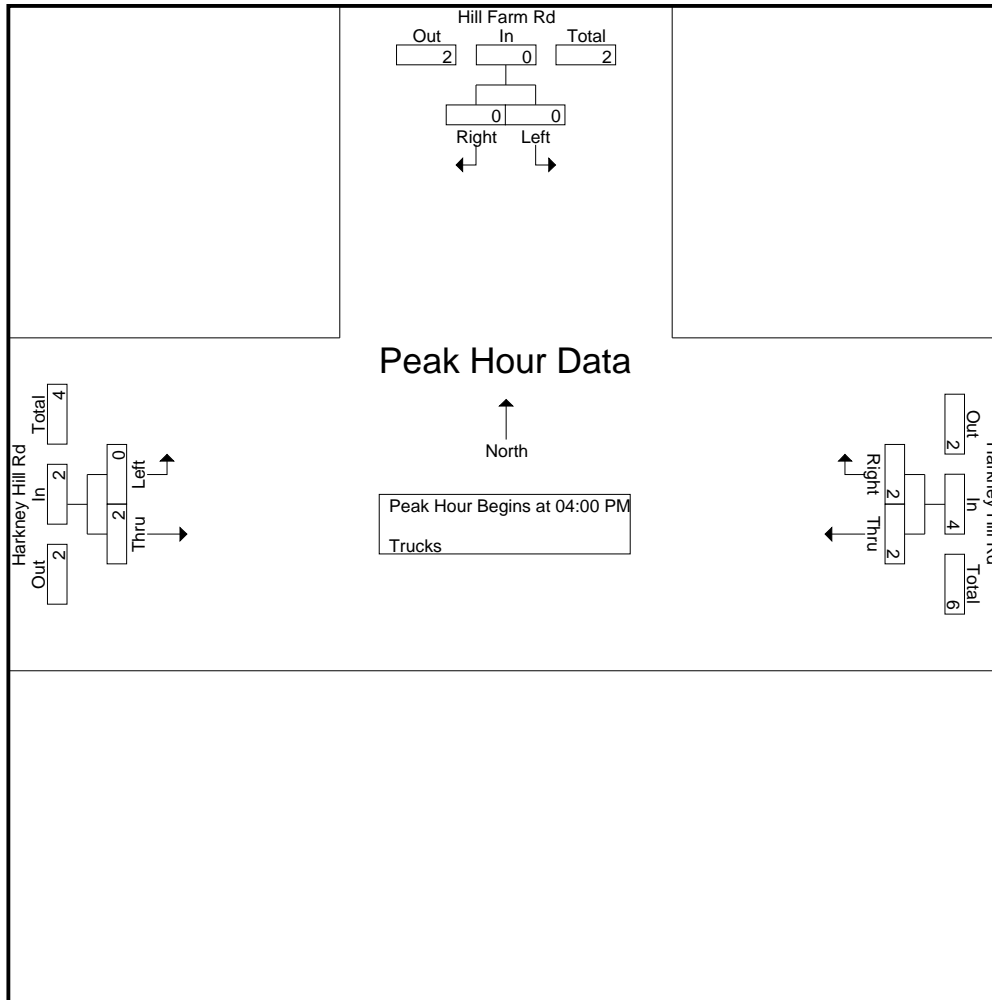
| Start Time | Hill Farm Rd From North | | | Harkney Hill Rd From East | | | Harkney Hill Rd From West | | | Int. Total |
|--|----------------------------|-------|------------|------------------------------|-------|------------|------------------------------|------|------------|------------|
| | Left | Right | App. Total | Thru | Right | App. Total | Left | Thru | App. Total | |
| Peak Hour Analysis From 04:00 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 | 1 | 1 | 2 | 0 | 0 | 0 | 2 |
| 04:15 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 2 | 3 |
| Total Volume | 0 | 0 | 0 | 2 | 2 | 4 | 0 | 2 | 2 | 6 |
| % App. Total | 0 | 0 | | 50 | 50 | | 0 | 100 | | |
| PHF | .000 | .000 | .000 | .500 | .500 | .500 | .000 | .250 | .250 | .500 |

Accurate Counts

978-664-2565

N/S Street : Hill Farm Road
 E/W Street : Harkney Hill Road
 City/State : Coventry, RI
 Weather : Cloudy

File Name : 10749002
 Site Code : 10749002
 Start Date : 1/12/2023
 Page No : 8



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

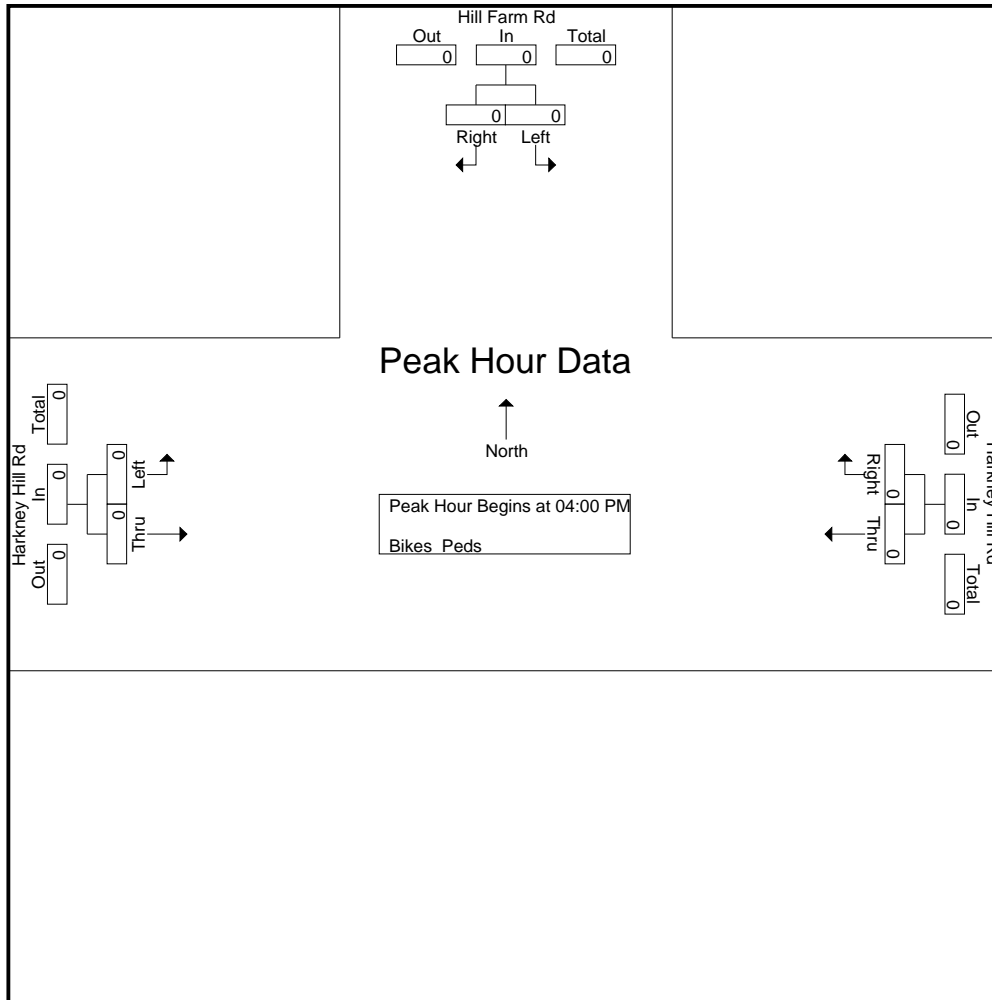
| | 04:30 PM | | | 04:00 PM | | | 04:00 PM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 2 | 2 |
| Total Volume | 1 | 0 | 1 | 2 | 2 | 4 | 0 | 2 | 2 |
| % App. Total | 100 | 0 | | 50 | 50 | | 0 | 100 | |
| PHF | .250 | .000 | .250 | .500 | .500 | .500 | .000 | .250 | .250 |

Accurate Counts

978-664-2565

N/S Street : Hill Farm Road
 E/W Street : Harkney Hill Road
 City/State : Coventry, RI
 Weather : Cloudy

File Name : 10749002
 Site Code : 10749002
 Start Date : 1/12/2023
 Page No : 11



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 04:00 PM | | | 04:00 PM | | | 04:00 PM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 |

Accurate Counts

978-664-2565

N/S Street : Hill Farm Road
 E/W Street : Harkney Hill Road
 City/State : Coventry, RI
 Weather : Cloudy

File Name : 107490S2
 Site Code : 10749002
 Start Date : 1/14/2023
 Page No : 1

Groups Printed- Cars - Trucks

| Start Time | Hill Farm Rd From North | | Harkney Hill Rd From East | | Harkney Hill Rd From West | | Int. Total |
|--------------------|----------------------------|-----------|------------------------------|------------|------------------------------|------------|-------------|
| | Left | Right | Thru | Right | Left | Thru | |
| 12:00 PM | 40 | 1 | 59 | 43 | 2 | 59 | 204 |
| 12:15 PM | 26 | 4 | 59 | 50 | 3 | 60 | 202 |
| 12:30 PM | 32 | 0 | 77 | 39 | 0 | 57 | 205 |
| 12:45 PM | 31 | 1 | 53 | 43 | 2 | 53 | 183 |
| Total | 129 | 6 | 248 | 175 | 7 | 229 | 794 |
| 01:00 PM | 42 | 2 | 66 | 34 | 2 | 47 | 193 |
| 01:15 PM | 35 | 6 | 60 | 48 | 2 | 54 | 205 |
| 01:30 PM | 37 | 3 | 58 | 42 | 1 | 50 | 191 |
| 01:45 PM | 40 | 2 | 61 | 41 | 1 | 78 | 223 |
| Total | 154 | 13 | 245 | 165 | 6 | 229 | 812 |
| 02:00 PM | 30 | 2 | 66 | 59 | 0 | 41 | 198 |
| 02:15 PM | 32 | 0 | 58 | 36 | 3 | 48 | 177 |
| 02:30 PM | 31 | 2 | 65 | 40 | 3 | 53 | 194 |
| 02:45 PM | 30 | 2 | 60 | 37 | 1 | 53 | 183 |
| Total | 123 | 6 | 249 | 172 | 7 | 195 | 752 |
| Grand Total | 406 | 25 | 742 | 512 | 20 | 653 | 2358 |
| Apprch % | 94.2 | 5.8 | 59.2 | 40.8 | 3 | 97 | |
| Total % | 17.2 | 1.1 | 31.5 | 21.7 | 0.8 | 27.7 | |
| Cars | 404 | 25 | 742 | 510 | 20 | 652 | 2353 |
| % Cars | 99.5 | 100 | 100 | 99.6 | 100 | 99.8 | 99.8 |
| Trucks | 2 | 0 | 0 | 2 | 0 | 1 | 5 |
| % Trucks | 0.5 | 0 | 0 | 0.4 | 0 | 0.2 | 0.2 |

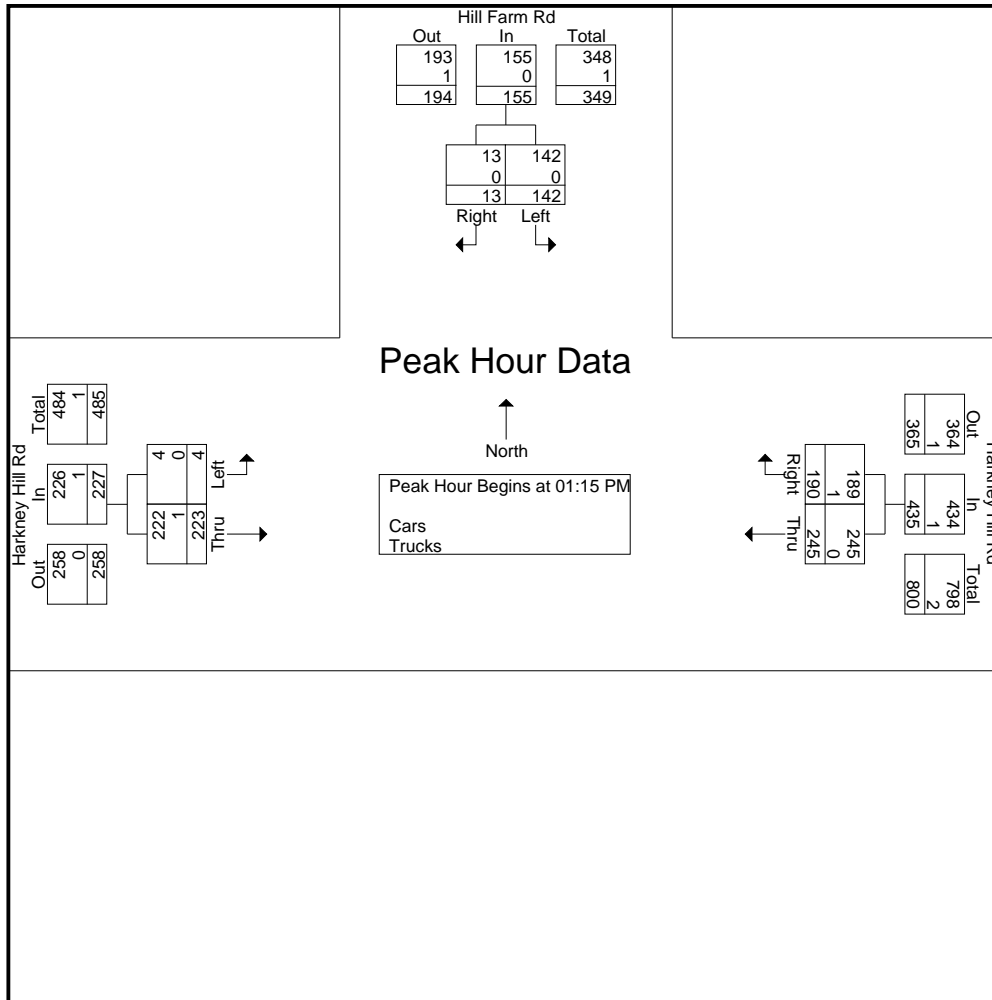
| Start Time | Hill Farm Rd From North | | | Harkney Hill Rd From East | | | Harkney Hill Rd From West | | | Int. Total |
|--|----------------------------|----------|------------|------------------------------|-----------|------------|------------------------------|-----------|------------|------------|
| | Left | Right | App. Total | Thru | Right | App. Total | Left | Thru | App. Total | |
| Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 01:15 PM | | | | | | | | | | |
| 01:15 PM | 35 | 6 | 41 | 60 | 48 | 108 | 2 | 54 | 56 | 205 |
| 01:30 PM | 37 | 3 | 40 | 58 | 42 | 100 | 1 | 50 | 51 | 191 |
| 01:45 PM | 40 | 2 | 42 | 61 | 41 | 102 | 1 | 78 | 79 | 223 |
| 02:00 PM | 30 | 2 | 32 | 66 | 59 | 125 | 0 | 41 | 41 | 198 |
| Total Volume | 142 | 13 | 155 | 245 | 190 | 435 | 4 | 223 | 227 | 817 |
| % App. Total | 91.6 | 8.4 | | 56.3 | 43.7 | | 1.8 | 98.2 | | |
| PHF | .888 | .542 | .923 | .928 | .805 | .870 | .500 | .715 | .718 | .916 |
| Cars | 142 | 13 | 155 | 245 | 189 | 434 | 4 | 222 | 226 | 815 |
| % Cars | 100 | 100 | 100 | 100 | 99.5 | 99.8 | 100 | 99.6 | 99.6 | 99.8 |
| Trucks | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 2 |
| % Trucks | 0 | 0 | 0 | 0 | 0.5 | 0.2 | 0 | 0.4 | 0.4 | 0.2 |

Accurate Counts

978-664-2565

N/S Street : Hill Farm Road
 E/W Street : Harkney Hill Road
 City/State : Coventry, RI
 Weather : Cloudy

File Name : 107490S2
 Site Code : 10749002
 Start Date : 1/14/2023
 Page No : 2



Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 01:00 PM | | | 01:15 PM | | | 12:00 PM | | |
|--------------|-----------|----------|-----------|-----------|-----------|------------|----------|-----------|-----------|
| +0 mins. | 42 | 2 | 44 | 60 | 48 | 108 | 2 | 59 | 61 |
| +15 mins. | 35 | 6 | 41 | 58 | 42 | 100 | 3 | 60 | 63 |
| +30 mins. | 37 | 3 | 40 | 61 | 41 | 102 | 0 | 57 | 57 |
| +45 mins. | 40 | 2 | 42 | 66 | 59 | 125 | 2 | 53 | 55 |
| Total Volume | 154 | 13 | 167 | 245 | 190 | 435 | 7 | 229 | 236 |
| % App. Total | 92.2 | 7.8 | | 56.3 | 43.7 | | 3 | 97 | |
| PHF | .917 | .542 | .949 | .928 | .805 | .870 | .583 | .954 | .937 |
| Cars | 154 | 13 | 167 | 245 | 189 | 434 | 7 | 229 | 236 |
| % Cars | 100 | 100 | 100 | 100 | 99.5 | 99.8 | 100 | 100 | 100 |
| Trucks | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 |
| % Trucks | 0 | 0 | 0 | 0 | 0.5 | 0.2 | 0 | 0 | 0 |

Accurate Counts

978-664-2565

N/S Street : Hill Farm Road
 E/W Street : Harkney Hill Road
 City/State : Coventry, RI
 Weather : Cloudy

File Name : 107490S2
 Site Code : 10749002
 Start Date : 1/14/2023
 Page No : 4

Groups Printed- Cars

| Start Time | Hill Farm Rd From North | | Harkney Hill Rd From East | | Harkney Hill Rd From West | | Int. Total |
|--------------------|----------------------------|-----------|------------------------------|------------|------------------------------|------------|-------------|
| | Left | Right | Thru | Right | Left | Thru | |
| 12:00 PM | 38 | 1 | 59 | 43 | 2 | 59 | 202 |
| 12:15 PM | 26 | 4 | 59 | 50 | 3 | 60 | 202 |
| 12:30 PM | 32 | 0 | 77 | 39 | 0 | 57 | 205 |
| 12:45 PM | 31 | 1 | 53 | 43 | 2 | 53 | 183 |
| Total | 127 | 6 | 248 | 175 | 7 | 229 | 792 |
| 01:00 PM | 42 | 2 | 66 | 34 | 2 | 47 | 193 |
| 01:15 PM | 35 | 6 | 60 | 48 | 2 | 54 | 205 |
| 01:30 PM | 37 | 3 | 58 | 42 | 1 | 50 | 191 |
| 01:45 PM | 40 | 2 | 61 | 41 | 1 | 77 | 222 |
| Total | 154 | 13 | 245 | 165 | 6 | 228 | 811 |
| 02:00 PM | 30 | 2 | 66 | 58 | 0 | 41 | 197 |
| 02:15 PM | 32 | 0 | 58 | 35 | 3 | 48 | 176 |
| 02:30 PM | 31 | 2 | 65 | 40 | 3 | 53 | 194 |
| 02:45 PM | 30 | 2 | 60 | 37 | 1 | 53 | 183 |
| Total | 123 | 6 | 249 | 170 | 7 | 195 | 750 |
| Grand Total | 404 | 25 | 742 | 510 | 20 | 652 | 2353 |
| Apprch % | 94.2 | 5.8 | 59.3 | 40.7 | 3 | 97 | |
| Total % | 17.2 | 1.1 | 31.5 | 21.7 | 0.8 | 27.7 | |

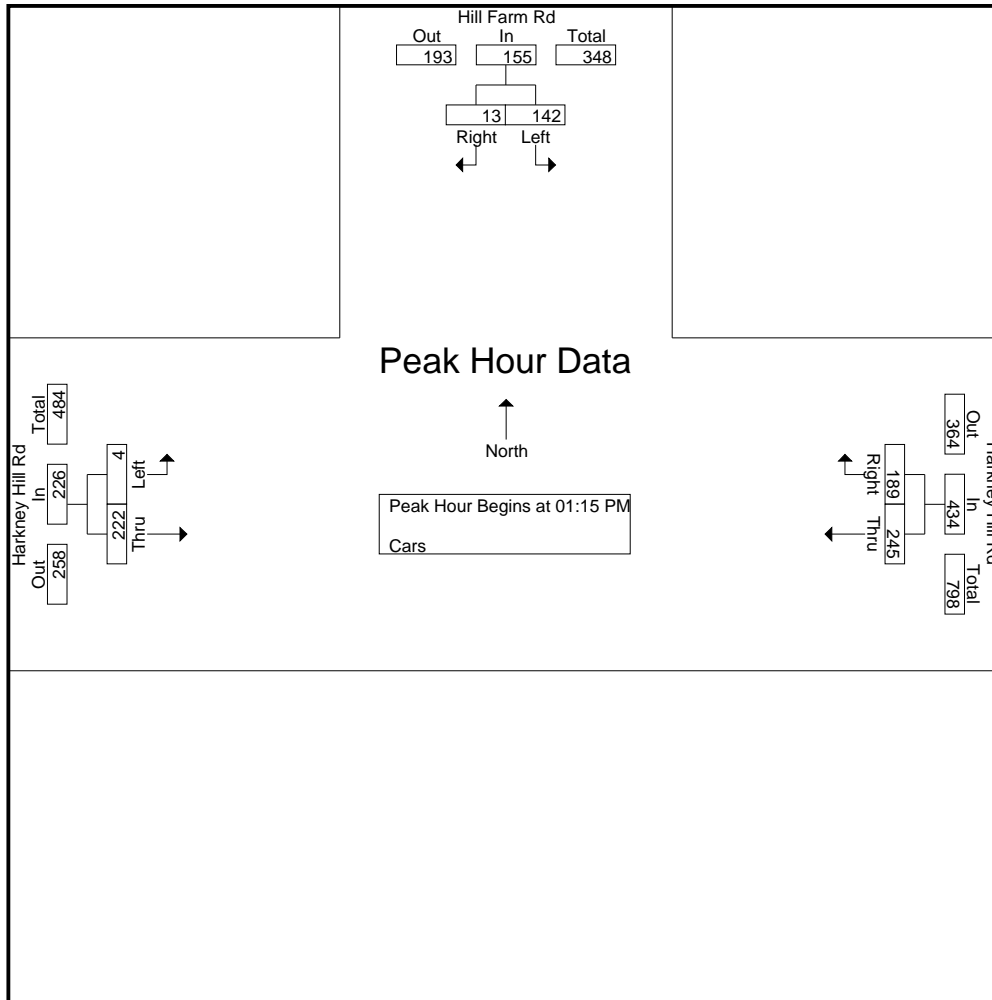
| Start Time | Hill Farm Rd From North | | | Harkney Hill Rd From East | | | Harkney Hill Rd From West | | | Int. Total |
|--|----------------------------|----------|------------|------------------------------|-----------|------------|------------------------------|-----------|------------|------------|
| | Left | Right | App. Total | Thru | Right | App. Total | Left | Thru | App. Total | |
| Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 01:15 PM | | | | | | | | | | |
| 01:15 PM | 35 | 6 | 41 | 60 | 48 | 108 | 2 | 54 | 56 | 205 |
| 01:30 PM | 37 | 3 | 40 | 58 | 42 | 100 | 1 | 50 | 51 | 191 |
| 01:45 PM | 40 | 2 | 42 | 61 | 41 | 102 | 1 | 77 | 78 | 222 |
| 02:00 PM | 30 | 2 | 32 | 66 | 58 | 124 | 0 | 41 | 41 | 197 |
| Total Volume | 142 | 13 | 155 | 245 | 189 | 434 | 4 | 222 | 226 | 815 |
| % App. Total | 91.6 | 8.4 | | 56.5 | 43.5 | | 1.8 | 98.2 | | |
| PHF | .888 | .542 | .923 | .928 | .815 | .875 | .500 | .721 | .724 | .918 |

Accurate Counts

978-664-2565

N/S Street : Hill Farm Road
 E/W Street : Harkney Hill Road
 City/State : Coventry, RI
 Weather : Cloudy

File Name : 107490S2
 Site Code : 10749002
 Start Date : 1/14/2023
 Page No : 5



Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 01:00 PM | | | 01:15 PM | | | 12:00 PM | | |
|--------------|-----------|----------|-----------|-----------|-----------|------------|----------|-----------|-----------|
| +0 mins. | 42 | 2 | 44 | 60 | 48 | 108 | 2 | 59 | 61 |
| +15 mins. | 35 | 6 | 41 | 58 | 42 | 100 | 3 | 60 | 63 |
| +30 mins. | 37 | 3 | 40 | 61 | 41 | 102 | 0 | 57 | 57 |
| +45 mins. | 40 | 2 | 42 | 66 | 58 | 124 | 2 | 53 | 55 |
| Total Volume | 154 | 13 | 167 | 245 | 189 | 434 | 7 | 229 | 236 |
| % App. Total | 92.2 | 7.8 | | 56.5 | 43.5 | | 3 | 97 | |
| PHF | .917 | .542 | .949 | .928 | .815 | .875 | .583 | .954 | .937 |

Accurate Counts

978-664-2565

N/S Street : Hill Farm Road
 E/W Street : Harkney Hill Road
 City/State : Coventry, RI
 Weather : Cloudy

File Name : 107490S2
 Site Code : 10749002
 Start Date : 1/14/2023
 Page No : 7

Groups Printed- Trucks

| Start Time | Hill Farm Rd From North | | Harkney Hill Rd From East | | Harkney Hill Rd From West | | Int. Total |
|--------------------|----------------------------|----------|------------------------------|----------|------------------------------|----------|------------|
| | Left | Right | Thru | Right | Left | Thru | |
| 12:00 PM | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 01:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 02:00 PM | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 02:15 PM | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| Grand Total | 2 | 0 | 0 | 2 | 0 | 1 | 5 |
| Apprch % | 100 | 0 | 0 | 100 | 0 | 100 | |
| Total % | 40 | 0 | 0 | 40 | 0 | 20 | |

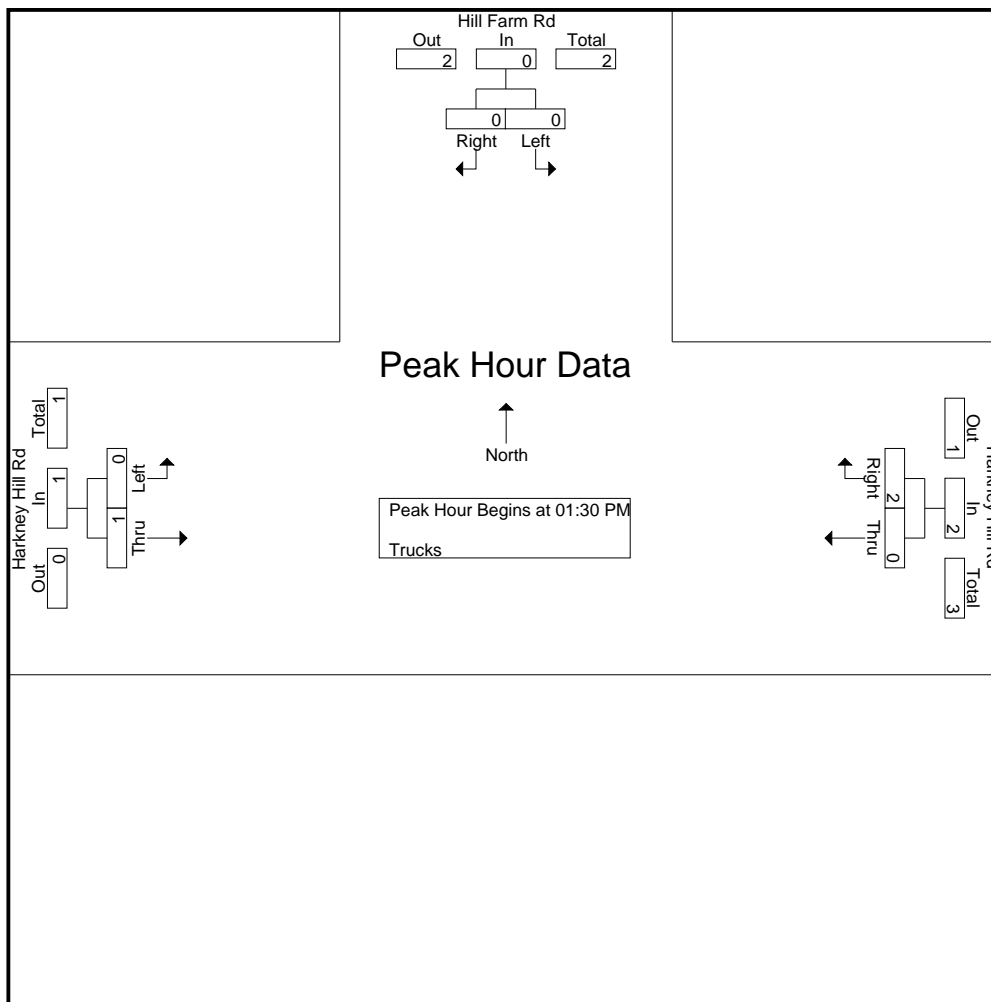
| Start Time | Hill Farm Rd From North | | | Harkney Hill Rd From East | | | Harkney Hill Rd From West | | | Int. Total |
|--|----------------------------|-------------|-------------|------------------------------|-------------|-------------|------------------------------|-------------|-------------|-------------|
| | Left | Right | App. Total | Thru | Right | App. Total | Left | Thru | App. Total | |
| Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 01:30 PM | | | | | | | | | | |
| 01:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| 02:00 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 |
| 02:15 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 |
| Total Volume | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 1 | 1 | 3 |
| % App. Total | 0 | 0 | 0 | 0 | 100 | 100 | 0 | 100 | 100 | 100 |
| PHF | .000 | .000 | .000 | .000 | .500 | .500 | .000 | .250 | .250 | .750 |

Accurate Counts

978-664-2565

N/S Street : Hill Farm Road
 E/W Street : Harkney Hill Road
 City/State : Coventry, RI
 Weather : Cloudy

File Name : 107490S2
 Site Code : 10749002
 Start Date : 1/14/2023
 Page No : 8



Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

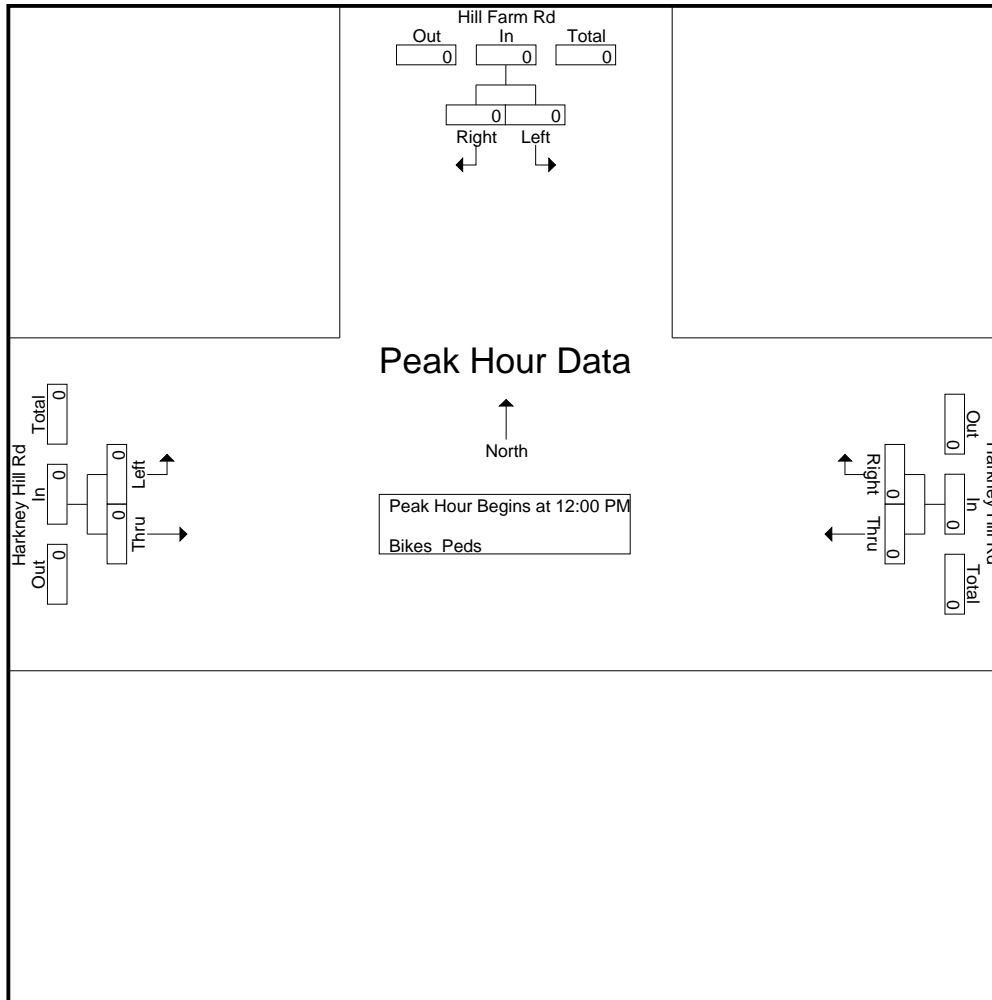
| | 12:00 PM | | | 01:30 PM | | | 01:00 PM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 |
| Total Volume | 2 | 0 | 2 | 0 | 2 | 2 | 0 | 1 | 1 |
| % App. Total | 100 | 0 | | 0 | 100 | | 0 | 100 | |
| PHF | .250 | .000 | .250 | .000 | .500 | .500 | .000 | .250 | .250 |

Accurate Counts

978-664-2565

N/S Street : Hill Farm Road
 E/W Street : Harkney Hill Road
 City/State : Coventry, RI
 Weather : Cloudy

File Name : 107490S2
 Site Code : 10749002
 Start Date : 1/14/2023
 Page No : 11



Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 12:00 PM | | | 12:00 PM | | | 12:00 PM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 |

APPENDIX B – Traffic Crash Data

January 2018 through December 2019 and January 2022 through December 2022

Nooseneck Hill Road (Route 3) - Leisure Way to Harkney Hill Road (Route 118)

Harkney Hill Road (Route 118) – Nooseneck Hill Road (Route 3) to Hill Farm Road

Crash Data Summary

| | Year | | | Total | Average per Year |
|--|------|------|------|-------|---------------------|
| | 2018 | 2019 | 2022 | | |
| Intersections | | | | | |
| Nooseneck Hill Road at Harkney Hill Road | 8 | 7 | 2 | 17 | 6 |
| Harkney Hill Road at Maple Root Road | 1 | 0 | 0 | 1 | 0 |
| Harkney Hill Road at Hill Farm Road | 1 | 2 | 3 | 6 | 2 |
| Corridor | | | | | |
| Harkney Hill Road | 1 | 0 | 0 | 1 | 0 |
| Total | 11 | 9 | 5 | 25 | 8 |

Nooseneck Hill Road at Harkney Hill Road

| | 2018 | 2019 | 2022 | Total | Percent |
|-------------------------------|----------|----------|----------|-----------|---------|
| Collision Type | | | | | |
| Rear End | 3 | 4 | 0 | 7 | 41% |
| Angle | 2 | 0 | 0 | 2 | 12% |
| Head-On | 0 | 0 | 0 | 0 | 0% |
| Pedestrian | 0 | 0 | 0 | 0 | 0% |
| Sideswipe, Same Direction | 1 | 1 | 1 | 3 | 18% |
| Sideswipe, Opposite Direction | 0 | 1 | 0 | 1 | 6% |
| Rear-to-Side | 0 | 0 | 0 | 0 | 0% |
| Rear-to-Rear | 0 | 0 | 0 | 0 | 0% |
| Collision with Object | 1 | 1 | 1 | 3 | 18% |
| Collision with Deer | 0 | 0 | 0 | 0 | 0% |
| Other | 1 | 0 | 0 | 1 | 6% |
| Unknown | 0 | 0 | 0 | 0 | 0% |
| Crash Severity | | | | | |
| Property | 7 | 6 | 2 | 15 | 88% |
| Injury | 1 | 1 | 0 | 2 | 12% |
| Fatal | 0 | 0 | 0 | 0 | 0% |
| Light Condition | | | | | |
| Daylight | 6 | 6 | 1 | 13 | 76% |
| Dawn | 0 | 0 | 0 | 0 | 0% |
| Dusk | 0 | 0 | 0 | 0 | 0% |
| Dark - Lighted | 1 | 1 | 0 | 2 | 12% |
| Dark - Not Lighted | 1 | 0 | 1 | 2 | 12% |
| Dark - Unknown Lighting | 0 | 0 | 0 | 0 | 0% |
| Other | 0 | 0 | 0 | 0 | 0% |
| Unknown | 0 | 0 | 0 | 0 | 0% |
| Road Condition | | | | | |
| Dry | 6 | 7 | 2 | 15 | 88% |
| Wet | 2 | 0 | 0 | 2 | 12% |
| Snow | 0 | 0 | 0 | 0 | 0% |
| Slush | 0 | 0 | 0 | 0 | 0% |
| Ice/Frost | 0 | 0 | 0 | 0 | 0% |
| Water | 0 | 0 | 0 | 0 | 0% |
| Sand | 0 | 0 | 0 | 0 | 0% |
| Mud, Dirt, Gravel | 0 | 0 | 0 | 0 | 0% |
| Oil | 0 | 0 | 0 | 0 | 0% |
| Other | 0 | 0 | 0 | 0 | 0% |
| Unknown | 0 | 0 | 0 | 0 | 0% |
| Hour of Day | | | | | |
| 6:00 AM - 9:00 AM | 1 | 1 | 1 | 3 | 18% |
| 9:00 AM - 3:00 PM | 2 | 1 | 0 | 3 | 18% |
| 3:00 PM - 6:00 PM | 3 | 3 | 0 | 6 | 35% |
| 6:00 PM - 6:00 AM | 2 | 2 | 1 | 5 | 29% |
| Total Crashes: | 8 | 7 | 2 | 17 | |

Harkney Hill Road at Maple Root Road

| | 2018 | 2019 | 2022 | Total | Percent |
|-------------------------------|----------|----------|----------|----------|---------|
| Collision Type | | | | | |
| Rear End | 1 | 0 | 0 | 1 | 100% |
| Angle | 0 | 0 | 0 | 0 | 0% |
| Head-On | 0 | 0 | 0 | 0 | 0% |
| Pedestrian | 0 | 0 | 0 | 0 | 0% |
| Sideswipe, Same Direction | 0 | 0 | 0 | 0 | 0% |
| Sideswipe, Opposite Direction | 0 | 0 | 0 | 0 | 0% |
| Rear-to-Side | 0 | 0 | 0 | 0 | 0% |
| Rear-to-Rear | 0 | 0 | 0 | 0 | 0% |
| Collision with Object | 0 | 0 | 0 | 0 | 0% |
| Collision with Deer | 0 | 0 | 0 | 0 | 0% |
| Other | 0 | 0 | 0 | 0 | 0% |
| Unknown | 0 | 0 | 0 | 0 | 0% |
| Crash Severity | | | | | |
| Property | 1 | 0 | 0 | 1 | 100% |
| Injury | 0 | 0 | 0 | 0 | 0% |
| Fatal | 0 | 0 | 0 | 0 | 0% |
| Light Condition | | | | | |
| Daylight | 1 | 0 | 0 | 1 | 100% |
| Dawn | 0 | 0 | 0 | 0 | 0% |
| Dusk | 0 | 0 | 0 | 0 | 0% |
| Dark - Lighted | 0 | 0 | 0 | 0 | 0% |
| Dark - Not Lighted | 0 | 0 | 0 | 0 | 0% |
| Dark - Unknown Lighting | 0 | 0 | 0 | 0 | 0% |
| Other | 0 | 0 | 0 | 0 | 0% |
| Unknown | 0 | 0 | 0 | 0 | 0% |
| Road Condition | | | | | |
| Dry | 1 | 0 | 0 | 1 | 100% |
| Wet | 0 | 0 | 0 | 0 | 0% |
| Snow | 0 | 0 | 0 | 0 | 0% |
| Slush | 0 | 0 | 0 | 0 | 0% |
| Ice/Frost | 0 | 0 | 0 | 0 | 0% |
| Water | 0 | 0 | 0 | 0 | 0% |
| Sand | 0 | 0 | 0 | 0 | 0% |
| Mud, Dirt, Gravel | 0 | 0 | 0 | 0 | 0% |
| Oil | 0 | 0 | 0 | 0 | 0% |
| Other | 0 | 0 | 0 | 0 | 0% |
| Unknown | 0 | 0 | 0 | 0 | 0% |
| Hour of Day | | | | | |
| 6:00 AM - 9:00 AM | 1 | 0 | 0 | 1 | 100% |
| 9:00 AM - 3:00 PM | 0 | 0 | 0 | 0 | 0% |
| 3:00 PM - 6:00 PM | 0 | 0 | 0 | 0 | 0% |
| 6:00 PM - 6:00 AM | 0 | 0 | 0 | 0 | 0% |
| Total Crashes: | 1 | 0 | 0 | 1 | |

Harkney Hill Road at Hill Farm Road

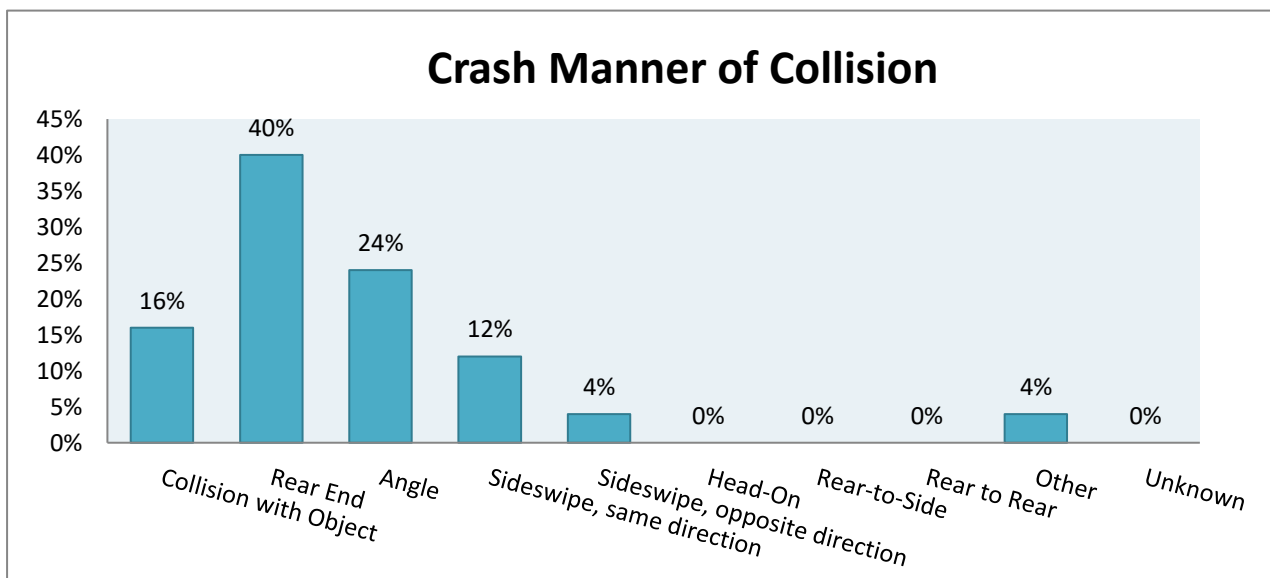
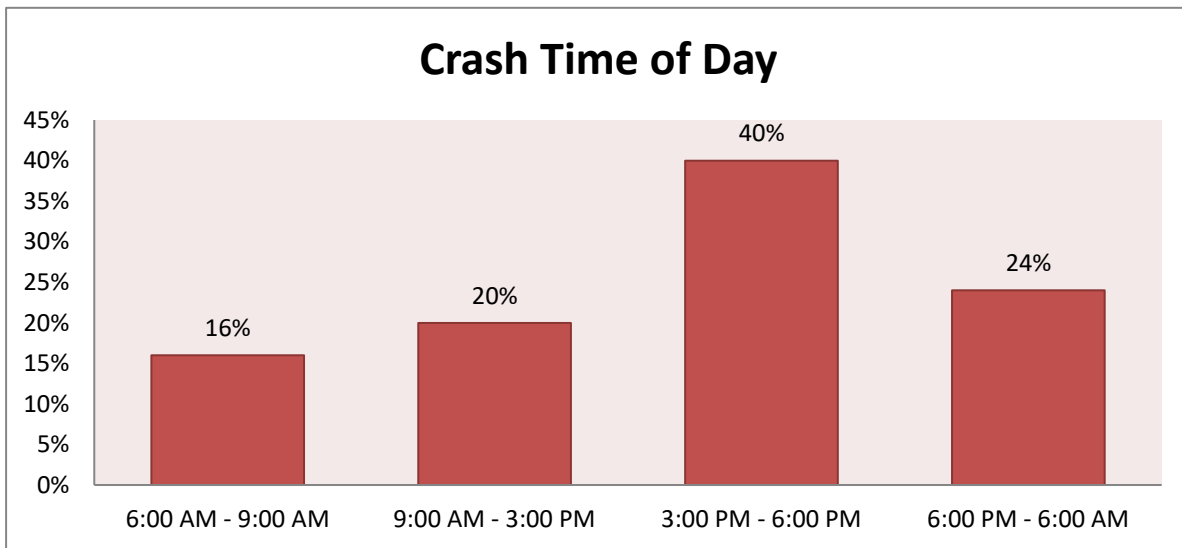
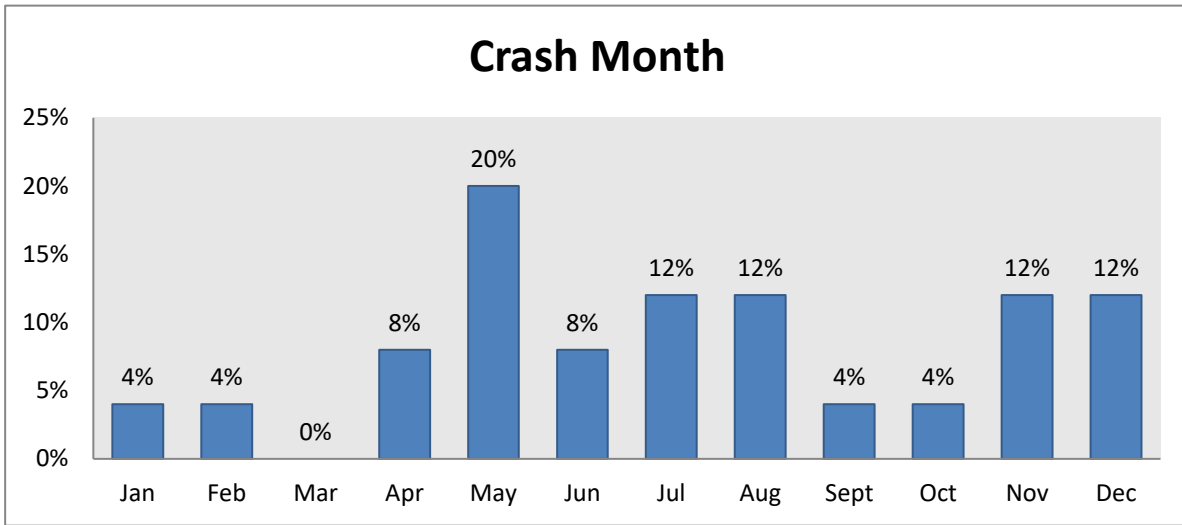
| | 2018 | 2019 | 2022 | Total | Percent |
|-------------------------------|----------|----------|----------|----------|---------|
| Collision Type | | | | | |
| Rear End | 1 | 1 | 0 | 2 | 33% |
| Angle | 0 | 1 | 2 | 3 | 50% |
| Head-On | 0 | 0 | 0 | 0 | 0% |
| Pedestrian | 0 | 0 | 0 | 0 | 0% |
| Sideswipe, Same Direction | 0 | 0 | 0 | 0 | 0% |
| Sideswipe, Opposite Direction | 0 | 0 | 0 | 0 | 0% |
| Rear-to-Side | 0 | 0 | 0 | 0 | 0% |
| Rear-to-Rear | 0 | 0 | 0 | 0 | 0% |
| Collision with Object | 0 | 0 | 1 | 1 | 17% |
| Collision with Deer | 0 | 0 | 0 | 0 | 0% |
| Other | 0 | 0 | 0 | 0 | 0% |
| Unknown | 0 | 0 | 0 | 0 | 0% |
| Crash Severity | | | | | |
| Property | 0 | 1 | 1 | 2 | 33% |
| Injury | 1 | 1 | 2 | 4 | 67% |
| Fatal | 0 | 0 | 0 | 0 | 0% |
| Light Condition | | | | | |
| Daylight | 1 | 1 | 3 | 5 | 83% |
| Dawn | 0 | 0 | 0 | 0 | 0% |
| Dusk | 0 | 0 | 0 | 0 | 0% |
| Dark - Lighted | 0 | 0 | 0 | 0 | 0% |
| Dark - Not Lighted | 0 | 1 | 0 | 1 | 17% |
| Dark - Unknown Lighting | 0 | 0 | 0 | 0 | 0% |
| Other | 0 | 0 | 0 | 0 | 0% |
| Unknown | 0 | 0 | 0 | 0 | 0% |
| Road Condition | | | | | |
| Dry | 0 | 1 | 2 | 3 | 50% |
| Wet | 0 | 1 | 1 | 2 | 33% |
| Snow | 0 | 0 | 0 | 0 | 0% |
| Slush | 0 | 0 | 0 | 0 | 0% |
| Ice/Frost | 1 | 0 | 0 | 1 | 17% |
| Water | 0 | 0 | 0 | 0 | 0% |
| Sand | 0 | 0 | 0 | 0 | 0% |
| Mud, Dirt, Gravel | 0 | 0 | 0 | 0 | 0% |
| Oil | 0 | 0 | 0 | 0 | 0% |
| Other | 0 | 0 | 0 | 0 | 0% |
| Unknown | 0 | 0 | 0 | 0 | 0% |
| Hour of Day | | | | | |
| 6:00 AM - 9:00 AM | 0 | 0 | 0 | 0 | 0% |
| 9:00 AM - 3:00 PM | 0 | 0 | 1 | 1 | 17% |
| 3:00 PM - 6:00 PM | 1 | 1 | 2 | 4 | 67% |
| 6:00 PM - 6:00 AM | 0 | 1 | 0 | 1 | 17% |
| Total Crashes: | 1 | 2 | 3 | 6 | |

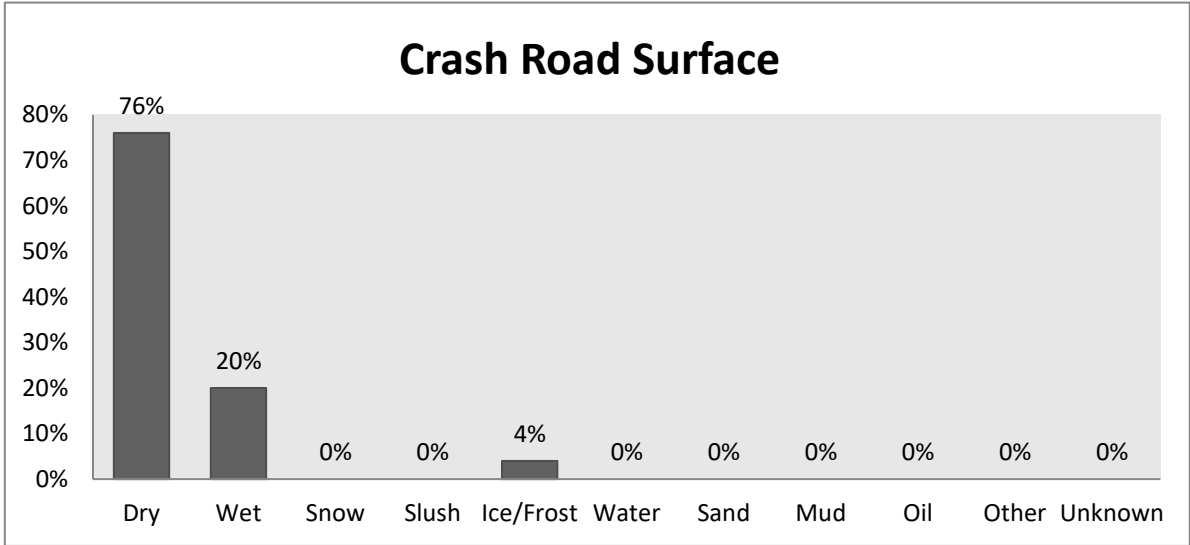
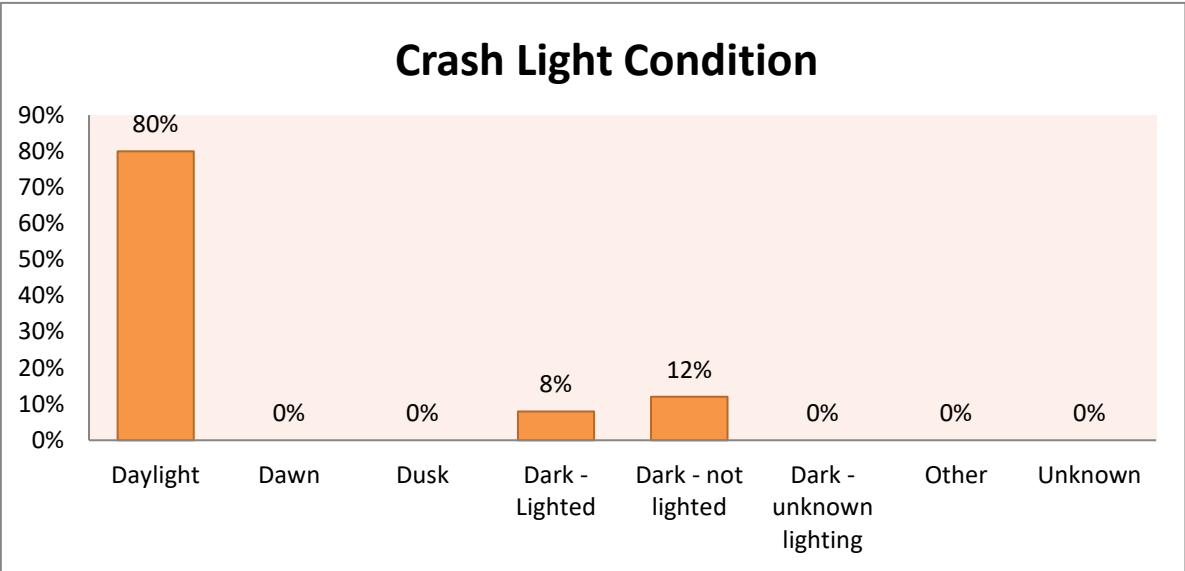
Har

Harkney Hill Road

| | 2018 | 2019 | 2022 | Total | Percent |
|-------------------------------|----------|----------|----------|----------|---------|
| Collision Type | | | | | |
| Rear End | 0 | 0 | 0 | 0 | 0% |
| Angle | 1 | 0 | 0 | 1 | 100% |
| Head-On | 0 | 0 | 0 | 0 | 0% |
| Pedestrian | 0 | 0 | 0 | 0 | 0% |
| Sideswipe, Same Direction | 0 | 0 | 0 | 0 | 0% |
| Sideswipe, Opposite Direction | 0 | 0 | 0 | 0 | 0% |
| Rear-to-Side | 0 | 0 | 0 | 0 | 0% |
| Rear-to-Rear | 0 | 0 | 0 | 0 | 0% |
| Collision with Object | 0 | 0 | 0 | 0 | 0% |
| Collision with Deer | 0 | 0 | 0 | 0 | 0% |
| Other | 0 | 0 | 0 | 0 | 0% |
| Unknown | 0 | 0 | 0 | 0 | 0% |
| Crash Severity | | | | | |
| Property | 1 | 0 | 0 | 1 | 100% |
| Injury | 0 | 0 | 0 | 0 | 0% |
| Fatal | 0 | 0 | 0 | 0 | 0% |
| Light Condition | | | | | |
| Daylight | 1 | 0 | 0 | 1 | 100% |
| Dawn | 0 | 0 | 0 | 0 | 0% |
| Dusk | 0 | 0 | 0 | 0 | 0% |
| Dark - Lighted | 0 | 0 | 0 | 0 | 0% |
| Dark - Not Lighted | 0 | 0 | 0 | 0 | 0% |
| Dark - Unknown Lighting | 0 | 0 | 0 | 0 | 0% |
| Other | 0 | 0 | 0 | 0 | 0% |
| Unknown | 0 | 0 | 0 | 0 | 0% |
| Road Condition | | | | | |
| Dry | 0 | 0 | 0 | 0 | 0% |
| Wet | 1 | 0 | 0 | 1 | 100% |
| Snow | 0 | 0 | 0 | 0 | 0% |
| Slush | 0 | 0 | 0 | 0 | 0% |
| Ice/Frost | 0 | 0 | 0 | 0 | 0% |
| Water | 0 | 0 | 0 | 0 | 0% |
| Sand | 0 | 0 | 0 | 0 | 0% |
| Mud, Dirt, Gravel | 0 | 0 | 0 | 0 | 0% |
| Oil | 0 | 0 | 0 | 0 | 0% |
| Other | 0 | 0 | 0 | 0 | 0% |
| Unknown | 0 | 0 | 0 | 0 | 0% |
| Hour of Day | | | | | |
| 6:00 AM - 9:00 AM | 0 | 0 | 0 | 0 | 0% |
| 9:00 AM - 3:00 PM | 1 | 0 | 0 | 1 | 100% |
| 3:00 PM - 6:00 PM | 0 | 0 | 0 | 0 | 0% |
| 6:00 PM - 6:00 AM | 0 | 0 | 0 | 0 | 0% |
| Total Crashes: | 1 | 0 | 0 | 1 | |

Crash Data Summary Charts





APPENDIX C – Trip Generation

ITE Trip Generation Summary

Site Trip Distribution

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 822 – Strip Retail Plaza (<40k)

C

ITE Trip Generation Summary

Trip Generation Summary

Summary:

| | <u>Description</u> | <u>Enter</u> | <u>Exit</u> | <u>Total</u> |
|-----------------------------|--------------------------------|--------------|-------------|--------------|
| <u>Weekday AM Peak Hour</u> | | | | |
| ITE Land Use Code 210 | Single-Family Detached Housing | 13 | 39 | 52 |
| ITE Land Use Code 215 | Single-Family Attached Housing | 9 | 28 | 37 |
| ITE Land Use Code 822 | Strip Retail Plaza (<40k) | <u>20</u> | <u>13</u> | 33 |
| | TOTAL | 42 | 80 | 122 |
| <u>Weekday PM Peak Hour</u> | | | | |
| ITE Land Use Code 210 | Single-Family Detached Housing | 44 | 25 | 69 |
| ITE Land Use Code 215 | Single-Family Attached Housing | 26 | 18 | 44 |
| ITE Land Use Code 822 | Strip Retail Plaza (<40k) | <u>45</u> | <u>46</u> | 91 |
| | TOTAL | 115 | 89 | 204 |
| <u>Saturday Peak Hour</u> | | | | |
| ITE Land Use Code 210 | Single-Family Detached Housing | 37 | 31 | 68 |
| ITE Land Use Code 215 | Single-Family Attached Housing | 26 | 29 | 55 |
| ITE Land Use Code 822 | Strip Retail Plaza (<40k) | <u>42</u> | <u>40</u> | 82 |
| | TOTAL | 105 | 100 | 205 |

Calculations;

ITE Land Use Code 210 Single-Family Detached Housing (68 Dwelling Units)

| | | | | | |
|---|----------------------------------|--------|---------|--------------|-------------|
| Independent Variable (X) = Number of Dwelling Units | | | | X = 68 | |
| <u>AM Peak</u> | <i>Directional Distribution:</i> | | | 25% Entering | 75% Exiting |
| Ln(T) | = | 0.91 * | LN(X) + | 0.12 | Enter: 13 |
| LN(T) | = | 0.91 * | 4.22 + | 0.12 | Exit: 39 |
| T | = | 52 | | | Total: 52 |
| <u>PM Peak</u> | <i>Directional Distribution:</i> | | | 63% Entering | 37% Exiting |
| Ln(T) | = | 0.94 * | LN(X) + | 0.27 | Enter: 44 |
| LN(T) | = | 0.94 * | 4.22 + | 0.27 | Exit: 25 |
| T | = | 69 | | | Total: 69 |
| <u>Weekend Peak</u> | <i>Directional Distribution:</i> | | | 54% Entering | 46% Exiting |
| T | = | 0.86 * | X + | 9.72 | Enter: 37 |
| T | = | 0.86 * | 68 + | 9.72 | Exit: 31 |
| T | = | 68 | | | Total: 68 |

ITE Land Use Code 215 Single-Family Attached Housing (78 Dwelling Units)

| | | | | | |
|---|----------------------------------|--------|---------|--------------|-------------|
| Independent Variable (X) = Number of Dwelling Units | | | | X = 78 | |
| <u>AM Peak</u> | <i>Directional Distribution:</i> | | | 25% Entering | 75% Exiting |
| T | = | 0.48 * | X | | Enter: 9 |
| T | = | 0.48 * | 78 | | Exit: 28 |
| T | = | 37 | | | Total: 37 |
| <u>PM Peak</u> | <i>Directional Distribution:</i> | | | 59% Entering | 41% Exiting |
| T | = | 0.57 * | X | | Enter: 26 |
| T | = | 0.57 * | 78 | | Exit: 18 |
| T | = | 44 | | | Total: 44 |
| <u>Weekend Peak</u> | <i>Directional Distribution:</i> | | | 48% Entering | 52% Exiting |
| Ln(T) | = | 0.82 * | LN(X) + | 0.43 | Enter: 26 |
| LN(T) | = | 0.82 * | 4.36 + | 0.43 | Exit: 29 |
| T | = | 55 | | | Total: 55 |

| | | |
|-----------------------|---------------------------|---------------------|
| ITE Land Use Code 822 | Strip Retail Plaza (<40k) | (12500 Square Feet) |
|-----------------------|---------------------------|---------------------|

Independent Variable (X) = 1000 Square Feet

X = 12.5

AM Peak*Directional Distribution:*

60% Entering 40% Exiting

| | | | | | | | | | |
|-------|---|------|---|-------|---|------|--|--------|----|
| Ln(T) | = | 0.66 | * | LN(X) | + | 1.84 | | Enter: | 20 |
| LN(T) | = | 0.66 | * | 2.53 | + | 1.84 | | Exit: | 13 |
| T | = | 33 | | | | | | Total: | 33 |

PM Peak*Directional Distribution:*

50% Entering 50% Exiting

| | | | | | | | | | |
|-------|---|------|---|-------|---|------|--|--------|----|
| Ln(T) | = | 0.71 | * | LN(X) | + | 2.72 | | Enter: | 45 |
| LN(T) | = | 0.71 | * | 2.53 | + | 2.72 | | Exit: | 46 |
| T | = | 91 | | | | | | Total: | 91 |

Weekend Peak*Directional Distribution:*

51% Entering 49% Exiting

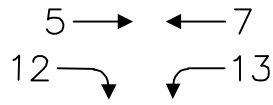
| | | | | | | | |
|---|---|------|---|------|--|--------|----|
| T | = | 6.57 | x | (X) | | Enter: | 42 |
| T | = | 6.57 | x | 12.5 | | Exit: | 40 |
| T | = | 82 | | | | Total: | 82 |

C

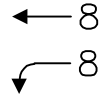
Site Trip Distribution

Site Trips:

Enter: 42
 Exit: 80
 Total: 122

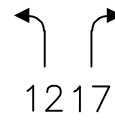
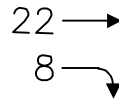
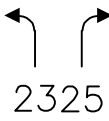


Federal Credit Union
 Driveway



Nooseneck Hill Road

Northern Site Driveway

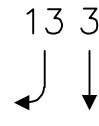
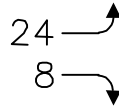


Harkney Hill Road

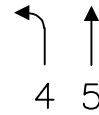


SITE

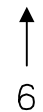
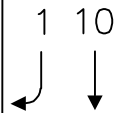
Western Site Driveway



Maple Root Road



Hill Farm Road



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**SITE TRIP DISTRIBUTION
 WEEKDAY AM PEAK HOUR**

**PROPOSED MIXED-USE DEVELOPMENT
 COVENTRY, RHODE ISLAND**

Site Trips:

Enter: 115
 Exit: 89
 Total: 204

10 → ← 10
 32 ↘ ↙ 37

Federal Credit Union
 Driveway

← 29
 ↘ 24

Nooseneck Hill Road

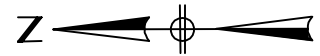
Northern Site Driveway

← 25
 ↘ 29

20 →
 19 ↘

← 18
 ↘ 16

Harkney Hill Road



SITE

Western Site Driveway

26 →
 9 ↘

34 ↘
 9 ↓

Maple Root Road

← 12
 ↑ 8

Hill Farm Road

7 →

6 ↘
 12 ↓
 ↑ 13



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**SITE TRIP DISTRIBUTION
 WEEKDAY PM PEAK HOUR**

**PROPOSED MIXED-USE DEVELOPMENT
 COVENTRY, RHODE ISLAND**

Site Trips:

Enter: 105
 Exit: 100
 Total: 205

14 → ← 11
 30 ↘ ↙ 33

Federal Credit Union
 Driveway

← 23
 ↘ 17

Nooseneck Hill Road

Northern Site Driveway

← 28
 → 32

23 →
 23 ↘

← 21
 → 19

Harkney Hill Road



SITE

Western Site Driveway

30 →
 10 ↘

31 ↘
 9 ↓

Maple Root Road

← 11
 ↑ 10

Hill Farm Road

9 →

8 ↘
 11 ↓

↑ 12



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**SITE TRIP DISTRIBUTION
 WEEKEND MIDDAY PEAK HOUR**

**PROPOSED MIXED-USE DEVELOPMENT
 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 822 – Strip Retail Plaza (<40k)

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,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 192

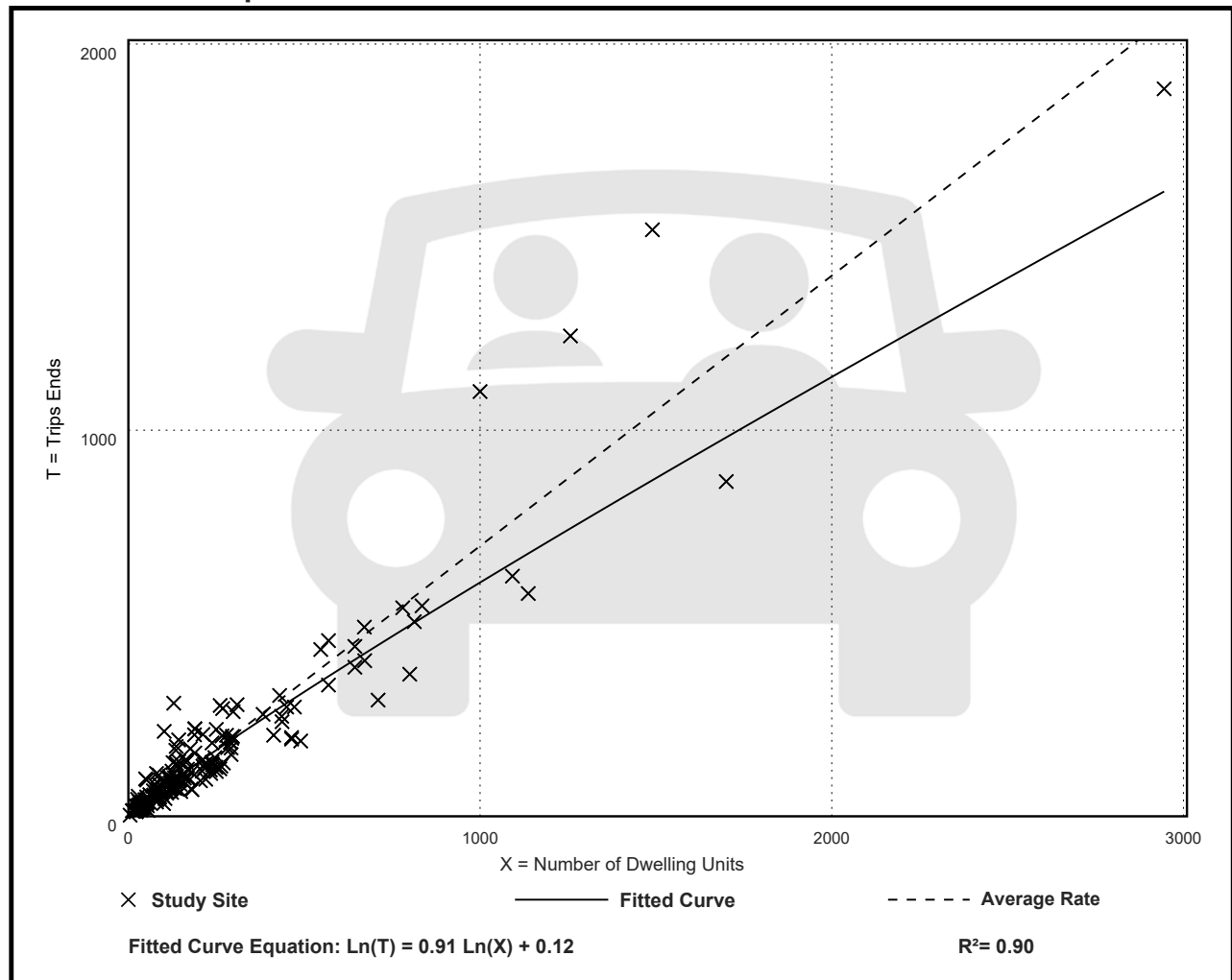
Avg. Num. of Dwelling Units: 226

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

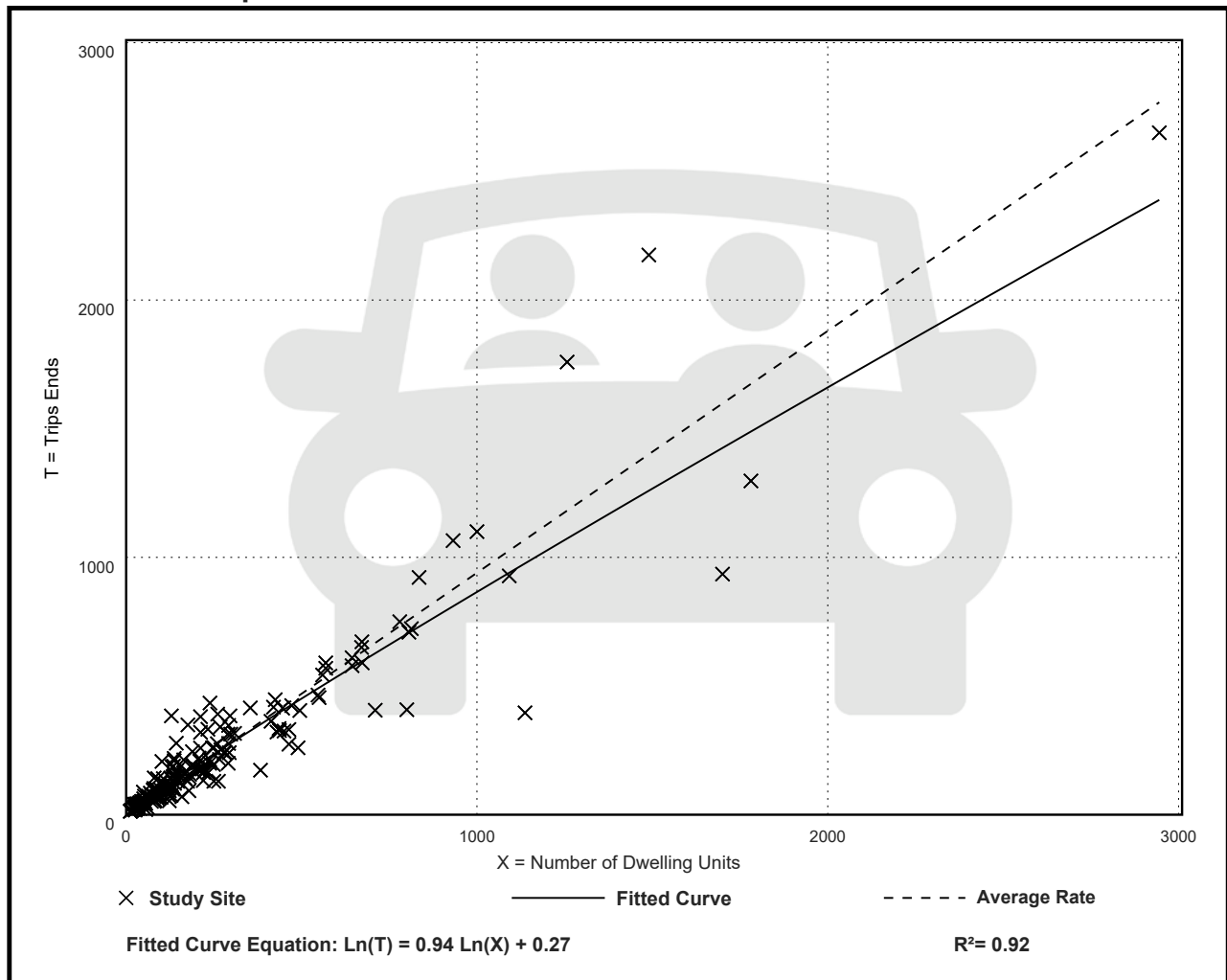
Avg. Num. of Dwelling Units: 248

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



Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 42

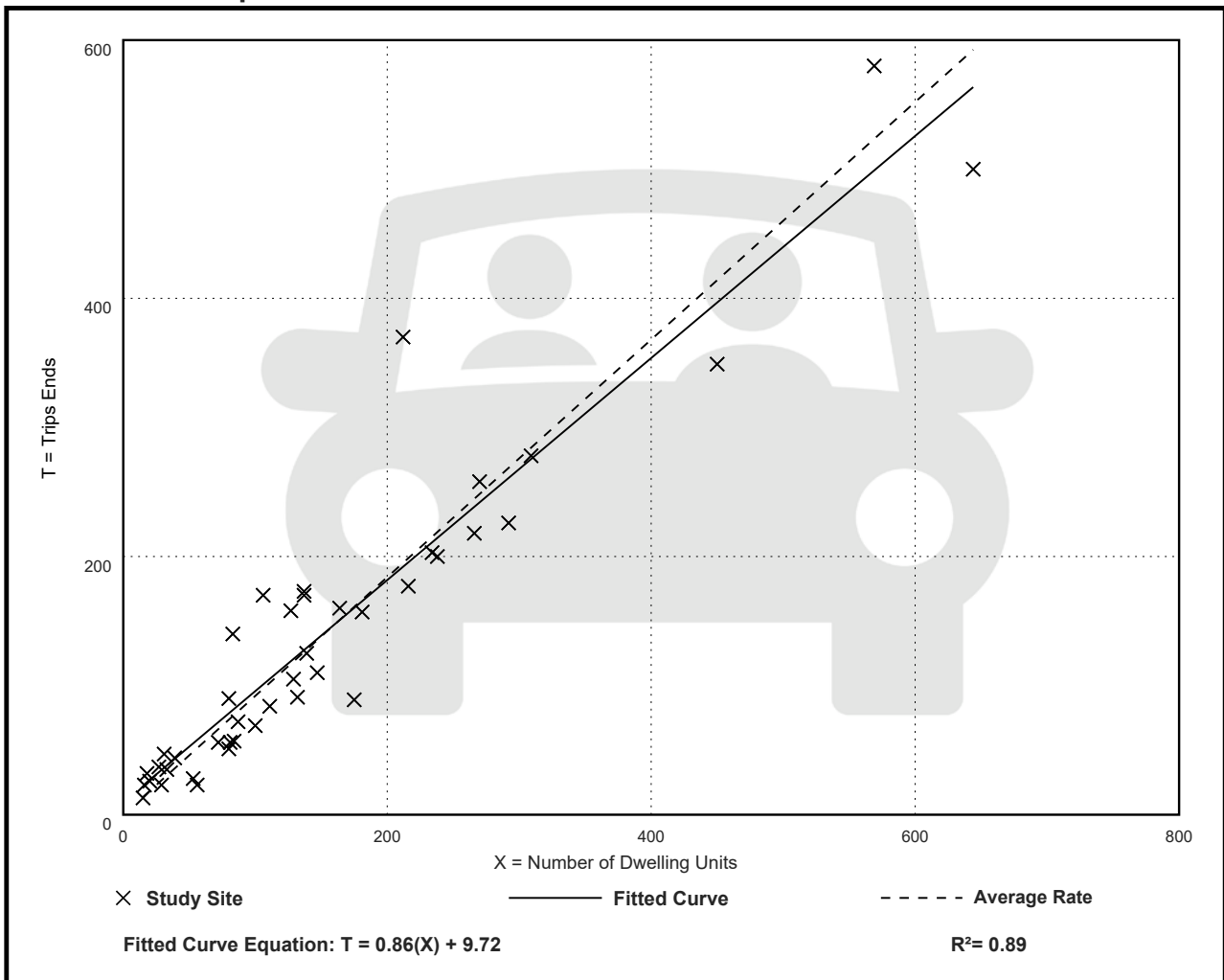
Avg. Num. of Dwelling Units: 152

Directional Distribution: 54% entering, 46% exiting

Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.92 | 0.41 - 1.78 | 0.27 |

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,**

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 46

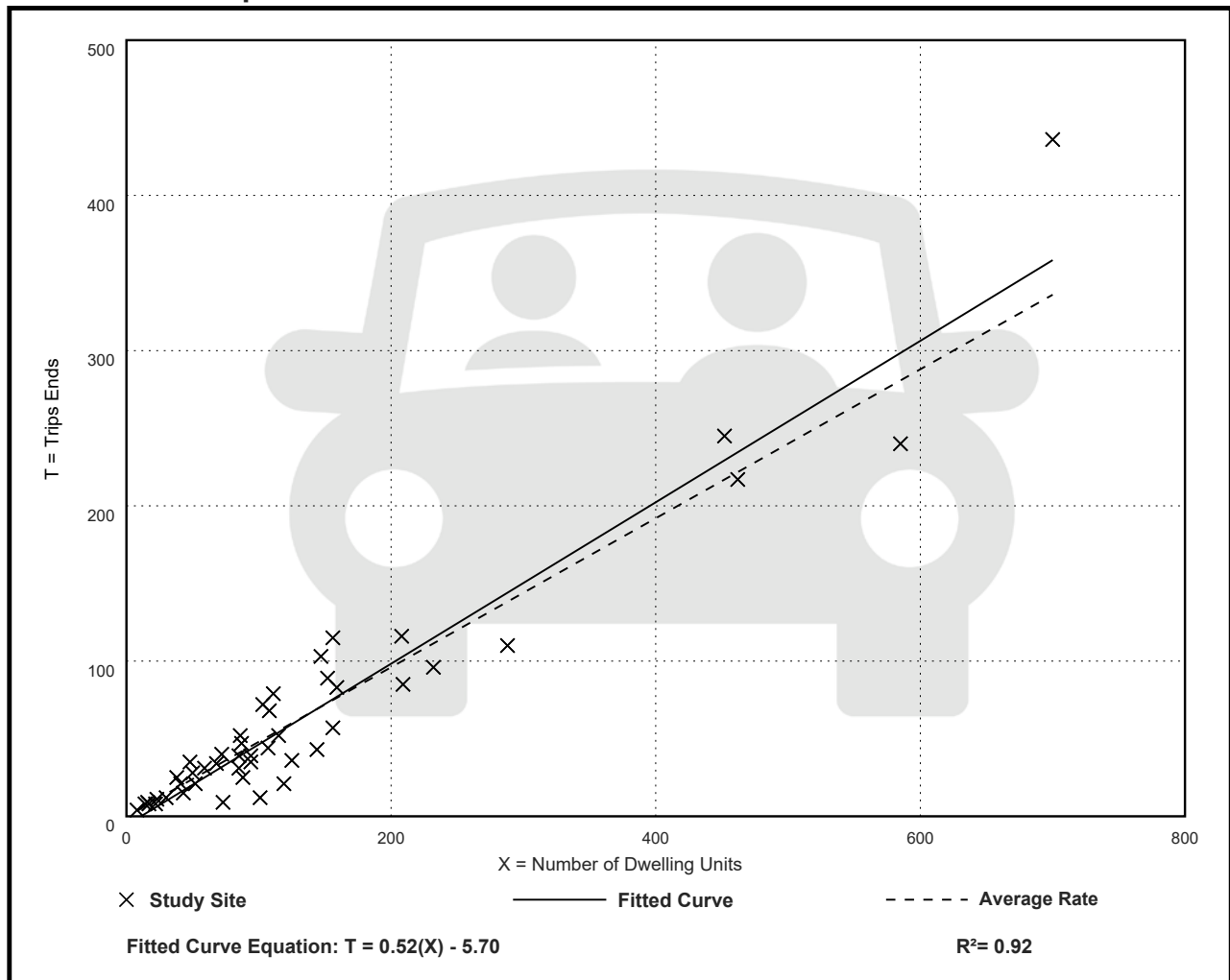
Avg. Num. of Dwelling Units: 135

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

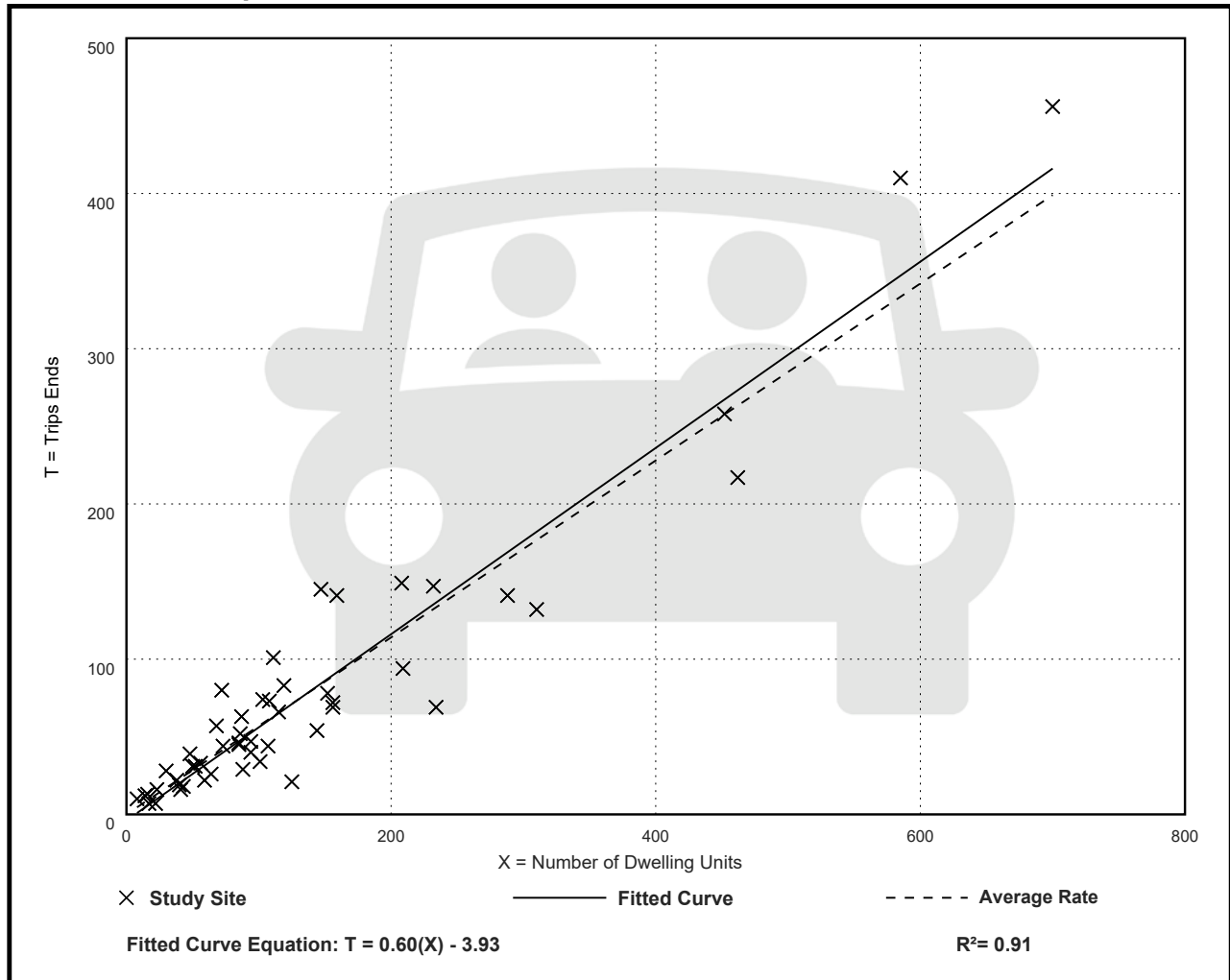
Avg. Num. of Dwelling Units: 136

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



Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units

On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 7

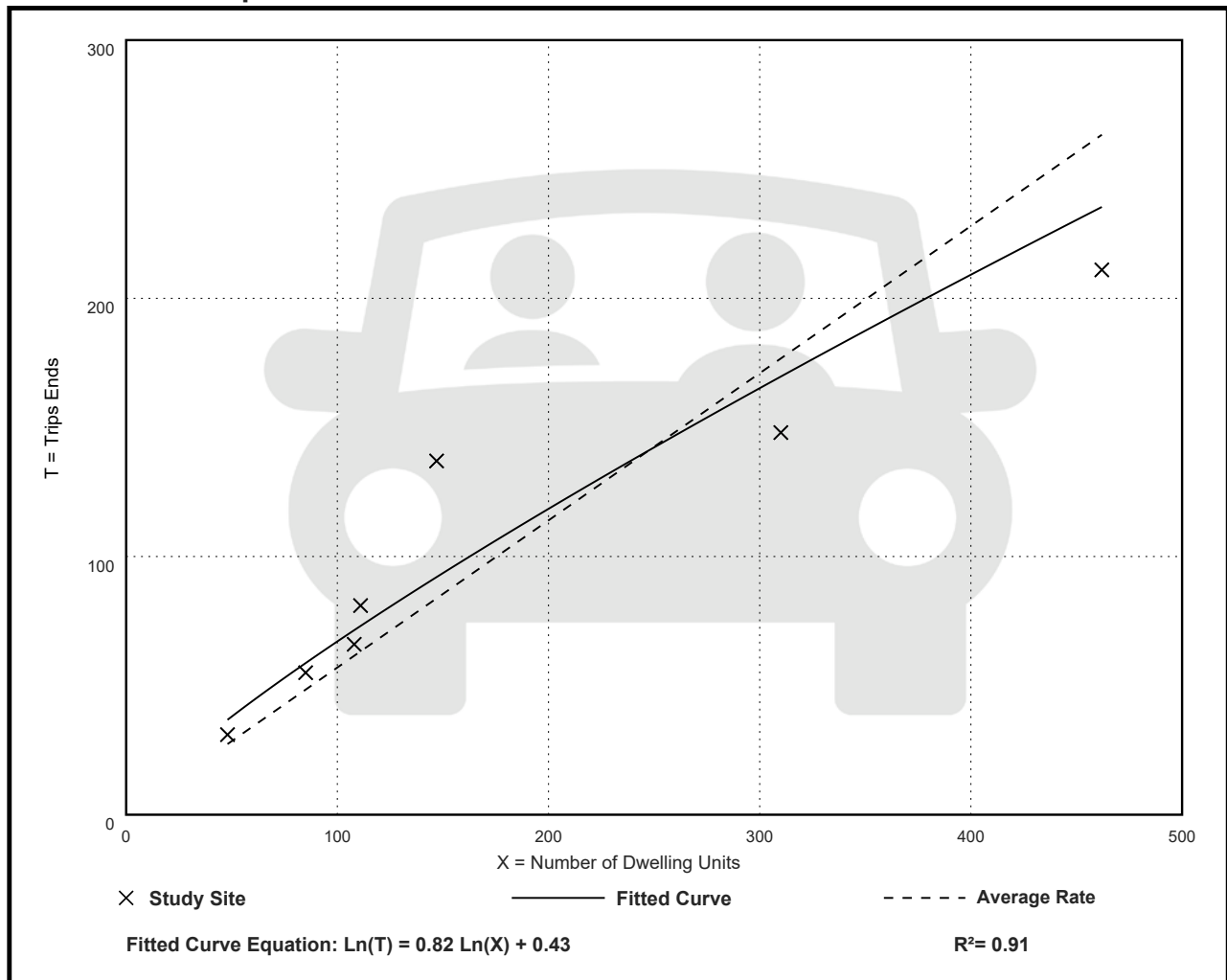
Avg. Num. of Dwelling Units: 182

Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.57 | 0.46 - 0.93 | 0.17 |

Data Plot and Equation



ITE Land Use Code 822 – Strip Retail Plaza (<40k)

Land Use: 822

Strip Retail Plaza (<40k)

Description

A strip retail plaza is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Each study site in this land use has less than 40,000 square feet of gross leasable area (GLA). Because a strip retail plaza is open-air, the GLA is the same as the gross floor area of the building.

The 40,000 square feet GFA threshold between strip retail plaza and shopping plaza (Land Use 821) was selected based on an examination of the overall shopping center/plaza database. No shopping plaza with a supermarket as its anchor is smaller than 40,000 square feet GLA.

Shopping center (>150k) (Land use 820), shopping plaza (40-150k) (Land Use 821), and factory outlet center (Land Use 823) are related uses.

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/>).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Delaware, Florida, New Jersey, Ontario (CAN), South Dakota, Vermont, Washington, and Wisconsin.

Source Numbers

304, 358, 423, 428, 437, 507, 715, 728, 936, 960, 961, 974, 1009

Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

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: 5

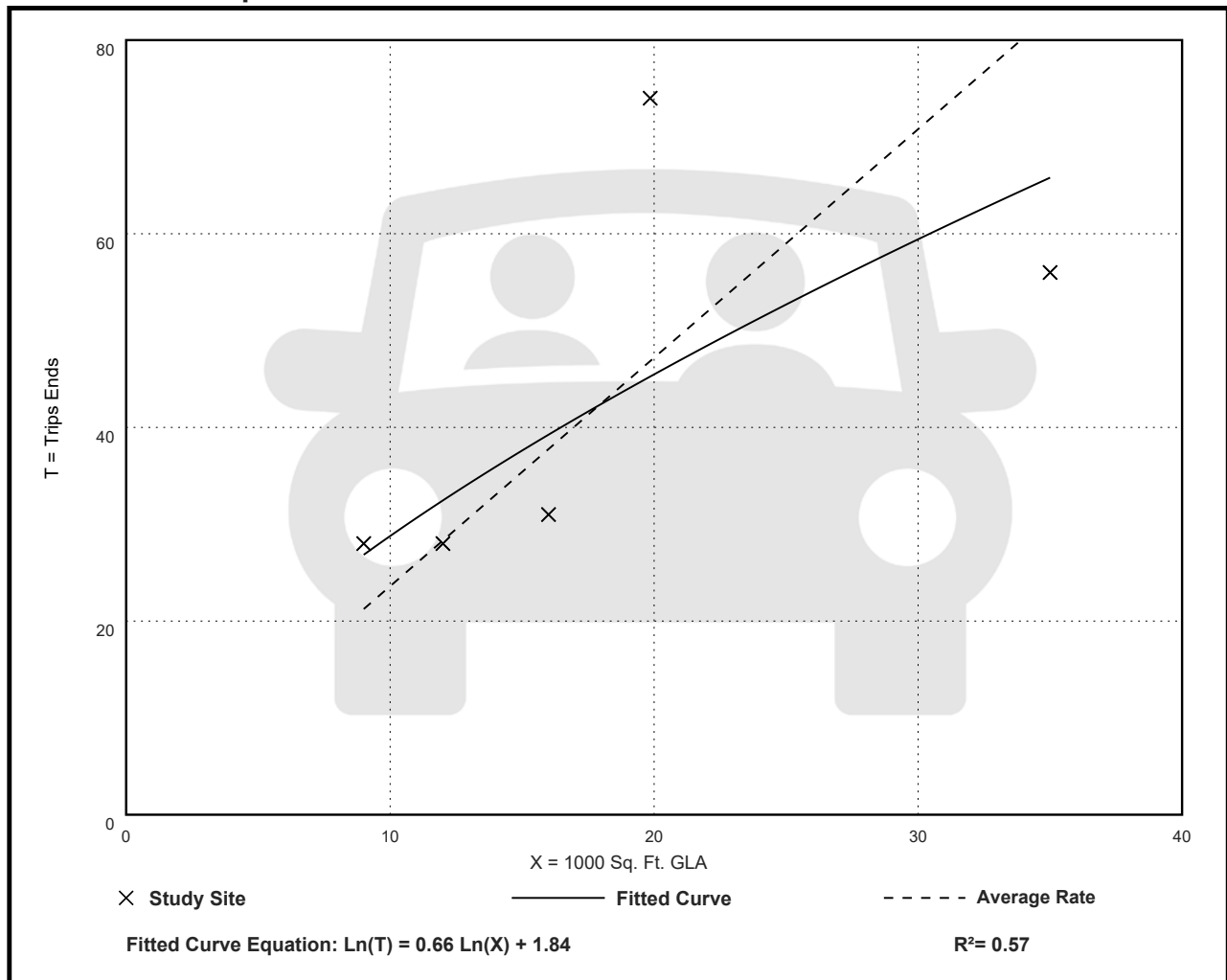
Avg. 1000 Sq. Ft. GLA: 18

Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 2.36 | 1.60 - 3.73 | 0.94 |

Data Plot and Equation



Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

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: 25

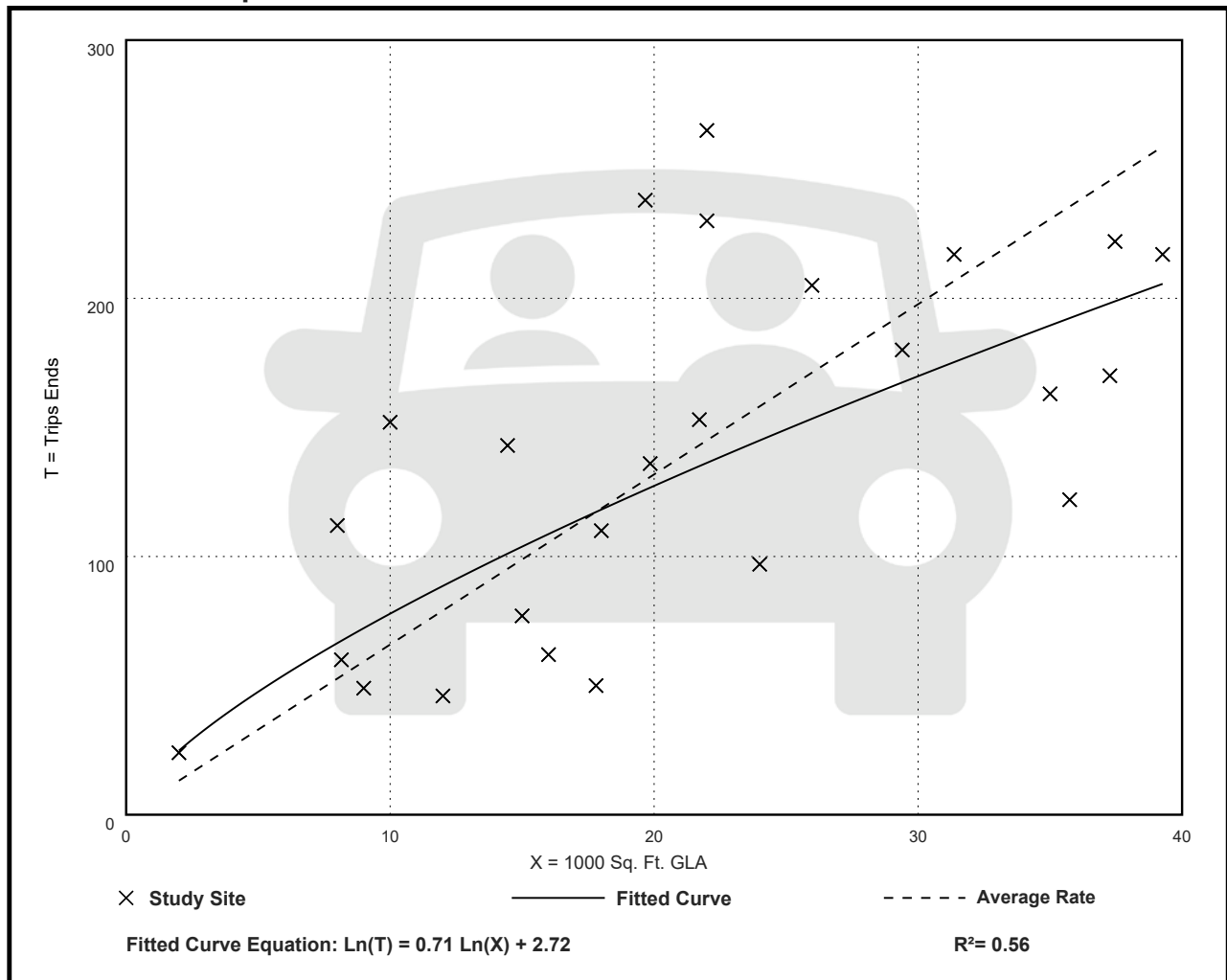
Avg. 1000 Sq. Ft. GLA: 21

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 6.59 | 2.81 - 15.20 | 2.94 |

Data Plot and Equation



Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 12

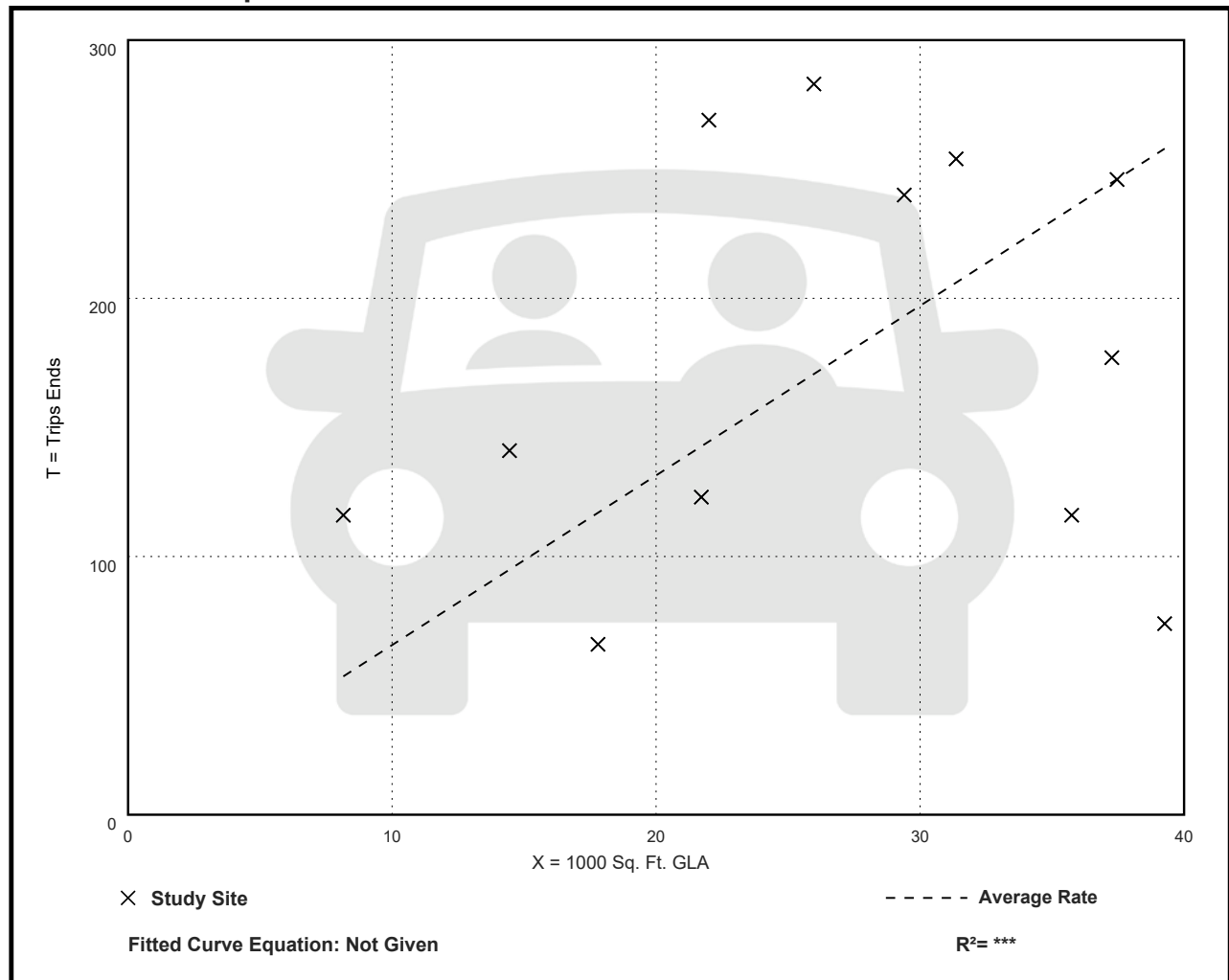
Avg. 1000 Sq. Ft. GLA: 27

Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 6.57 | 1.88 - 14.23 | 3.45 |

Data Plot and Equation



APPENDIX D – Operational Analysis

Existing Conditions

Nooseneck Hill Road (Route 3) at Harkney Hill Road (Route 118)

Harkney Hill Road (Route 118) at Hill Farm Road

Future No Build Conditions

Nooseneck Hill Road (Route 3) at Harkney Hill Road (Route 118)

Harkney Hill Road (Route 118) at Hill Farm Road

Future Build Conditions

Nooseneck Hill Road (Route 3) at Harkney Hill Road (Route 118)

Harkney Hill Road (Route 118) at Hill Farm Road

Nooseneck Hill Road (Route 3) at Northern Site Driveway

Harkney Hill Road (Route 118) at Maple Root Road and Western Site Driveway

D

Existing Weekday AM / PM Peak Hour & Weekend Midday Peak Hour

Nooseneck Hill Road (Route 3) at Harkney Hill Road (Route 118)

Harkney Hill Road (Route 118) at Hill Farm Road

Nooseneck Hill Road (Route 3) at Harkney Hill Road (Route 118)

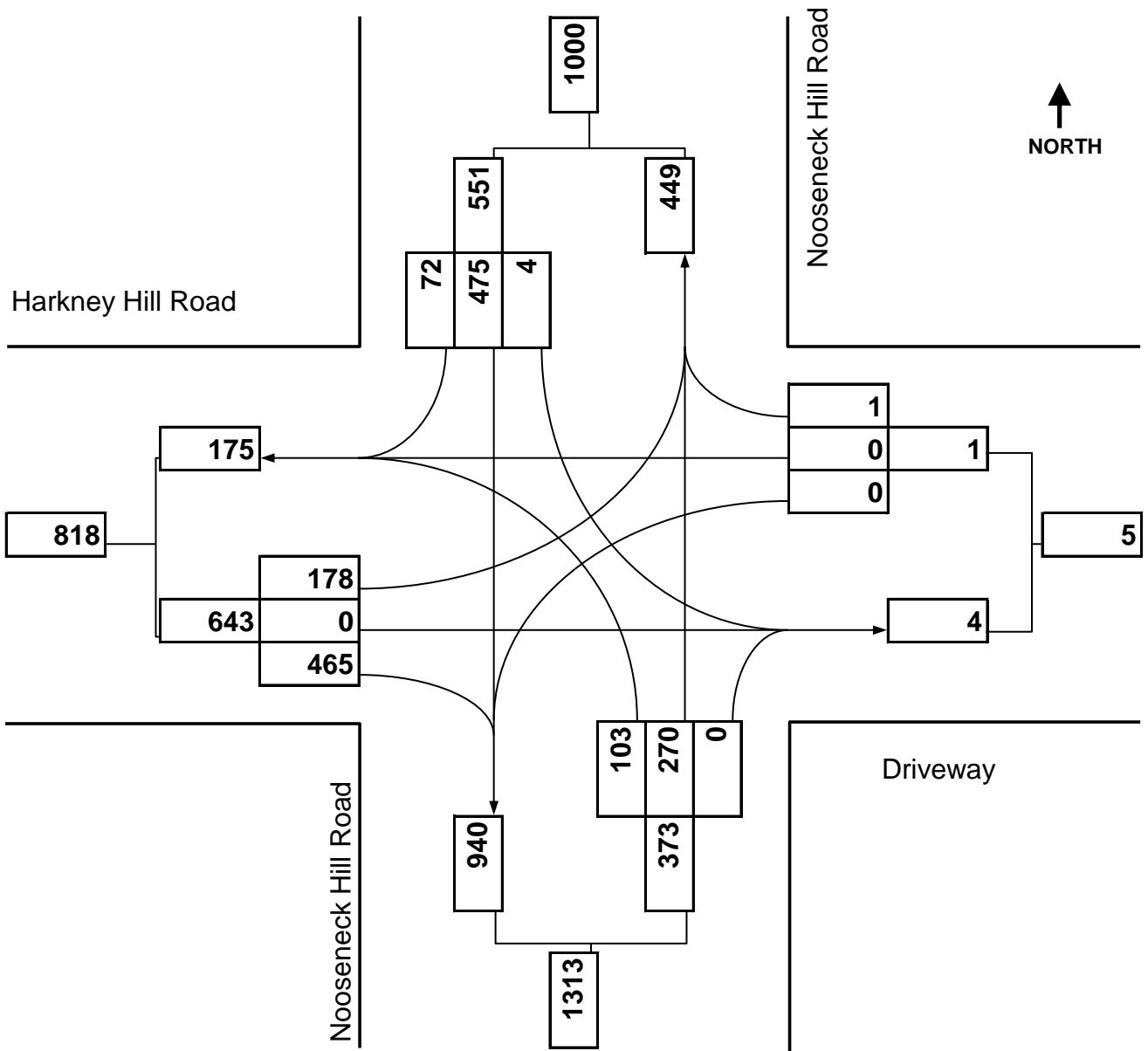


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Turning Movement Diagram

Major Street: Nooseneck Hill Road
City/Town: Coventry, RI
Reference No.: 10749
Existing: AM Peak Hour

Minor Street: Harkney Hill Road
Day of Week: Weekday
Peak Period: 7:00 AM - 8:00 AM
Future: n/a



2: Nooseneck Hill Road (Route 3) & Harkney Hill Road (Route 118)/Driveway

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|------|-------|------|------|-----|-------|------|-----|-------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 178 | 0 | 465 | 0 | 0 | 1 | 103 | 270 | 0 | 4 | 475 | 72 |
| Future Volume (vph) | 178 | 0 | 465 | 0 | 0 | 1 | 103 | 270 | 0 | 4 | 475 | 72 |
| Satd. Flow (prot) | 1752 | 0 | 1615 | 0 | 1644 | 0 | 1770 | 3438 | 0 | 1805 | 3464 | 0 |
| Flt Permitted | 0.950 | | | | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 1752 | 0 | 1615 | 0 | 1644 | 0 | 1770 | 3438 | 0 | 1805 | 3464 | 0 |
| Satd. Flow (RTOR) | | | 362 | | 486 | | | | | | | 17 |
| Lane Group Flow (vph) | 187 | 0 | 489 | 0 | 1 | 0 | 108 | 284 | 0 | 4 | 576 | 0 |
| Turn Type | Prot | | pt+ov | | NA | | Prot | NA | | Prot | NA | |
| Protected Phases | 3 | | 3 | | 4 | | 1 | 6 | | 5 | | 2 |
| Permitted Phases | | | | 4 | | | | | | | | |
| Total Split (s) | 21.0 | | | 15.0 | 15.0 | | 29.0 | 49.0 | | 11.0 | | 31.0 |
| Total Lost Time (s) | 5.5 | | | | 5.5 | | 4.5 | 6.0 | | 4.5 | | 6.0 |
| Act Effct Green (s) | 11.0 | | 23.8 | | 6.4 | | 8.8 | 26.9 | | 6.4 | | 14.7 |
| Actuated g/C Ratio | 0.21 | | 0.45 | | 0.12 | | 0.17 | 0.51 | | 0.12 | | 0.28 |
| v/c Ratio | 0.52 | | 0.53 | | 0.00 | | 0.37 | 0.16 | | 0.02 | | 0.59 |
| Control Delay | 26.9 | | 5.1 | | 0.0 | | 26.8 | 9.5 | | 28.5 | | 20.0 |
| Queue Delay | 0.0 | | 0.0 | | 0.0 | | 0.0 | 0.0 | | 0.0 | | 0.0 |
| Total Delay | 26.9 | | 5.1 | | 0.0 | | 26.8 | 9.5 | | 28.5 | | 20.0 |
| LOS | C | | A | | A | | C | A | | C | | C |
| Approach Delay | | 11.1 | | | | | | 14.3 | | | | 20.1 |
| Approach LOS | | B | | | | | | B | | | | C |
| Queue Length 50th (ft) | 47 | | 18 | | 0 | | 28 | 18 | | 1 | | 71 |
| Queue Length 95th (ft) | 148 | | 74 | | 0 | | 94 | 75 | | 11 | | 174 |
| Internal Link Dist (ft) | | 1171 | | | 68 | | | 1727 | | | | 1522 |
| Turn Bay Length (ft) | | | 250 | | | | 250 | | | 150 | | |
| Base Capacity (vph) | 543 | | 1313 | | 706 | | 868 | 2887 | | 234 | | 1742 |
| Starvation Cap Reductn | 0 | | 0 | | 0 | | 0 | 0 | | 0 | | 0 |
| Spillback Cap Reductn | 0 | | 0 | | 0 | | 0 | 0 | | 0 | | 0 |
| Storage Cap Reductn | 0 | | 0 | | 0 | | 0 | 0 | | 0 | | 0 |
| Reduced v/c Ratio | 0.34 | | 0.37 | | 0.00 | | 0.12 | 0.10 | | 0.02 | | 0.33 |

Intersection Summary

Cycle Length: 96

Actuated Cycle Length: 53

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.59

Intersection Signal Delay: 15.0

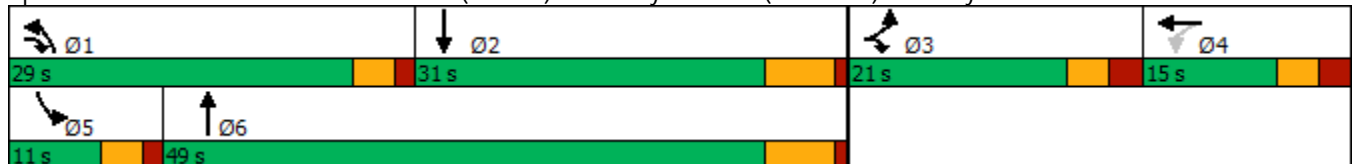
Intersection LOS: B

Intersection Capacity Utilization 63.4%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 2: Nooseneck Hill Road (Route 3) & Harkney Hill Road (Route 118)/Driveway



Existing Conditions

Timing Plan: AM Peak

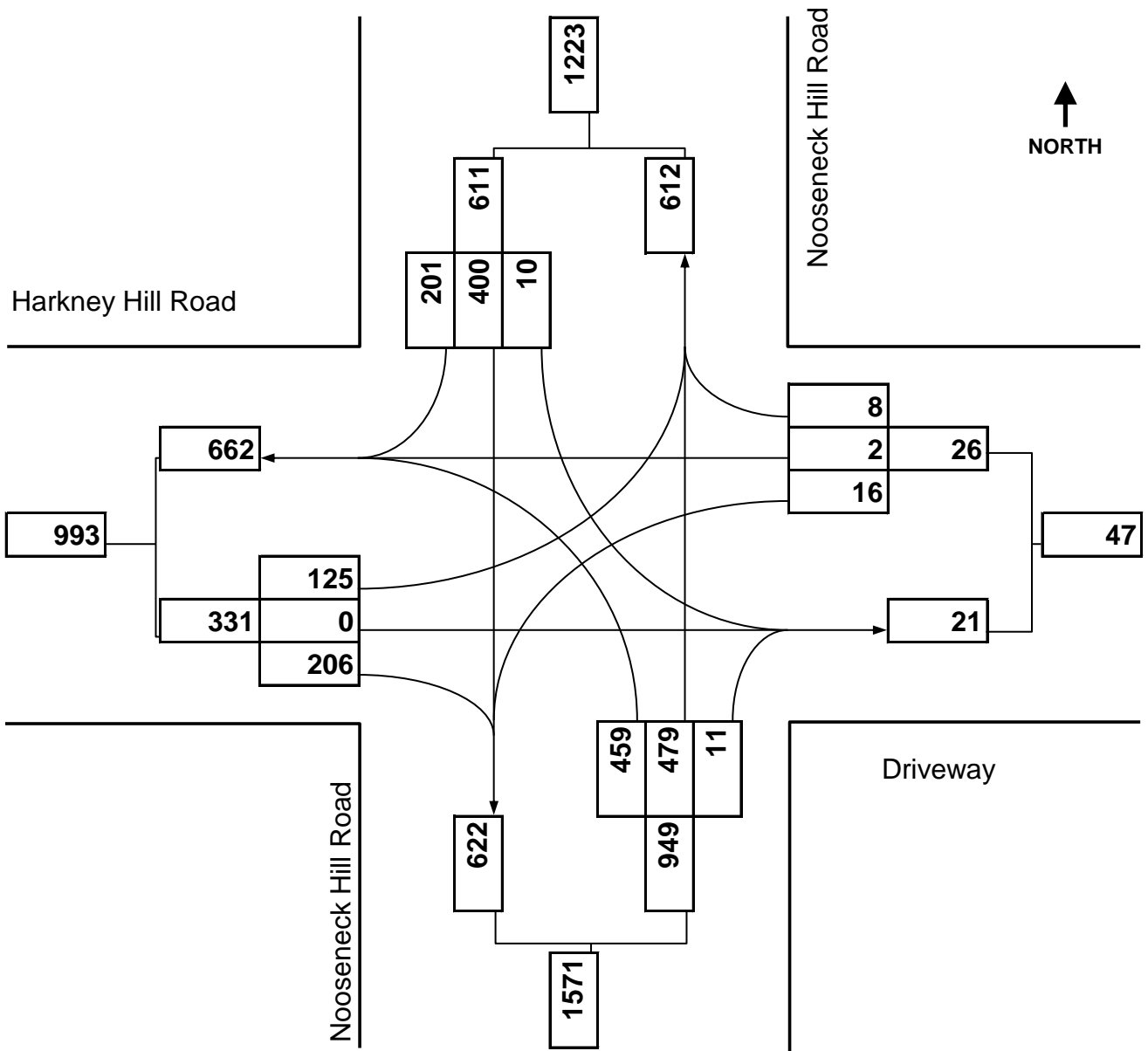


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Turning Movement Diagram

Major Street: Nooseneck Hill Road
City/Town: Coventry, RI
Reference No.: 10749
Existing: PM Peak Hour

Minor Street: Harkney Hill Road
Day of Week: Weekday
Peak Period: 4:30 PM - 5:30 PM
Future: n/a



2: Nooseneck Hill Road (Route 3) & Harkney Hill Road (Route 118)/Driveway



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|------|-------|-------|-------|-----|-------|------|-----|-------|------|-----|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 125 | 0 | 206 | 16 | 2 | 8 | 459 | 479 | 11 | 10 | 400 | 201 |
| Future Volume (vph) | 125 | 0 | 206 | 16 | 2 | 8 | 459 | 479 | 11 | 10 | 400 | 201 |
| Satd. Flow (prot) | 1787 | 0 | 1599 | 0 | 1766 | 0 | 1805 | 3564 | 0 | 1805 | 3373 | 0 |
| Flt Permitted | 0.950 | | | | 0.970 | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 1787 | 0 | 1599 | 0 | 1766 | 0 | 1805 | 3564 | 0 | 1805 | 3373 | 0 |
| Satd. Flow (RTOR) | | | 212 | | 8 | | | 3 | | | 88 | |
| Lane Group Flow (vph) | 129 | 0 | 212 | 0 | 26 | 0 | 473 | 505 | 0 | 10 | 619 | 0 |
| Turn Type | Prot | | pt+ov | Split | NA | | Prot | NA | | Prot | NA | |
| Protected Phases | 3 | | 3 | 1 | 4 | 4 | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | | | | | | | | | | |
| Total Split (s) | 21.0 | | | 15.0 | 15.0 | | 29.0 | 46.0 | | 14.0 | 31.0 | |
| Total Lost Time (s) | 5.5 | | | | 5.5 | | 4.5 | 6.0 | | 4.5 | 6.0 | |
| Act Effect Green (s) | 10.2 | | 38.5 | | 6.6 | | 25.4 | 45.4 | | 6.3 | 17.1 | |
| Actuated g/C Ratio | 0.14 | | 0.52 | | 0.09 | | 0.35 | 0.62 | | 0.09 | 0.23 | |
| v/c Ratio | 0.52 | | 0.23 | | 0.16 | | 0.76 | 0.23 | | 0.06 | 0.73 | |
| Control Delay | 39.8 | | 2.0 | | 31.7 | | 35.2 | 8.9 | | 39.1 | 28.4 | |
| Queue Delay | 0.0 | | 0.0 | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 39.8 | | 2.0 | | 31.7 | | 35.2 | 8.9 | | 39.1 | 28.4 | |
| LOS | D | | A | | C | | D | A | | D | C | |
| Approach Delay | | 16.3 | | | 31.7 | | | 21.6 | | | 28.6 | |
| Approach LOS | | B | | | C | | | C | | | C | |
| Queue Length 50th (ft) | 49 | | 0 | | 7 | | 159 | 32 | | 4 | 102 | |
| Queue Length 95th (ft) | 127 | | 26 | | 36 | | #491 | 134 | | 22 | 207 | |
| Internal Link Dist (ft) | | 1171 | | | 68 | | | 1727 | | | 1522 | |
| Turn Bay Length (ft) | | | 250 | | | | 250 | | | 150 | | |
| Base Capacity (vph) | 391 | | 948 | | 243 | | 624 | 2205 | | 242 | 1247 | |
| Starvation Cap Reductn | 0 | | 0 | | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | | 0 | | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | | 0 | | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.33 | | 0.22 | | 0.11 | | 0.76 | 0.23 | | 0.04 | 0.50 | |

Intersection Summary

Cycle Length: 96

Actuated Cycle Length: 73.4

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 23.1

Intersection LOS: C

Intersection Capacity Utilization 65.2%

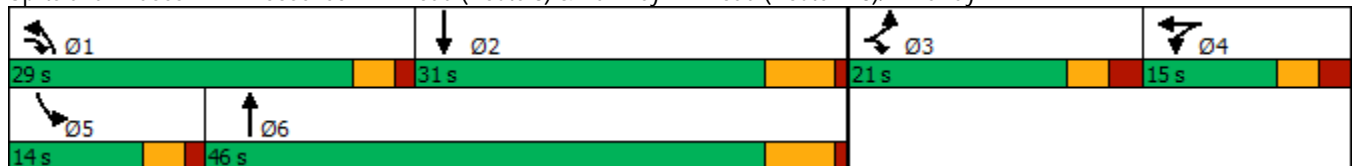
ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Nooseneck Hill Road (Route 3) & Harkney Hill Road (Route 118)/Driveway



Existing Conditions

Timing Plan: PM Peak

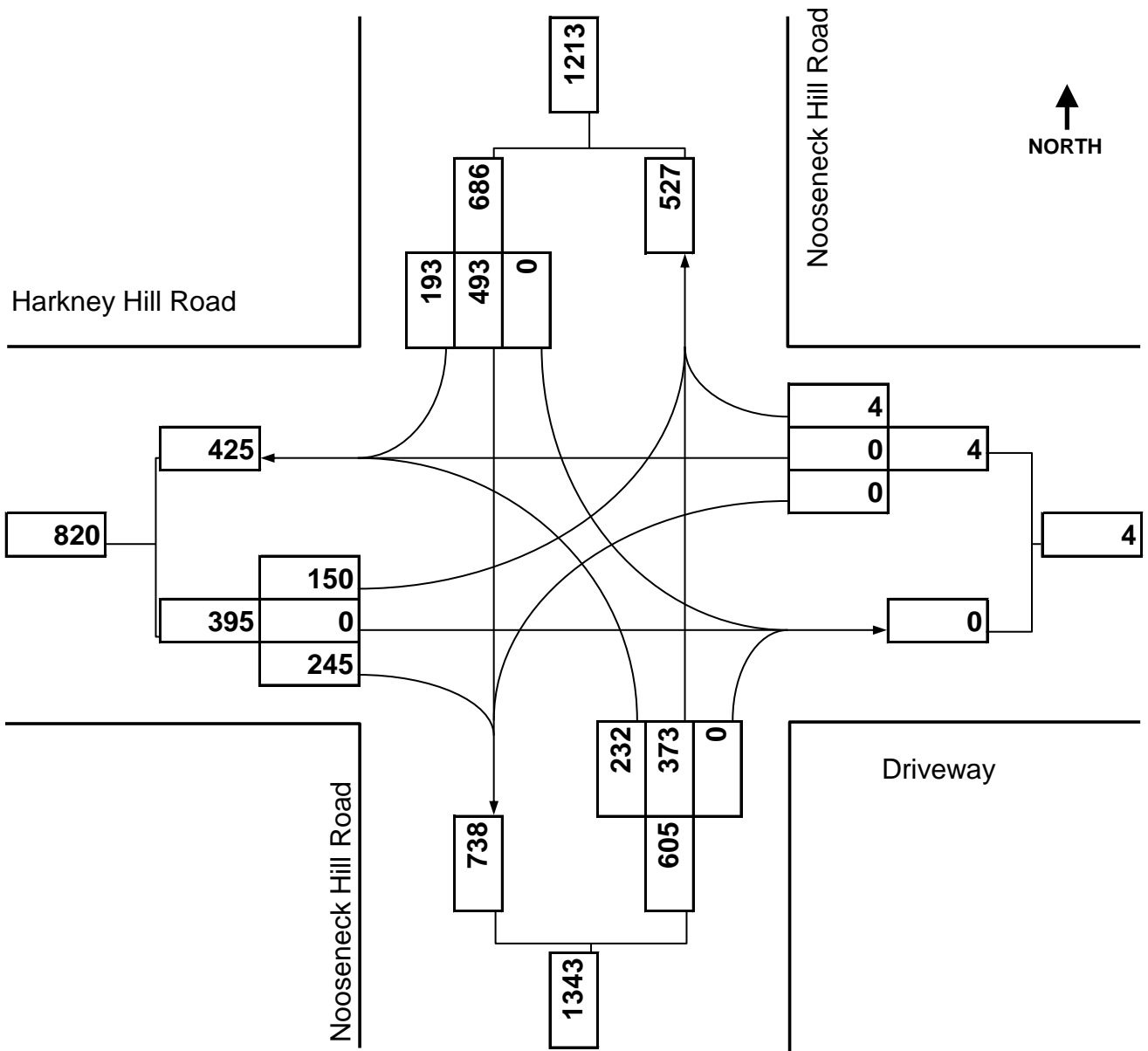


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Turning Movement Diagram

Major Street: Nooseneck Hill Road
City/Town: Coventry, RI
Reference No.: 10749
Existing: Weekend Peak Hour

Minor Street: Harkney Hill Road
Day of Week: Saturday
Peak Period: 1:00 PM - 2:00 PM
Future: n/a



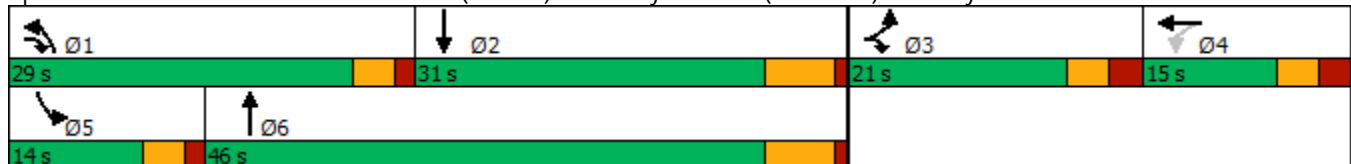
2: Nooseneck Hill Road (Route 3) & Harkney Hill Road (Route 118)/Driveway

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|------|-------|------|------|-----|-------|------|-----|------|------|-----|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 150 | 0 | 245 | 0 | 0 | 4 | 232 | 373 | 0 | 0 | 493 | 193 |
| Future Volume (vph) | 150 | 0 | 245 | 0 | 0 | 4 | 232 | 373 | 0 | 0 | 493 | 193 |
| Satd. Flow (prot) | 1787 | 0 | 1615 | 0 | 1644 | 0 | 1805 | 3610 | 0 | 1900 | 3458 | 0 |
| Flt Permitted | 0.950 | | | | | | 0.950 | | | | | |
| Satd. Flow (perm) | 1787 | 0 | 1615 | 0 | 1644 | 0 | 1805 | 3610 | 0 | 1900 | 3458 | 0 |
| Satd. Flow (RTOR) | | | 253 | | 445 | | | | | | 58 | |
| Lane Group Flow (vph) | 155 | 0 | 253 | 0 | 4 | 0 | 239 | 385 | 0 | 0 | 707 | 0 |
| Turn Type | Prot | | pt+ov | | NA | | Prot | NA | | Prot | NA | |
| Protected Phases | 3 | | 3 | | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | | 4 | | | | | | | | |
| Total Split (s) | 21.0 | | | 15.0 | 15.0 | | 29.0 | 46.0 | | 14.0 | 31.0 | |
| Total Lost Time (s) | 5.5 | | | | 5.5 | | 4.5 | 6.0 | | 4.5 | 6.0 | |
| Act Effct Green (s) | 10.5 | | 28.3 | | 6.4 | | 13.7 | 35.9 | | | 17.4 | |
| Actuated g/C Ratio | 0.17 | | 0.47 | | 0.11 | | 0.23 | 0.60 | | | 0.29 | |
| v/c Ratio | 0.50 | | 0.28 | | 0.01 | | 0.58 | 0.18 | | | 0.68 | |
| Control Delay | 32.3 | | 2.3 | | 0.0 | | 29.5 | 6.3 | | | 22.7 | |
| Queue Delay | 0.0 | | 0.0 | | 0.0 | | 0.0 | 0.0 | | | 0.0 | |
| Total Delay | 32.3 | | 2.3 | | 0.0 | | 29.5 | 6.3 | | | 22.7 | |
| LOS | C | | A | | A | | C | A | | | C | |
| Approach Delay | | 13.7 | | | | | | 15.2 | | | 22.7 | |
| Approach LOS | | B | | | | | | B | | | C | |
| Queue Length 50th (ft) | 47 | | 0 | | 0 | | 71 | 24 | | | 97 | |
| Queue Length 95th (ft) | 143 | | 28 | | 0 | | 193 | 73 | | | 240 | |
| Internal Link Dist (ft) | | 1171 | | | 68 | | | 1727 | | | 1522 | |
| Turn Bay Length (ft) | | | 250 | | | | 250 | | | | | |
| Base Capacity (vph) | 493 | | 1166 | | 648 | | 788 | 2683 | | | 1572 | |
| Starvation Cap Reductn | 0 | | 0 | | 0 | | 0 | 0 | | | 0 | |
| Spillback Cap Reductn | 0 | | 0 | | 0 | | 0 | 0 | | | 0 | |
| Storage Cap Reductn | 0 | | 0 | | 0 | | 0 | 0 | | | 0 | |
| Reduced v/c Ratio | 0.31 | | 0.22 | | 0.01 | | 0.30 | 0.14 | | | 0.45 | |

Intersection Summary

Cycle Length: 96
 Actuated Cycle Length: 60.3
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay: 17.8
 Intersection LOS: B
 Intersection Capacity Utilization 59.7%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 2: Nooseneck Hill Road (Route 3) & Harkney Hill Road (Route 118)/Driveway



Existing Conditions
 Timing Plan: Saturday Peak

Harkney Hill Road (Route 118) at Hill Farm Road

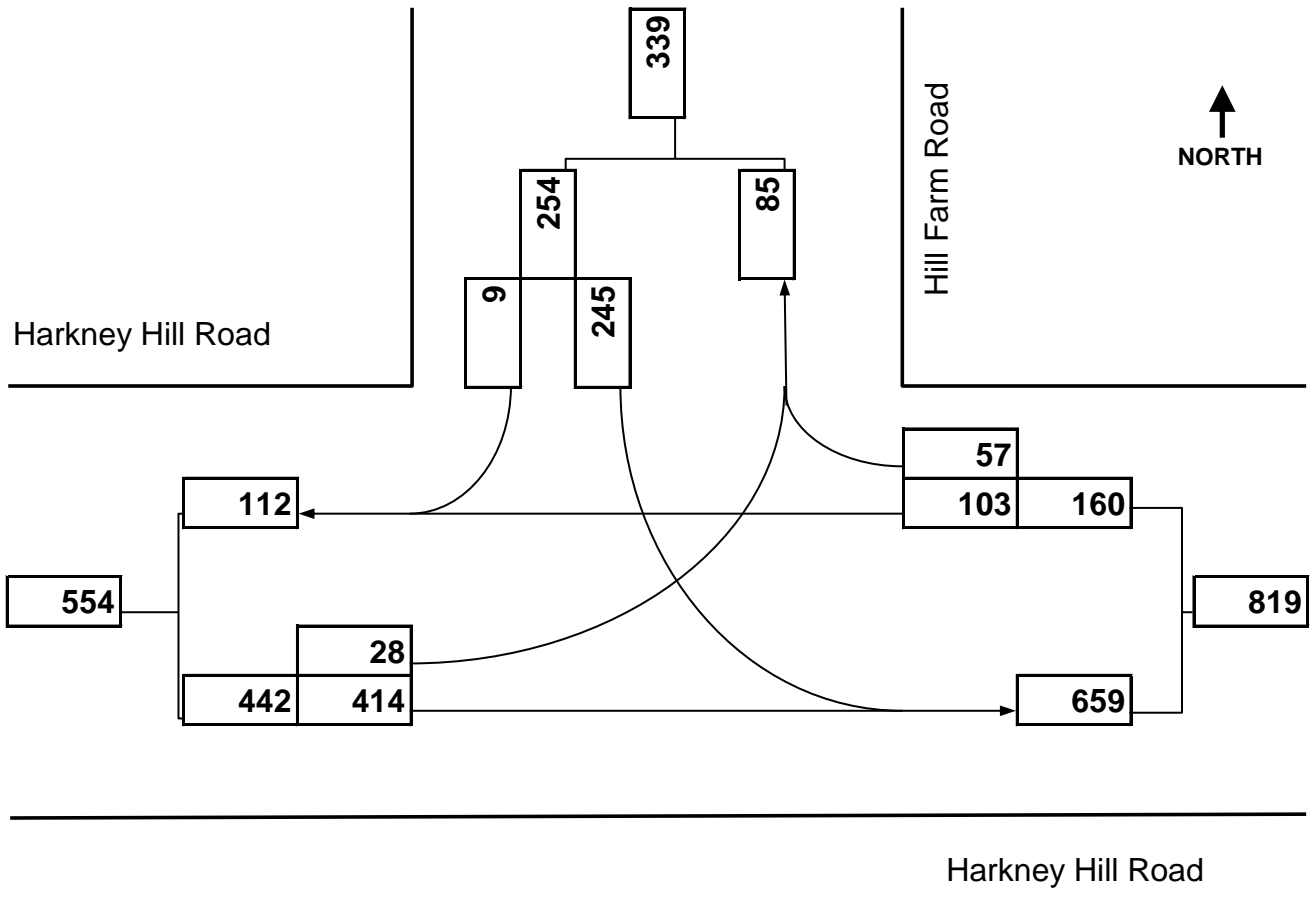


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Turning Movement Diagram

Major Street: Harkney Hill Road
City/Town: Coventry, RI
Reference No.: 10749
Existing: AM Peak Hour

Minor Street: Hill Farm Road
Day of Week: Weekday
Peak Period: 7:00 AM - 8:00 AM
Future: n/a



Coventry Crossings
 4: Harkney Hill Road (Route 118) & Hill Farm Road

Coventry, RI

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 7.5 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↕ | ↑ | ↗ | ↘ | |
| Traffic Vol, veh/h | 28 | 414 | 103 | 57 | 245 | 9 |
| Future Vol, veh/h | 28 | 414 | 103 | 57 | 245 | 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 | - | - | - | 200 | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 0 | 1 | 4 | 9 | 1 | 11 |
| Mvmt Flow | 30 | 445 | 111 | 61 | 263 | 10 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 172 | 0 | - | 0 | 616 111 |
| Stage 1 | - | - | - | - | 111 - |
| Stage 2 | - | - | - | - | 505 - |
| Critical Hdwy | 4.1 | - | - | - | 6.41 6.31 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.41 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.41 - |
| Follow-up Hdwy | 2.2 | - | - | - | 3.509 3.399 |
| Pot Cap-1 Maneuver | 1417 | - | - | - | 456 918 |
| Stage 1 | - | - | - | - | 916 - |
| Stage 2 | - | - | - | - | 608 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1417 | - | - | - | 443 918 |
| Mov Cap-2 Maneuver | - | - | - | - | 443 - |
| Stage 1 | - | - | - | - | 890 - |
| Stage 2 | - | - | - | - | 608 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.5 | 0 | 24.5 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1417 | - | - | - | 451 |
| HCM Lane V/C Ratio | 0.021 | - | - | - | 0.606 |
| HCM Control Delay (s) | 7.6 | 0 | - | - | 24.5 |
| HCM Lane LOS | A | A | - | - | C |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 3.9 |

Existing Conditions
 Timing Plan: AM Peak

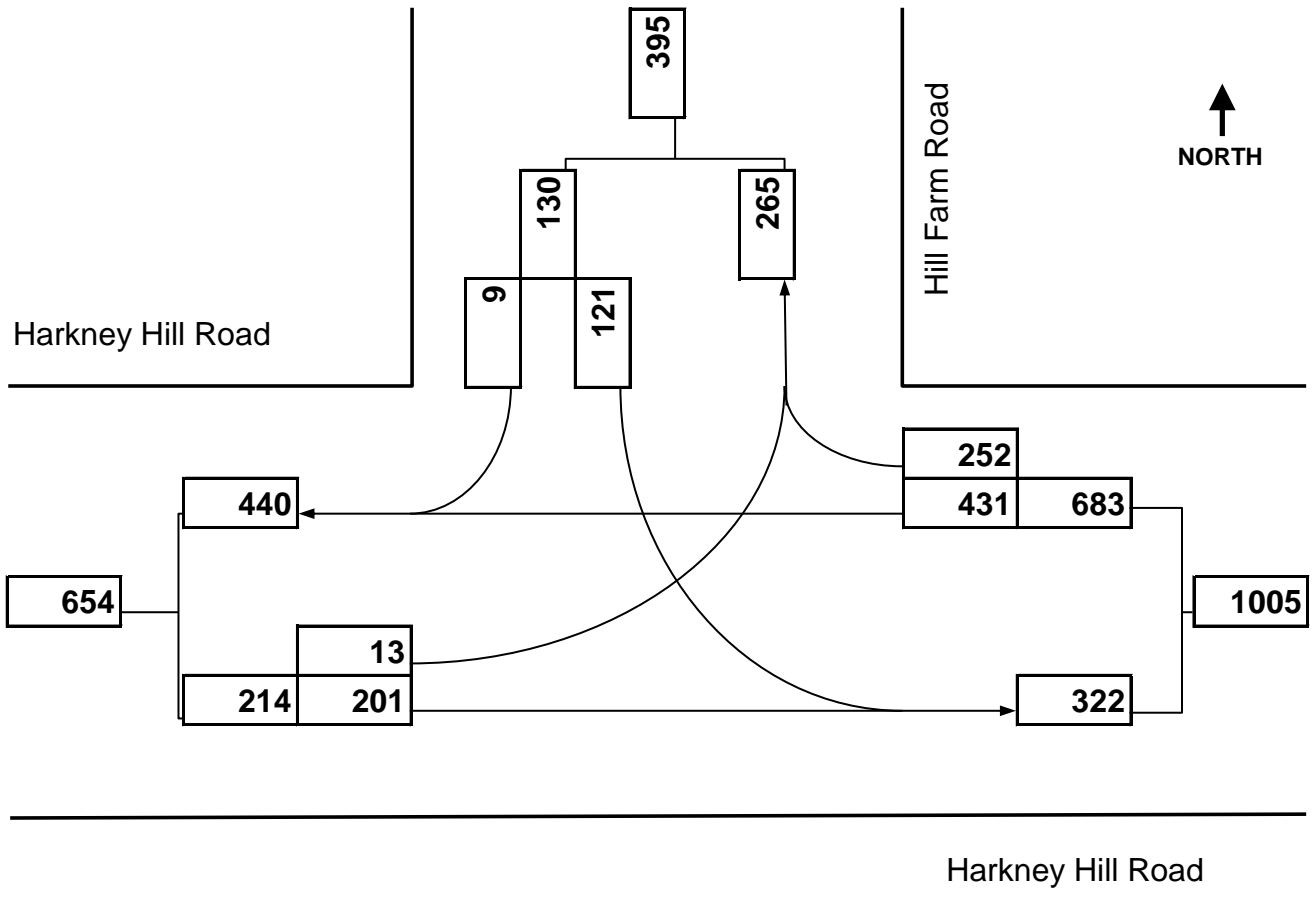


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Turning Movement Diagram

Major Street: Harkney Hill Road
City/Town: Coventry, RI
Reference No.: 10749
Existing: PM Peak Hour

Minor Street: Hill Farm Road
Day of Week: Weekday
Peak Period: 4:30 PM - 5:30 PM
Future: n/a



Coventry Crossings
 4: Harkney Hill Road (Route 118) & Hill Farm Road

Coventry, RI

Intersection

Int Delay, s/veh 2.4

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | ↑ | ↗ | ↘ | |
| Traffic Vol, veh/h | 13 | 201 | 431 | 252 | 121 | 9 |
| Future Vol, veh/h | 13 | 201 | 431 | 252 | 121 | 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 | - | - | - | 200 | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 0 | 1 | 1 | 0 | 1 | 0 |
| Mvmt Flow | 14 | 212 | 454 | 265 | 127 | 9 |

| Major/Minor | Major1 | Major2 | Minor2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 719 | 0 | 694 |
| Stage 1 | - | - | 454 |
| Stage 2 | - | - | 240 |
| Critical Hdwy | 4.1 | - | 6.41 |
| Critical Hdwy Stg 1 | - | - | 5.41 |
| Critical Hdwy Stg 2 | - | - | 5.41 |
| Follow-up Hdwy | 2.2 | - | 3.509 |
| Pot Cap-1 Maneuver | 892 | - | 410 |
| Stage 1 | - | - | 642 |
| Stage 2 | - | - | 802 |
| Platoon blocked, % | - | - | - |
| Mov Cap-1 Maneuver | 892 | - | 403 |
| Mov Cap-2 Maneuver | - | - | 403 |
| Stage 1 | - | - | 630 |
| Stage 2 | - | - | 802 |

| Approach | EB | WB | SB |
|----------------------|-----|----|----|
| HCM Control Delay, s | 0.6 | 0 | 18 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 892 | - | - | - | 413 |
| HCM Lane V/C Ratio | 0.015 | - | - | - | 0.331 |
| HCM Control Delay (s) | 9.1 | 0 | - | - | 18 |
| HCM Lane LOS | A | A | - | - | C |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 1.4 |

Existing Conditions
 Timing Plan: PM Peak

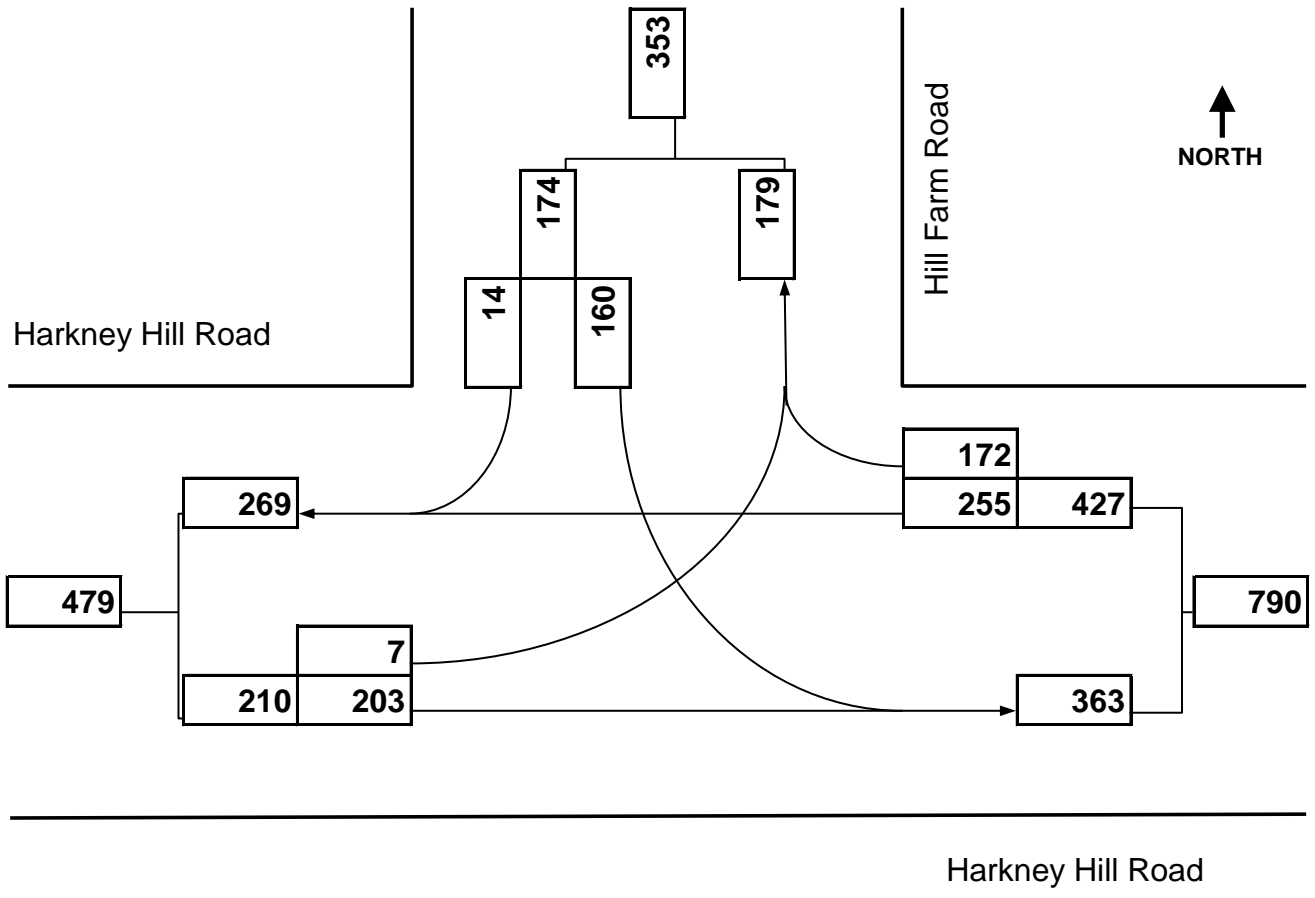


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Turning Movement Diagram

Major Street: Harkney Hill Road
City/Town: Coventry, RI
Reference No.: 10749
Existing: Weekend Peak Hour

Minor Street: Hill Farm Road
Day of Week: Saturday
Peak Period: 1:00 PM - 2:00 PM
Future: n/a



Coventry Crossings
 4: Harkney Hill Road (Route 118) & Hill Farm Road

Coventry, RI

Intersection

Int Delay, s/veh 3.4

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | ↑ | ↗ | ↘ | |
| Traffic Vol, veh/h | 7 | 203 | 255 | 172 | 160 | 14 |
| Future Vol, veh/h | 7 | 203 | 255 | 172 | 160 | 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 | - | - | - | 200 | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 8 | 221 | 277 | 187 | 174 | 15 |

Major/Minor

| | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|-----|-----|
| Conflicting Flow All | 464 | 0 | 0 | 514 | 277 |
| Stage 1 | - | - | - | 277 | - |
| Stage 2 | - | - | - | 237 | - |
| Critical Hdwy | 4.1 | - | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | 5.4 | - |
| Follow-up Hdwy | 2.2 | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 1108 | - | - | 524 | 767 |
| Stage 1 | - | - | - | 774 | - |
| Stage 2 | - | - | - | 807 | - |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1108 | - | - | 520 | 767 |
| Mov Cap-2 Maneuver | - | - | - | 520 | - |
| Stage 1 | - | - | - | 768 | - |
| Stage 2 | - | - | - | 807 | - |

Approach

| | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.3 | 0 | 15.4 |
| HCM LOS | | | C |

Minor Lane/Major Mvmt

| | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1108 | - | - | - | 534 |
| HCM Lane V/C Ratio | 0.007 | - | - | - | 0.354 |
| HCM Control Delay (s) | 8.3 | 0 | - | - | 15.4 |
| HCM Lane LOS | A | A | - | - | C |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 1.6 |

Existing Conditions
 Timing Plan: Saturday Peak

D

**Future 2028 No Build Weekday AM / PM Peak Hour & Weekend Midday Peak
Hour**

Nooseneck Hill Road (Route 3) at Harkney Hill Road (Route 118)

Harkney Hill Road (Route 118) at Hill Farm Road

Nooseneck Hill Road (Route 3) at Harkney Hill Road (Route 118)

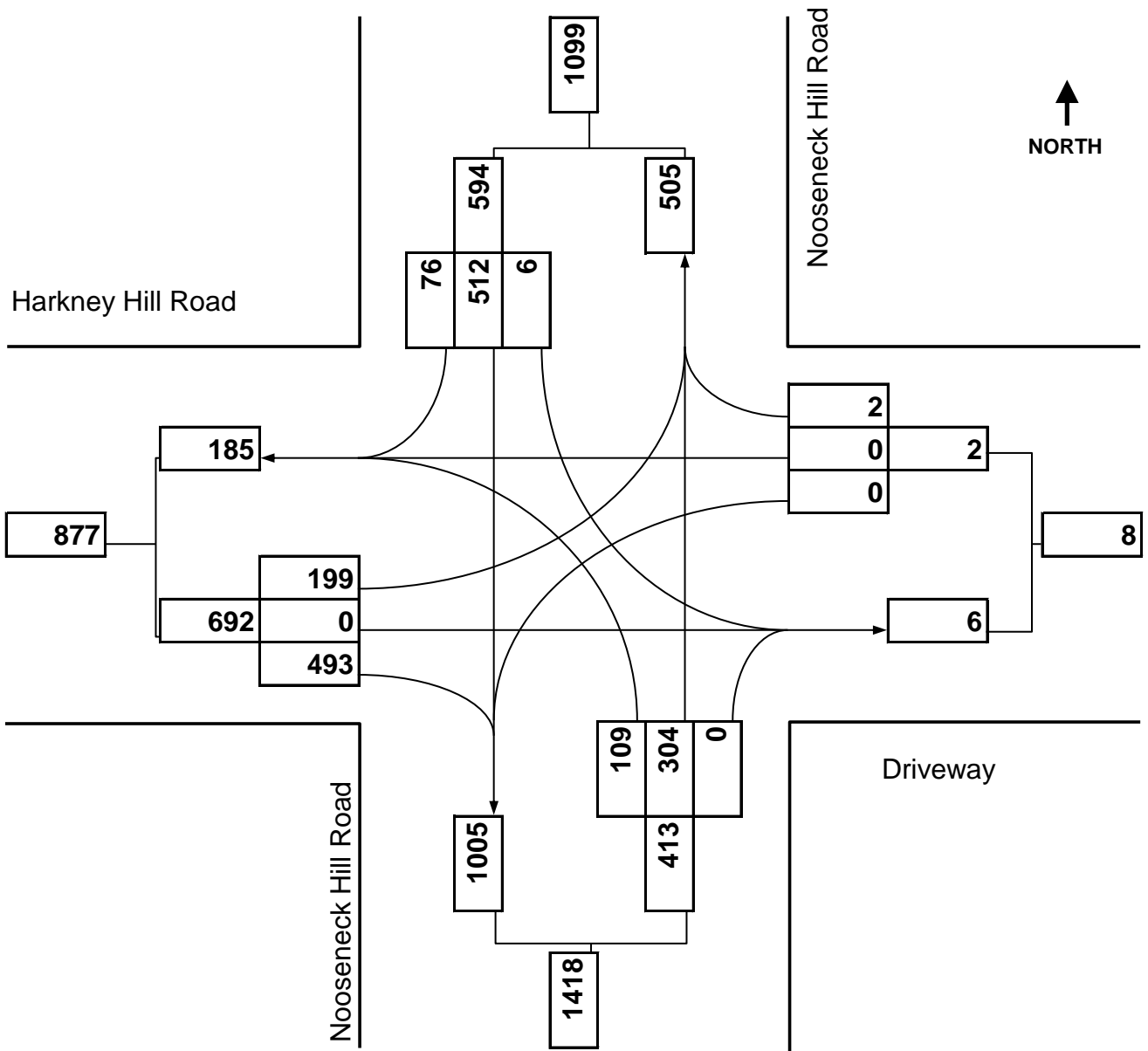


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Turning Movement Diagram

Major Street: Nooseneck Hill Road
City/Town: Coventry, RI
Reference No.: 10749
Existing: AM Peak Hour

Minor Street: Harkney Hill Road
Day of Week: Weekday
Peak Period: 7:00 AM - 8:00 AM
Future: 2028 No Build



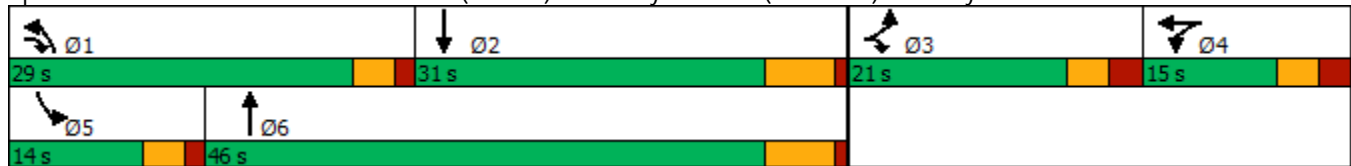
2: Nooseneck Hill Road (Route 3) & Harkney Hill Road (Route 118)/Driveway

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|------|-------|------|------|-----|-------|------|-----|-------|------|-----|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 199 | 0 | 493 | 0 | 0 | 2 | 109 | 304 | 0 | 6 | 512 | 76 |
| Future Volume (vph) | 199 | 0 | 493 | 0 | 0 | 2 | 109 | 304 | 0 | 6 | 512 | 76 |
| Satd. Flow (prot) | 1752 | 0 | 1615 | 0 | 1644 | 0 | 1770 | 3438 | 0 | 1805 | 3468 | 0 |
| Flt Permitted | 0.950 | | | | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 1752 | 0 | 1615 | 0 | 1644 | 0 | 1770 | 3438 | 0 | 1805 | 3468 | 0 |
| Satd. Flow (RTOR) | | | 350 | | 460 | | | | | | 16 | |
| Lane Group Flow (vph) | 209 | 0 | 519 | 0 | 2 | 0 | 115 | 320 | 0 | 6 | 619 | 0 |
| Turn Type | Prot | | pt+ov | | NA | | Prot | NA | | Prot | NA | |
| Protected Phases | 3 | | 3 1 | 4 | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | | | | | | | | | | |
| Total Split (s) | 21.0 | | | 15.0 | 15.0 | | 29.0 | 46.0 | | 14.0 | 31.0 | |
| Total Lost Time (s) | 5.5 | | | | 5.5 | | 4.5 | 6.0 | | 4.5 | 6.0 | |
| Act Effect Green (s) | 12.1 | | 25.4 | | 6.4 | | 9.2 | 28.2 | | 6.4 | 15.6 | |
| Actuated g/C Ratio | 0.22 | | 0.46 | | 0.12 | | 0.17 | 0.51 | | 0.12 | 0.28 | |
| v/c Ratio | 0.55 | | 0.56 | | 0.00 | | 0.39 | 0.18 | | 0.03 | 0.63 | |
| Control Delay | 28.3 | | 6.0 | | 0.0 | | 28.1 | 9.6 | | 30.2 | 21.2 | |
| Queue Delay | 0.0 | | 0.0 | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 28.3 | | 6.0 | | 0.0 | | 28.1 | 9.6 | | 30.2 | 21.2 | |
| LOS | C | | A | | A | | C | A | | C | C | |
| Approach Delay | | 12.4 | | | | | | 14.5 | | | 21.3 | |
| Approach LOS | | B | | | | | | B | | | C | |
| Queue Length 50th (ft) | 55 | | 27 | | 0 | | 32 | 22 | | 2 | 82 | |
| Queue Length 95th (ft) | 172 | | 99 | | 0 | | 102 | 84 | | 15 | 192 | |
| Internal Link Dist (ft) | | 1171 | | | 104 | | | 1529 | | | 1439 | |
| Turn Bay Length (ft) | | | 250 | | | | 250 | | | 150 | | |
| Base Capacity (vph) | 519 | | 1279 | | 675 | | 829 | 2626 | | 327 | 1666 | |
| Starvation Cap Reductn | 0 | | 0 | | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | | 0 | | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | | 0 | | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.40 | | 0.41 | | 0.00 | | 0.14 | 0.12 | | 0.02 | 0.37 | |

Intersection Summary

Cycle Length: 96
 Actuated Cycle Length: 55.5
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay: 16.0
 Intersection LOS: B
 Intersection Capacity Utilization 66.3%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 2: Nooseneck Hill Road (Route 3) & Harkney Hill Road (Route 118)/Driveway



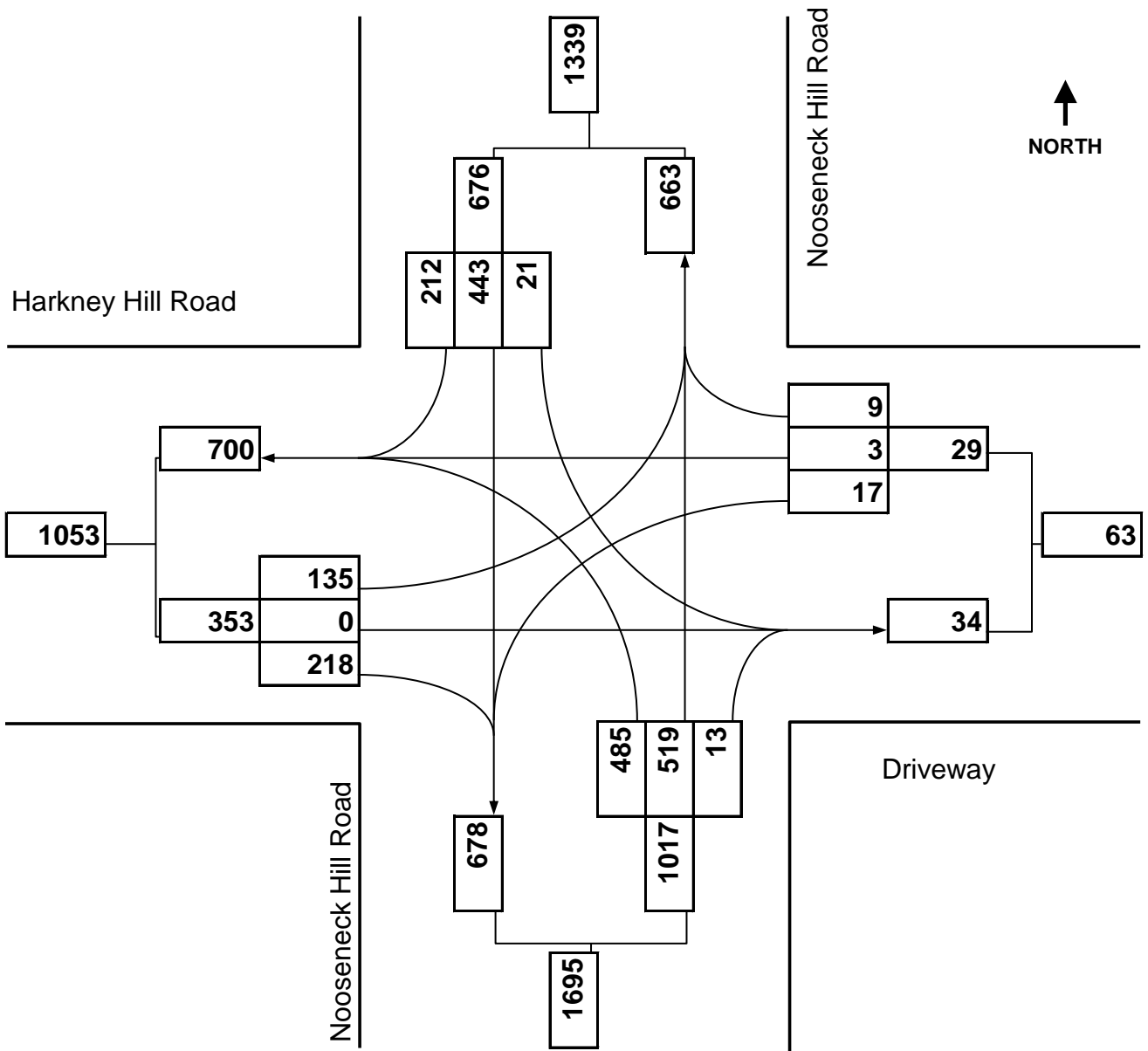


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Turning Movement Diagram

Major Street: Nooseneck Hill Road
City/Town: Coventry, RI
Reference No.: 10749
Existing: PM Peak Hour

Minor Street: Harkney Hill Road
Day of Week: Weekday
Peak Period: 4:30 PM - 5:30 PM
Future: 2028 No Build



2: Nooseneck Hill Road (Route 3) & Harkney Hill Road (Route 118)/Driveway



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|------|-------|-------|-------|-----|-------|------|-----|-------|------|-----|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 135 | 0 | 218 | 17 | 3 | 9 | 485 | 519 | 13 | 21 | 443 | 212 |
| Future Volume (vph) | 135 | 0 | 218 | 17 | 3 | 9 | 485 | 519 | 13 | 21 | 443 | 212 |
| Satd. Flow (prot) | 1787 | 0 | 1599 | 0 | 1769 | 0 | 1805 | 3561 | 0 | 1805 | 3377 | 0 |
| Flt Permitted | 0.950 | | | | 0.971 | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 1787 | 0 | 1599 | 0 | 1769 | 0 | 1805 | 3561 | 0 | 1805 | 3377 | 0 |
| Satd. Flow (RTOR) | | | 225 | | 9 | | | 3 | | | 81 | |
| Lane Group Flow (vph) | 139 | 0 | 225 | 0 | 30 | 0 | 500 | 548 | 0 | 22 | 676 | 0 |
| Turn Type | Prot | | pt+ov | Split | NA | | Prot | NA | | Prot | NA | |
| Protected Phases | 3 | | 3 | 4 | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | | | | | | | | | | |
| Total Split (s) | 21.0 | | | 15.0 | 15.0 | | 29.0 | 46.0 | | 14.0 | 31.0 | |
| Total Lost Time (s) | 5.5 | | | | 5.5 | | 4.5 | 6.0 | | 4.5 | 6.0 | |
| Act Effect Green (s) | 10.9 | | 39.1 | | 6.7 | | 25.4 | 45.3 | | 6.6 | 19.1 | |
| Actuated g/C Ratio | 0.14 | | 0.51 | | 0.09 | | 0.33 | 0.59 | | 0.09 | 0.25 | |
| v/c Ratio | 0.55 | | 0.24 | | 0.18 | | 0.83 | 0.26 | | 0.14 | 0.74 | |
| Control Delay | 41.4 | | 2.1 | | 32.8 | | 41.9 | 10.9 | | 40.2 | 29.5 | |
| Queue Delay | 0.0 | | 0.0 | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 41.4 | | 2.1 | | 32.8 | | 41.9 | 10.9 | | 40.2 | 29.5 | |
| LOS | D | | A | | C | | D | B | | D | C | |
| Approach Delay | | 17.1 | | | 32.8 | | | 25.7 | | | 29.8 | |
| Approach LOS | | B | | | C | | | C | | | C | |
| Queue Length 50th (ft) | 57 | | 0 | | 9 | | 199 | 39 | | 9 | 122 | |
| Queue Length 95th (ft) | 136 | | 26 | | 40 | | #530 | 151 | | 37 | 235 | |
| Internal Link Dist (ft) | | 1171 | | | 104 | | | 1529 | | | 1439 | |
| Turn Bay Length (ft) | | | 250 | | | | 250 | | | 150 | | |
| Base Capacity (vph) | 376 | | 930 | | 236 | | 600 | 2117 | | 233 | 1201 | |
| Starvation Cap Reductn | 0 | | 0 | | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | | 0 | | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | | 0 | | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.37 | | 0.24 | | 0.13 | | 0.83 | 0.26 | | 0.09 | 0.56 | |

Intersection Summary

Cycle Length: 96

Actuated Cycle Length: 76.2

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 25.7

Intersection LOS: C

Intersection Capacity Utilization 69.4%

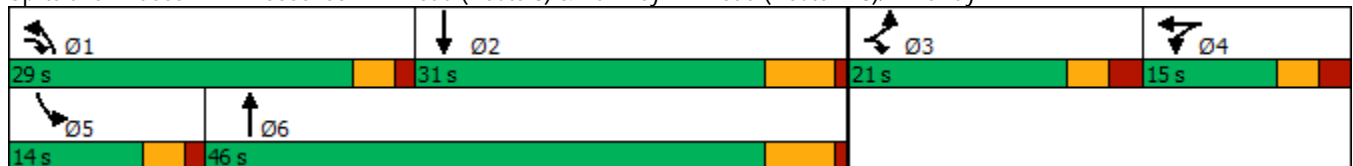
ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Nooseneck Hill Road (Route 3) & Harkney Hill Road (Route 118)/Driveway



Future No Build 2028 Conditions

Timing Plan: PM Peak

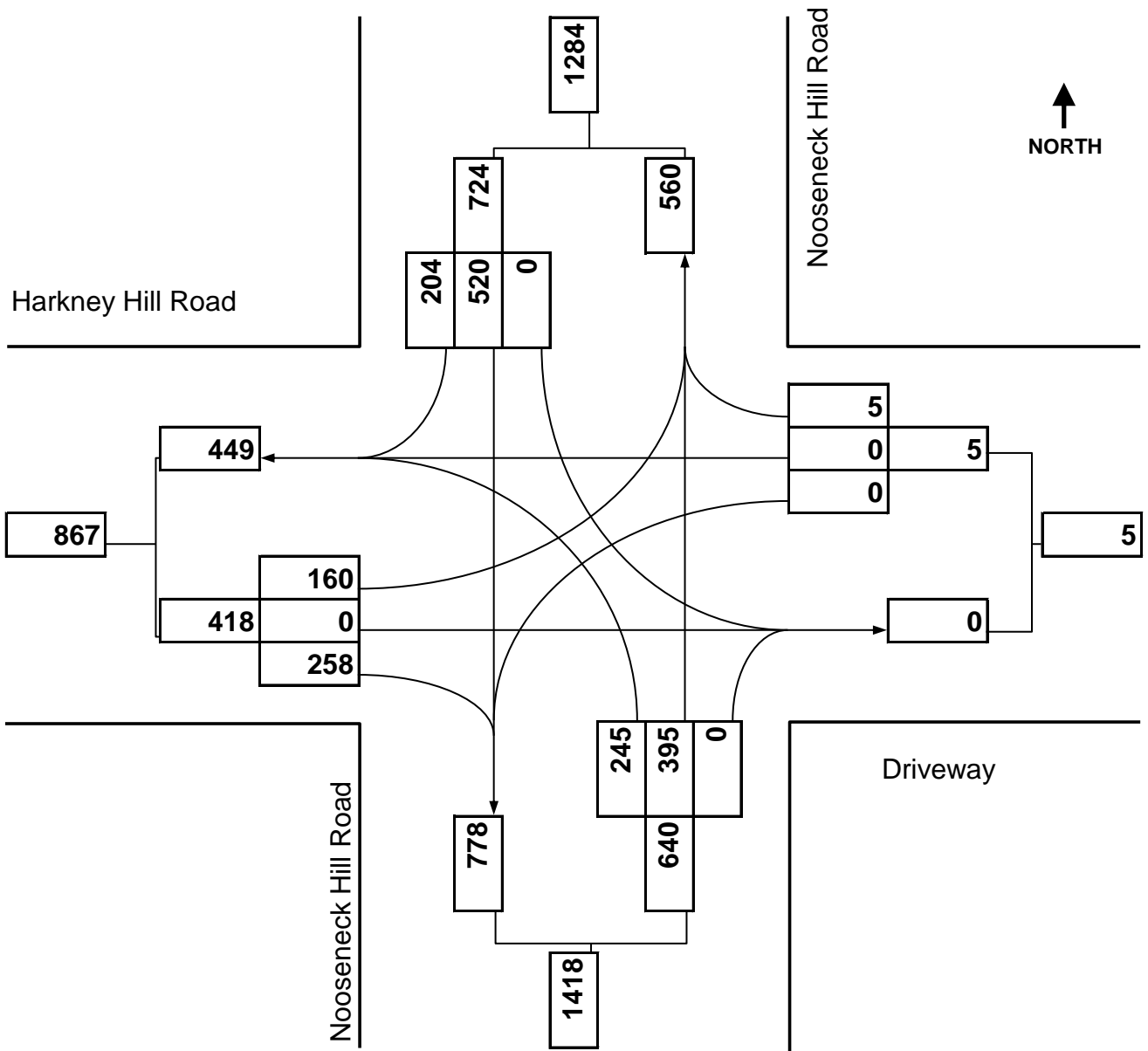


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Turning Movement Diagram

Major Street: Nooseneck Hill Road
City/Town: Coventry, RI
Reference No.: 10749
Existing: Weekend Peak Hour

Minor Street: Harkney Hill Road
Day of Week: Saturday
Peak Period: 1:00 PM - 2:00 PM
Future: 2028 No Build



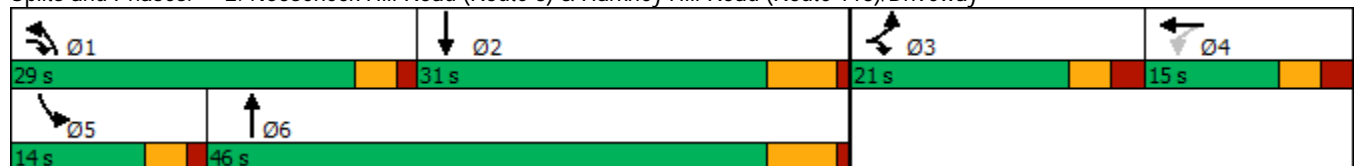
2: Nooseneck Hill Road (Route 3) & Harkney Hill Road (Route 118)/Driveway

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|------|-------|------|------|-----|-------|------|-----|------|------|-----|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 160 | 0 | 258 | 0 | 0 | 5 | 245 | 395 | 0 | 0 | 520 | 204 |
| Future Volume (vph) | 160 | 0 | 258 | 0 | 0 | 5 | 245 | 395 | 0 | 0 | 520 | 204 |
| Satd. Flow (prot) | 1787 | 0 | 1615 | 0 | 1644 | 0 | 1805 | 3610 | 0 | 1900 | 3458 | 0 |
| Flt Permitted | 0.950 | | | | | | 0.950 | | | | | |
| Satd. Flow (perm) | 1787 | 0 | 1615 | 0 | 1644 | 0 | 1805 | 3610 | 0 | 1900 | 3458 | 0 |
| Satd. Flow (RTOR) | | | 266 | | 425 | | | | | | 58 | |
| Lane Group Flow (vph) | 165 | 0 | 266 | 0 | 5 | 0 | 253 | 407 | 0 | 0 | 746 | 0 |
| Turn Type | Prot | | pt+ov | | NA | | Prot | NA | | Prot | NA | |
| Protected Phases | 3 | | 3 | 1 | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | | 4 | | | | | | | | |
| Total Split (s) | 21.0 | | | 15.0 | 15.0 | | 29.0 | 46.0 | | 14.0 | 31.0 | |
| Total Lost Time (s) | 5.5 | | | | 5.5 | | 4.5 | 6.0 | | 4.5 | 6.0 | |
| Act Effct Green (s) | 11.0 | | 29.4 | | 6.4 | | 14.4 | 37.9 | | | 18.6 | |
| Actuated g/C Ratio | 0.18 | | 0.47 | | 0.10 | | 0.23 | 0.60 | | | 0.30 | |
| v/c Ratio | 0.53 | | 0.30 | | 0.01 | | 0.61 | 0.19 | | | 0.70 | |
| Control Delay | 33.9 | | 2.3 | | 0.0 | | 30.6 | 6.3 | | | 23.5 | |
| Queue Delay | 0.0 | | 0.0 | | 0.0 | | 0.0 | 0.0 | | | 0.0 | |
| Total Delay | 33.9 | | 2.3 | | 0.0 | | 30.6 | 6.3 | | | 23.5 | |
| LOS | C | | A | | A | | C | A | | | C | |
| Approach Delay | | 14.4 | | | | | | 15.7 | | | 23.5 | |
| Approach LOS | | B | | | | | | B | | | C | |
| Queue Length 50th (ft) | 54 | | 0 | | 0 | | 82 | 27 | | | 111 | |
| Queue Length 95th (ft) | 153 | | 29 | | 0 | | 204 | 77 | | | 260 | |
| Internal Link Dist (ft) | | 1171 | | | 104 | | | 1529 | | | 1439 | |
| Turn Bay Length (ft) | | | 250 | | | | 250 | | | | | |
| Base Capacity (vph) | 472 | | 1136 | | 622 | | 754 | 2606 | | | 1508 | |
| Starvation Cap Reductn | 0 | | 0 | | 0 | | 0 | 0 | | | 0 | |
| Spillback Cap Reductn | 0 | | 0 | | 0 | | 0 | 0 | | | 0 | |
| Storage Cap Reductn | 0 | | 0 | | 0 | | 0 | 0 | | | 0 | |
| Reduced v/c Ratio | 0.35 | | 0.23 | | 0.01 | | 0.34 | 0.16 | | | 0.49 | |

Intersection Summary

Cycle Length: 96
 Actuated Cycle Length: 62.7
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.70
 Intersection Signal Delay: 18.5
 Intersection LOS: B
 Intersection Capacity Utilization 62.1%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 2: Nooseneck Hill Road (Route 3) & Harkney Hill Road (Route 118)/Driveway



Harkney Hill Road (Route 118) at Hill Farm Road

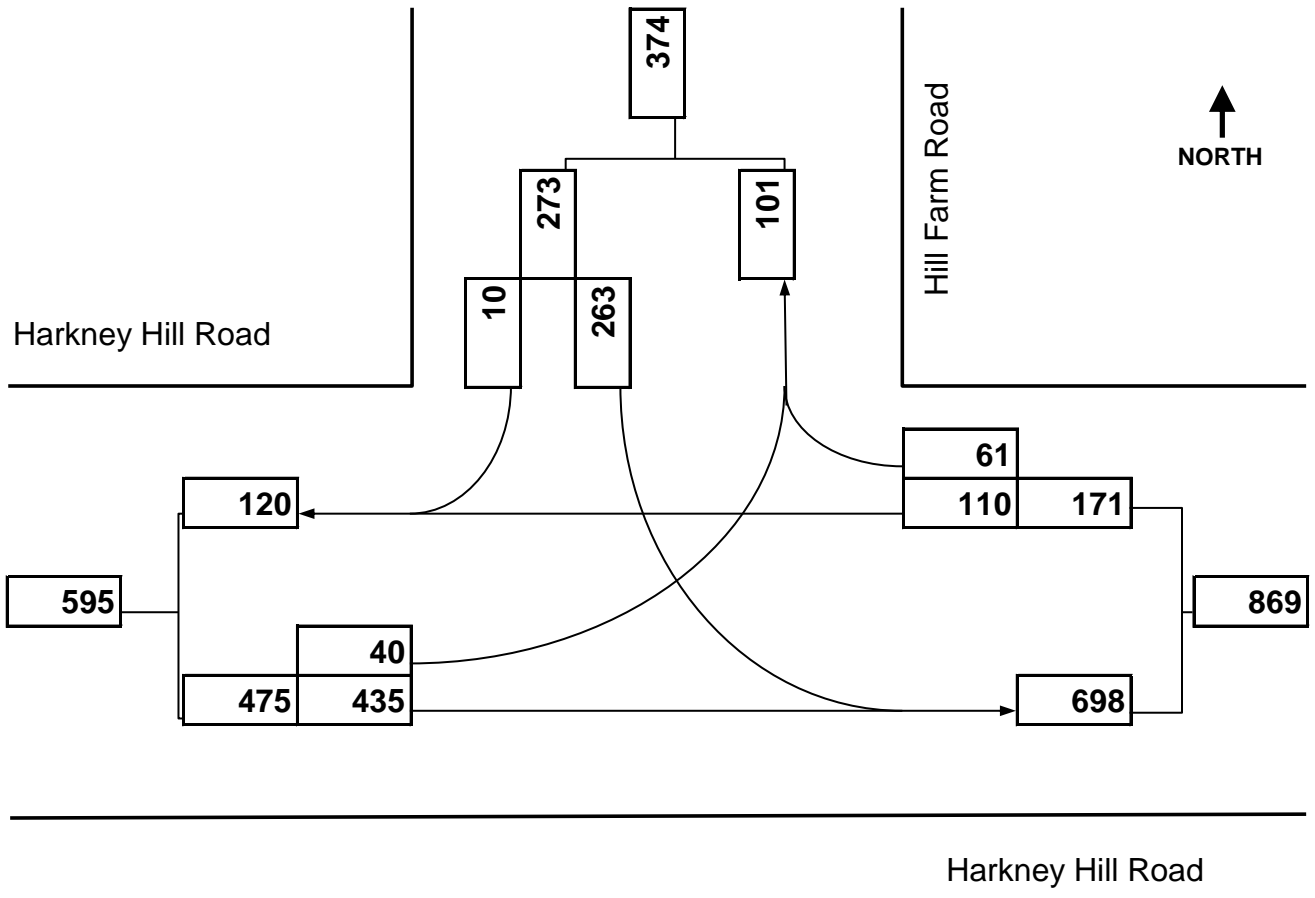


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Turning Movement Diagram

Major Street: Harkney Hill Road
City/Town: Coventry, RI
Reference No.: 10749
Existing: AM Peak Hour

Minor Street: Hill Farm Road
Day of Week: Weekday
Peak Period: 7:00 AM - 8:00 AM
Future: 2028 No Build



Coventry Crossings
 4: Harkney Hill Road (Route 118) & Hill Farm Road

Coventry, RI

Intersection

Int Delay, s/veh 9.9

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | ↑ | ↗ | ↘ | |
| Traffic Vol, veh/h | 40 | 435 | 110 | 61 | 263 | 10 |
| Future Vol, veh/h | 40 | 435 | 110 | 61 | 263 | 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 | - | - | - | 200 | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 0 | 1 | 4 | 9 | 1 | 11 |
| Mvmt Flow | 43 | 468 | 118 | 66 | 283 | 11 |

Major/Minor

| | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|-------|-------|
| Conflicting Flow All | 184 | 0 | 0 | 672 | 118 |
| Stage 1 | - | - | - | 118 | - |
| Stage 2 | - | - | - | 554 | - |
| Critical Hdwy | 4.1 | - | - | 6.41 | 6.31 |
| Critical Hdwy Stg 1 | - | - | - | 5.41 | - |
| Critical Hdwy Stg 2 | - | - | - | 5.41 | - |
| Follow-up Hdwy | 2.2 | - | - | 3.509 | 3.399 |
| Pot Cap-1 Maneuver | 1403 | - | - | 423 | 910 |
| Stage 1 | - | - | - | 910 | - |
| Stage 2 | - | - | - | 577 | - |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1403 | - | - | 406 | 910 |
| Mov Cap-2 Maneuver | - | - | - | 406 | - |
| Stage 1 | - | - | - | 873 | - |
| Stage 2 | - | - | - | 577 | - |

Approach

| | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.6 | 0 | 32.3 |
| HCM LOS | | | D |

Minor Lane/Major Mvmt

| | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1403 | - | - | - | 414 |
| HCM Lane V/C Ratio | 0.031 | - | - | - | 0.709 |
| HCM Control Delay (s) | 7.6 | 0 | - | - | 32.3 |
| HCM Lane LOS | A | A | - | - | D |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 5.4 |

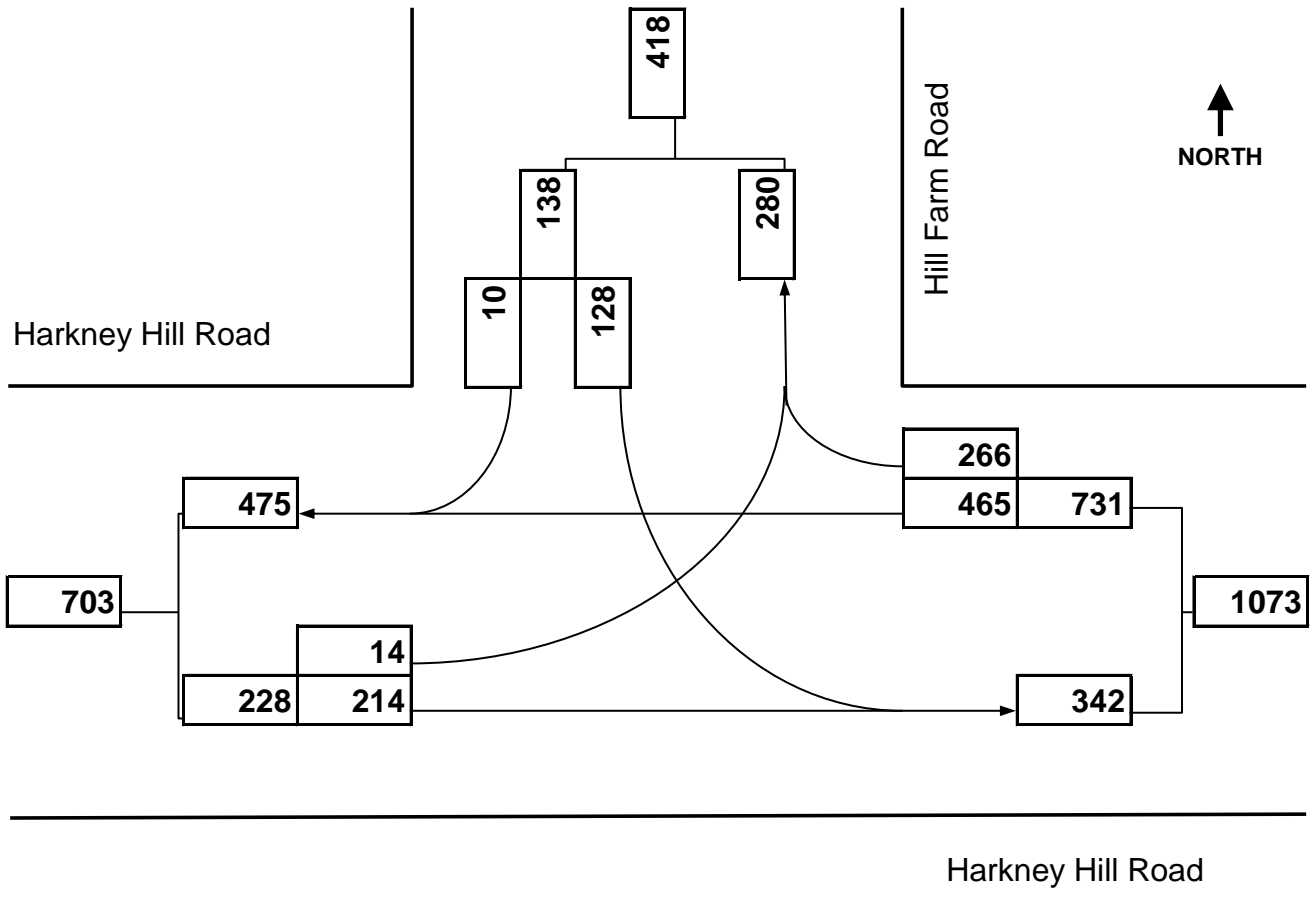


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Turning Movement Diagram

Major Street: Harkney Hill Road
City/Town: Coventry, RI
Reference No.: 10749
Existing: PM Peak Hour

Minor Street: Hill Farm Road
Day of Week: Weekday
Peak Period: 4:30 PM - 5:30 PM
Future: 2028 No Build



Coventry Crossings
 4: Harkney Hill Road (Route 118) & Hill Farm Road

Coventry, RI

Intersection

Int Delay, s/veh 2.6

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | ↑ | ↗ | ↘ | |
| Traffic Vol, veh/h | 14 | 214 | 465 | 266 | 128 | 10 |
| Future Vol, veh/h | 14 | 214 | 465 | 266 | 128 | 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 | - | - | - | 200 | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 0 | 1 | 1 | 0 | 1 | 0 |
| Mvmt Flow | 15 | 225 | 489 | 280 | 135 | 11 |

Major/Minor

| | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|-------|-----|
| Conflicting Flow All | 769 | 0 | 0 | 744 | 489 |
| Stage 1 | - | - | - | 489 | - |
| Stage 2 | - | - | - | 255 | - |
| Critical Hdwy | 4.1 | - | - | 6.41 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | 5.41 | - |
| Critical Hdwy Stg 2 | - | - | - | 5.41 | - |
| Follow-up Hdwy | 2.2 | - | - | 3.509 | 3.3 |
| Pot Cap-1 Maneuver | 854 | - | - | 384 | 583 |
| Stage 1 | - | - | - | 619 | - |
| Stage 2 | - | - | - | 790 | - |
| Platoon blocked, % | | - | - | | |
| Mov Cap-1 Maneuver | 854 | - | - | 376 | 583 |
| Mov Cap-2 Maneuver | - | - | - | 376 | - |
| Stage 1 | - | - | - | 607 | - |
| Stage 2 | - | - | - | 790 | - |

Approach

| | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.6 | 0 | 19.8 |
| HCM LOS | | | C |

Minor Lane/Major Mvmt

| | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 854 | - | - | - | 386 |
| HCM Lane V/C Ratio | 0.017 | - | - | - | 0.376 |
| HCM Control Delay (s) | 9.3 | 0 | - | - | 19.8 |
| HCM Lane LOS | A | A | - | - | C |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 1.7 |

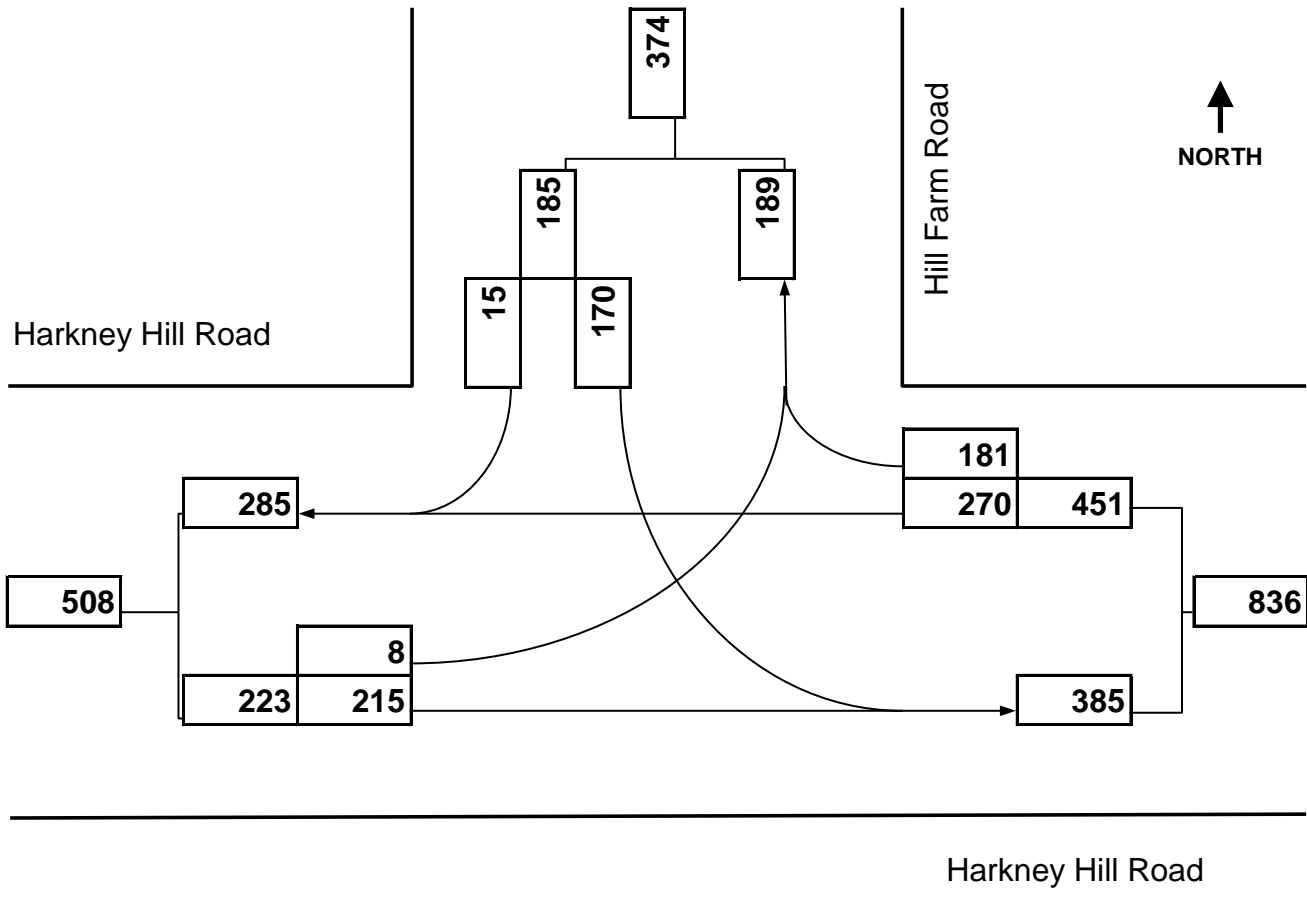


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Turning Movement Diagram

Major Street: Harkney Hill Road
City/Town: Coventry, RI
Reference No.: 10749
Existing: Weekend Peak Hour

Minor Street: Hill Farm Road
Day of Week: Saturday
Peak Period: 1:00 PM - 2:00 PM
Future: 2028 No Build



Coventry Crossings
 4: Harkney Hill Road (Route 118) & Hill Farm Road

Coventry, RI

Intersection

Int Delay, s/veh 3.6

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | ↑ | ↗ | ↘ | |
| Traffic Vol, veh/h | 8 | 215 | 270 | 181 | 170 | 15 |
| Future Vol, veh/h | 8 | 215 | 270 | 181 | 170 | 15 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | 200 | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 9 | 234 | 293 | 197 | 185 | 16 |

Major/Minor

| | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|-----|-----|
| Conflicting Flow All | 490 | 0 | 0 | 545 | 293 |
| Stage 1 | - | - | - | 293 | - |
| Stage 2 | - | - | - | 252 | - |
| Critical Hdwy | 4.1 | - | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | 5.4 | - |
| Follow-up Hdwy | 2.2 | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 1084 | - | - | 503 | 751 |
| Stage 1 | - | - | - | 762 | - |
| Stage 2 | - | - | - | 795 | - |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1084 | - | - | 498 | 751 |
| Mov Cap-2 Maneuver | - | - | - | 498 | - |
| Stage 1 | - | - | - | 754 | - |
| Stage 2 | - | - | - | 795 | - |

Approach

| | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.3 | 0 | 16.5 |
| HCM LOS | | | C |

Minor Lane/Major Mvmt

| | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1084 | - | - | - | 512 |
| HCM Lane V/C Ratio | 0.008 | - | - | - | 0.393 |
| HCM Control Delay (s) | 8.3 | 0 | - | - | 16.5 |
| HCM Lane LOS | A | A | - | - | C |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 1.9 |

D

Future 2028 Build Weekday AM / PM Peak Hour & Weekend Midday Peak Hour

Nooseneck Hill Road (Route 3) at Harkney Hill Road (Route 118)

Harkney Hill Road (Route 118) at Hill Farm Road

Nooseneck Hill Road (Route 3) at Northern Site Driveway

Harkney Hill Road (Route 118) at Maple Root Road and Western Site Driveway

Nooseneck Hill Road (Route 3) at Harkney Hill Road (Route 118)

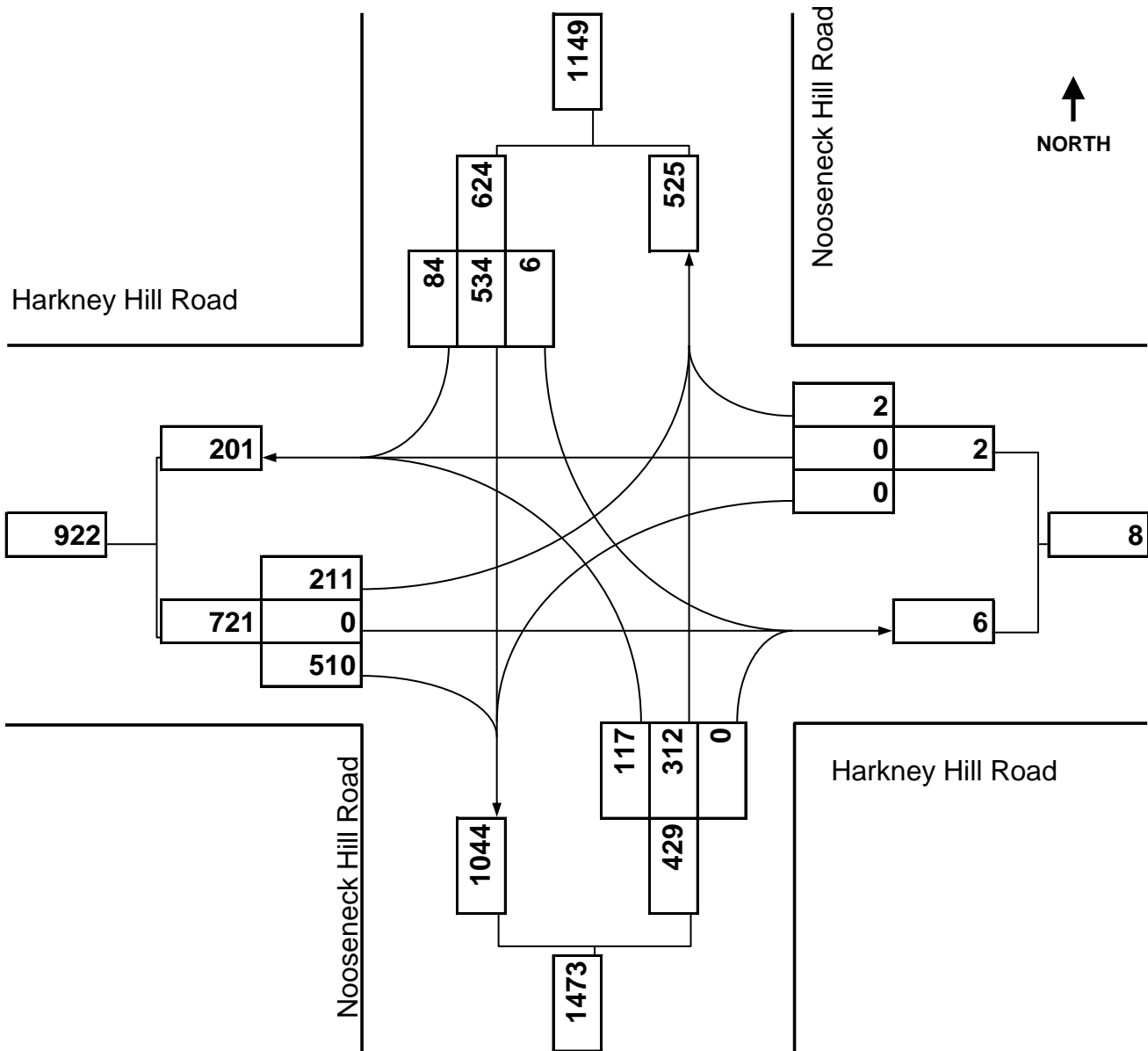


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Turning Movement Diagram

Major Street: Nooseneck Hill Road
City/Town: Coventry, RI
Reference No.: 10749
Existing: n/a

Minor Street: Harkney Hill Road
Day of Week: Weekday
Peak Period: 7:00 AM - 8:00 AM
Future: 2028 Build



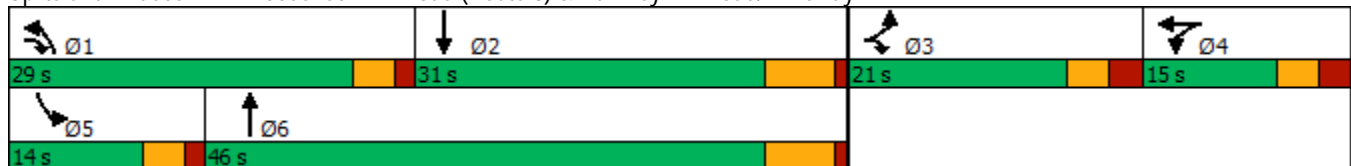
2: Nooseneck Hill Road (Route 3) & Harkney Hill Road/Driveway

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|------|-------|------|------|-----|-------|------|-----|-------|------|-----|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 211 | 0 | 510 | 0 | 0 | 2 | 117 | 312 | 0 | 6 | 534 | 84 |
| Future Volume (vph) | 211 | 0 | 510 | 0 | 0 | 2 | 117 | 312 | 0 | 6 | 534 | 84 |
| Satd. Flow (prot) | 1752 | 0 | 1615 | 0 | 1644 | 0 | 1770 | 3438 | 0 | 1805 | 3464 | 0 |
| Flt Permitted | 0.950 | | | | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 1752 | 0 | 1615 | 0 | 1644 | 0 | 1770 | 3438 | 0 | 1805 | 3464 | 0 |
| Satd. Flow (RTOR) | | | 345 | | 449 | | | | | | 18 | |
| Lane Group Flow (vph) | 222 | 0 | 537 | 0 | 2 | 0 | 123 | 328 | 0 | 6 | 650 | 0 |
| Turn Type | Prot | | pt+ov | | NA | | Prot | NA | | Prot | NA | |
| Protected Phases | 3 | | 3 1 | 4 | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | | | | | | | | | | |
| Total Split (s) | 21.0 | | | 15.0 | 15.0 | | 29.0 | 46.0 | | 14.0 | 31.0 | |
| Total Lost Time (s) | 5.5 | | | | 5.5 | | 4.5 | 6.0 | | 4.5 | 6.0 | |
| Act Effct Green (s) | 12.8 | | 26.4 | | 6.4 | | 9.5 | 29.3 | | 6.4 | 16.4 | |
| Actuated g/C Ratio | 0.22 | | 0.46 | | 0.11 | | 0.17 | 0.51 | | 0.11 | 0.29 | |
| v/c Ratio | 0.57 | | 0.58 | | 0.00 | | 0.42 | 0.19 | | 0.03 | 0.65 | |
| Control Delay | 29.5 | | 6.6 | | 0.0 | | 29.1 | 9.7 | | 31.0 | 21.9 | |
| Queue Delay | 0.0 | | 0.0 | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 29.5 | | 6.6 | | 0.0 | | 29.1 | 9.7 | | 31.0 | 21.9 | |
| LOS | C | | A | | A | | C | A | | C | C | |
| Approach Delay | | 13.3 | | | | | | 15.0 | | | 22.0 | |
| Approach LOS | | B | | | | | | B | | | C | |
| Queue Length 50th (ft) | 61 | | 32 | | 0 | | 35 | 24 | | 2 | 91 | |
| Queue Length 95th (ft) | #201 | | 112 | | 0 | | 108 | 85 | | 15 | 204 | |
| Internal Link Dist (ft) | | 743 | | | 97 | | | 1561 | | | 751 | |
| Turn Bay Length (ft) | | | 250 | | | | 250 | | | 150 | | |
| Base Capacity (vph) | 502 | | 1273 | | 659 | | 802 | 2542 | | 316 | 1611 | |
| Starvation Cap Reductn | 0 | | 0 | | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | | 0 | | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | | 0 | | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.44 | | 0.42 | | 0.00 | | 0.15 | 0.13 | | 0.02 | 0.40 | |

Intersection Summary

Cycle Length: 96
 Actuated Cycle Length: 57.3
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.65
 Intersection Signal Delay: 16.7
 Intersection LOS: B
 Intersection Capacity Utilization 68.2%
 ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 2: Nooseneck Hill Road (Route 3) & Harkney Hill Road/Driveway



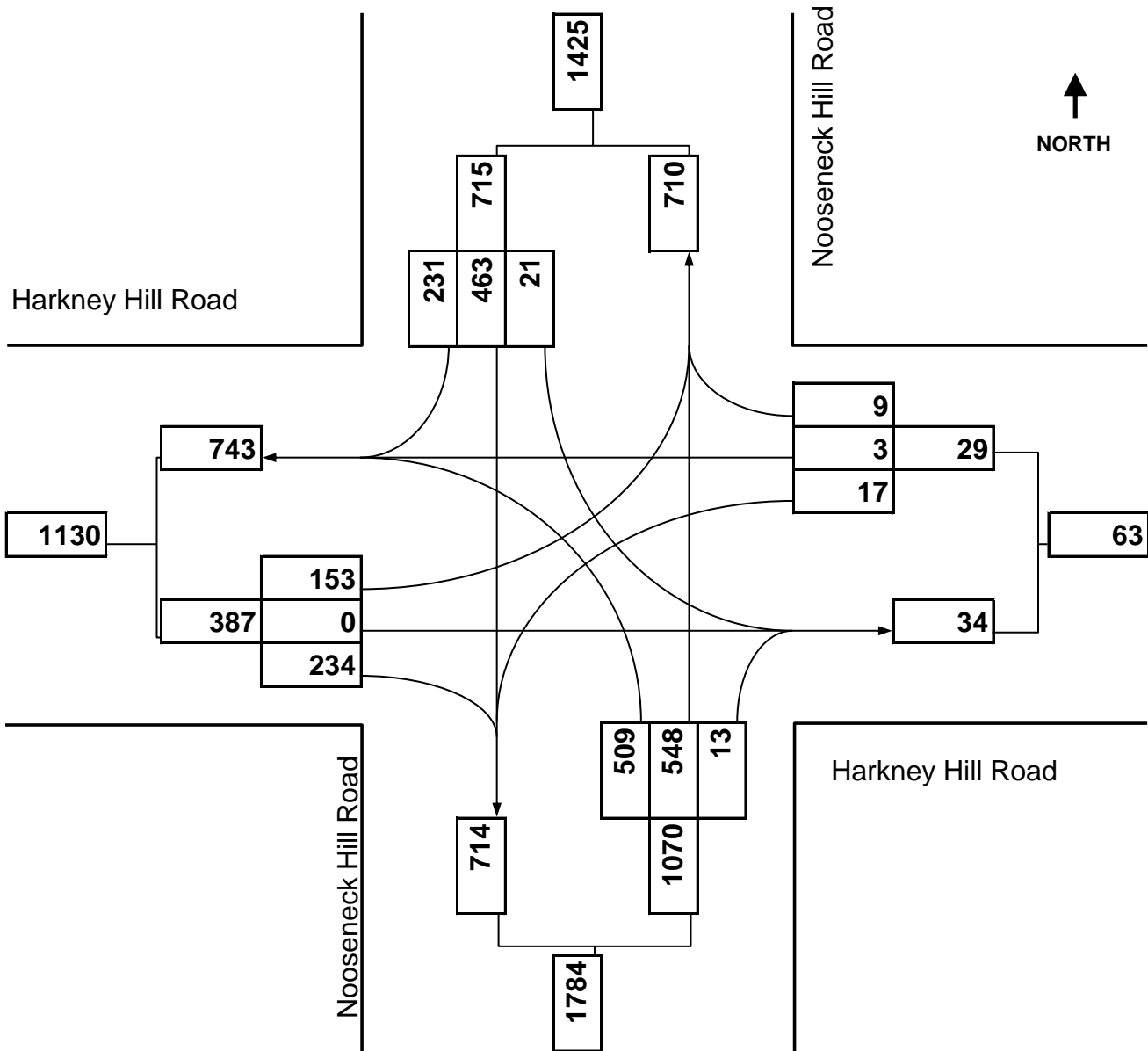


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Turning Movement Diagram

Major Street: Nooseneck Hill Road
City/Town: Coventry, RI
Reference No.: 10749
Existing: n/a

Minor Street: Harkney Hill Road
Day of Week: Weekday
Peak Period: 4:30 PM - 5:30 PM
Future: 2028 Build



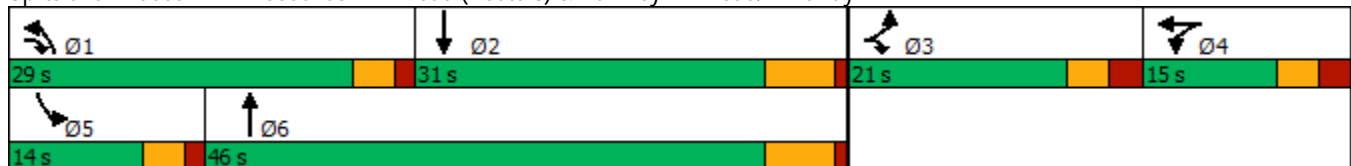
2: Nooseneck Hill Road (Route 3) & Harkney Hill Road/Driveway

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|------|-------|-------|-------|-----|-------|------|-----|-------|------|-----|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 153 | 0 | 234 | 17 | 3 | 9 | 509 | 548 | 13 | 21 | 463 | 231 |
| Future Volume (vph) | 153 | 0 | 234 | 17 | 3 | 9 | 509 | 548 | 13 | 21 | 463 | 231 |
| Satd. Flow (prot) | 1787 | 0 | 1599 | 0 | 1769 | 0 | 1805 | 3564 | 0 | 1805 | 3373 | 0 |
| Flt Permitted | 0.950 | | | | 0.971 | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 1787 | 0 | 1599 | 0 | 1769 | 0 | 1805 | 3564 | 0 | 1805 | 3373 | 0 |
| Satd. Flow (RTOR) | | | 241 | | 9 | | | 3 | | | 87 | |
| Lane Group Flow (vph) | 158 | 0 | 241 | 0 | 30 | 0 | 525 | 578 | 0 | 22 | 715 | 0 |
| Turn Type | Prot | | pt+ov | Split | NA | | Prot | NA | | Prot | NA | |
| Protected Phases | 3 | | 3 | 1 | 4 | 4 | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | | | | | | | | | | |
| Total Split (s) | 21.0 | | | 15.0 | 15.0 | | 29.0 | 46.0 | | 14.0 | 31.0 | |
| Total Lost Time (s) | 5.5 | | | | 5.5 | | 4.5 | 6.0 | | 4.5 | 6.0 | |
| Act Effect Green (s) | 11.6 | | 39.7 | | 6.7 | | 25.3 | 46.1 | | 6.6 | 20.0 | |
| Actuated g/C Ratio | 0.15 | | 0.51 | | 0.09 | | 0.33 | 0.59 | | 0.08 | 0.26 | |
| v/c Ratio | 0.59 | | 0.26 | | 0.19 | | 0.89 | 0.27 | | 0.14 | 0.77 | |
| Control Delay | 43.1 | | 2.1 | | 33.1 | | 49.2 | 11.2 | | 40.9 | 30.3 | |
| Queue Delay | 0.0 | | 0.0 | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 43.1 | | 2.1 | | 33.1 | | 49.2 | 11.2 | | 40.9 | 30.3 | |
| LOS | D | | A | | C | | D | B | | D | C | |
| Approach Delay | | 18.3 | | | 33.1 | | | 29.3 | | | 30.6 | |
| Approach LOS | | B | | | C | | | C | | | C | |
| Queue Length 50th (ft) | 69 | | 0 | | 9 | | 231 | 45 | | 10 | 134 | |
| Queue Length 95th (ft) | 153 | | 27 | | 40 | | #564 | 160 | | 37 | 250 | |
| Internal Link Dist (ft) | | 743 | | | 97 | | | 1561 | | | 751 | |
| Turn Bay Length (ft) | | | 250 | | | | 250 | | | 150 | | |
| Base Capacity (vph) | 367 | | 927 | | 231 | | 587 | 2112 | | 227 | 1177 | |
| Starvation Cap Reductn | 0 | | 0 | | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | | 0 | | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | | 0 | | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.43 | | 0.26 | | 0.13 | | 0.89 | 0.27 | | 0.10 | 0.61 | |

Intersection Summary

Cycle Length: 96
 Actuated Cycle Length: 77.8
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 27.9
 Intersection LOS: C
 Intersection Capacity Utilization 73.5%
 ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 2: Nooseneck Hill Road (Route 3) & Harkney Hill Road/Driveway



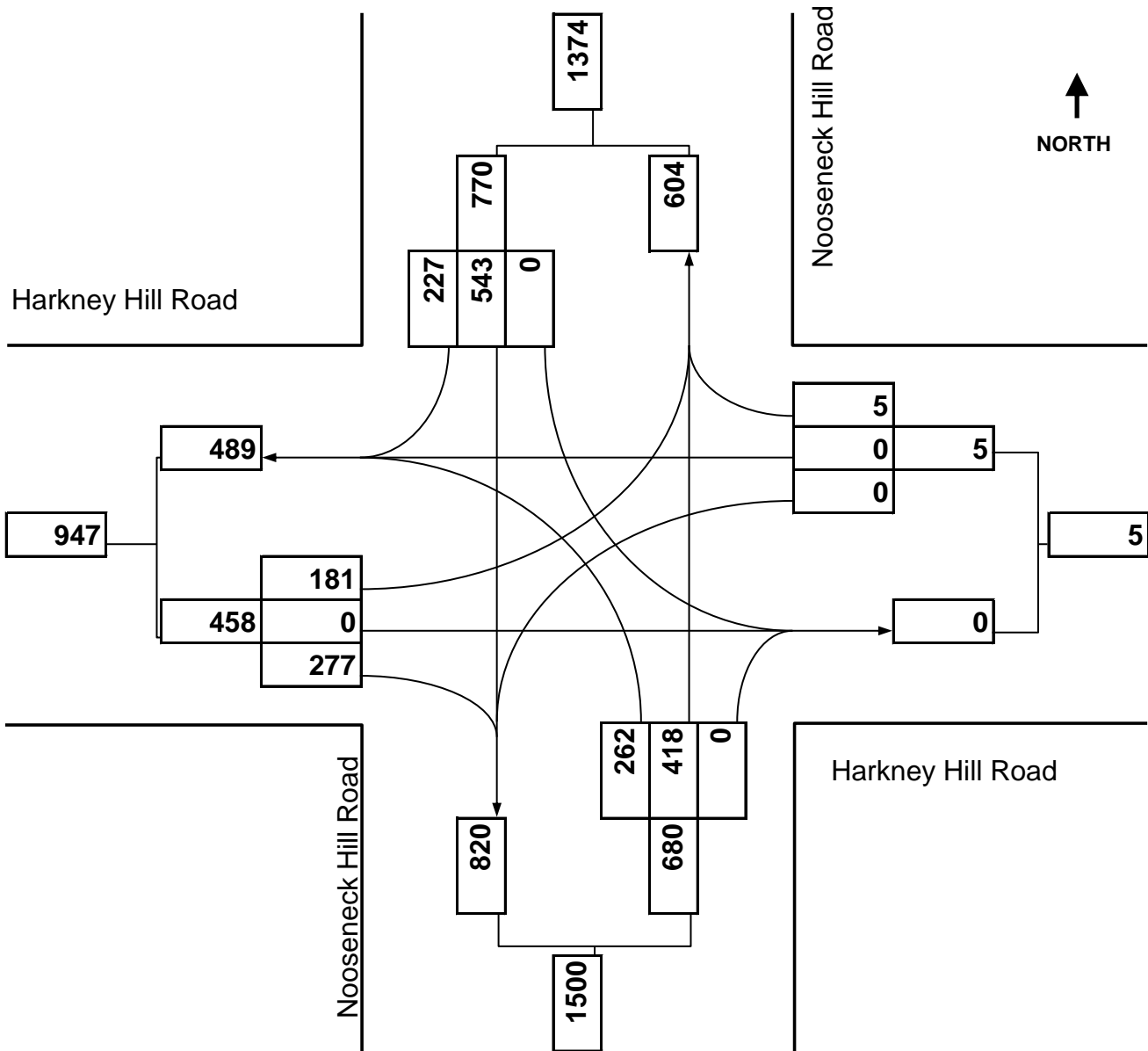


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Turning Movement Diagram

Major Street: Nooseneck Hill Road
City/Town: Coventry, RI
Reference No.: 10749
Existing: n/a

Minor Street: Harkney Hill Road
Day of Week: Saturday
Peak Period: 1:00 PM - 2:00 PM
Future: 2028 Build



2: Nooseneck Hill Road (Route 3) & Harkney Hill Road/Driveway

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|------|-------|------|------|-----|-------|------|-----|------|------|-----|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 181 | 0 | 277 | 0 | 0 | 5 | 262 | 418 | 0 | 0 | 543 | 227 |
| Future Volume (vph) | 181 | 0 | 277 | 0 | 0 | 5 | 262 | 418 | 0 | 0 | 543 | 227 |
| Satd. Flow (prot) | 1787 | 0 | 1615 | 0 | 1644 | 0 | 1805 | 3610 | 0 | 1900 | 3451 | 0 |
| Flt Permitted | 0.950 | | | | | | 0.950 | | | | | |
| Satd. Flow (perm) | 1787 | 0 | 1615 | 0 | 1644 | 0 | 1805 | 3610 | 0 | 1900 | 3451 | 0 |
| Satd. Flow (RTOR) | | | 286 | | 400 | | | | | | 64 | |
| Lane Group Flow (vph) | 187 | 0 | 286 | 0 | 5 | 0 | 270 | 431 | 0 | 0 | 794 | 0 |
| Turn Type | Prot | | pt+ov | | NA | | Prot | NA | | Prot | NA | |
| Protected Phases | 3 | | 3 | | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | | 4 | | | | | | | | |
| Total Split (s) | 21.0 | | | 15.0 | 15.0 | | 29.0 | 46.0 | | 14.0 | 31.0 | |
| Total Lost Time (s) | 5.5 | | | | 5.5 | | 4.5 | 6.0 | | 4.5 | 6.0 | |
| Act Effct Green (s) | 11.8 | | 31.1 | | 6.4 | | 15.3 | 40.2 | | | 20.1 | |
| Actuated g/C Ratio | 0.18 | | 0.47 | | 0.10 | | 0.23 | 0.61 | | | 0.31 | |
| v/c Ratio | 0.58 | | 0.31 | | 0.01 | | 0.64 | 0.20 | | | 0.72 | |
| Control Delay | 36.3 | | 2.3 | | 0.0 | | 32.6 | 6.4 | | | 24.7 | |
| Queue Delay | 0.0 | | 0.0 | | 0.0 | | 0.0 | 0.0 | | | 0.0 | |
| Total Delay | 36.3 | | 2.3 | | 0.0 | | 32.6 | 6.4 | | | 24.7 | |
| LOS | D | | A | | A | | C | A | | | C | |
| Approach Delay | | 15.7 | | | | | | 16.5 | | | 24.7 | |
| Approach LOS | | B | | | | | | B | | | C | |
| Queue Length 50th (ft) | 67 | | 0 | | 0 | | 95 | 31 | | | 126 | |
| Queue Length 95th (ft) | 173 | | 29 | | 0 | | 218 | 82 | | | 283 | |
| Internal Link Dist (ft) | | 743 | | | 97 | | | 1561 | | | 751 | |
| Turn Bay Length (ft) | | | 250 | | | | 250 | | | | | |
| Base Capacity (vph) | 446 | | 1104 | | 590 | | 713 | 2514 | | | 1429 | |
| Starvation Cap Reductn | 0 | | 0 | | 0 | | 0 | 0 | | | 0 | |
| Spillback Cap Reductn | 0 | | 0 | | 0 | | 0 | 0 | | | 0 | |
| Storage Cap Reductn | 0 | | 0 | | 0 | | 0 | 0 | | | 0 | |
| Reduced v/c Ratio | 0.42 | | 0.26 | | 0.01 | | 0.38 | 0.17 | | | 0.56 | |

Intersection Summary

Cycle Length: 96

Actuated Cycle Length: 65.9

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay: 19.6

Intersection LOS: B

Intersection Capacity Utilization 65.6%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 2: Nooseneck Hill Road (Route 3) & Harkney Hill Road/Driveway



Harkney Hill Road (Route 118) at Hill Farm Road

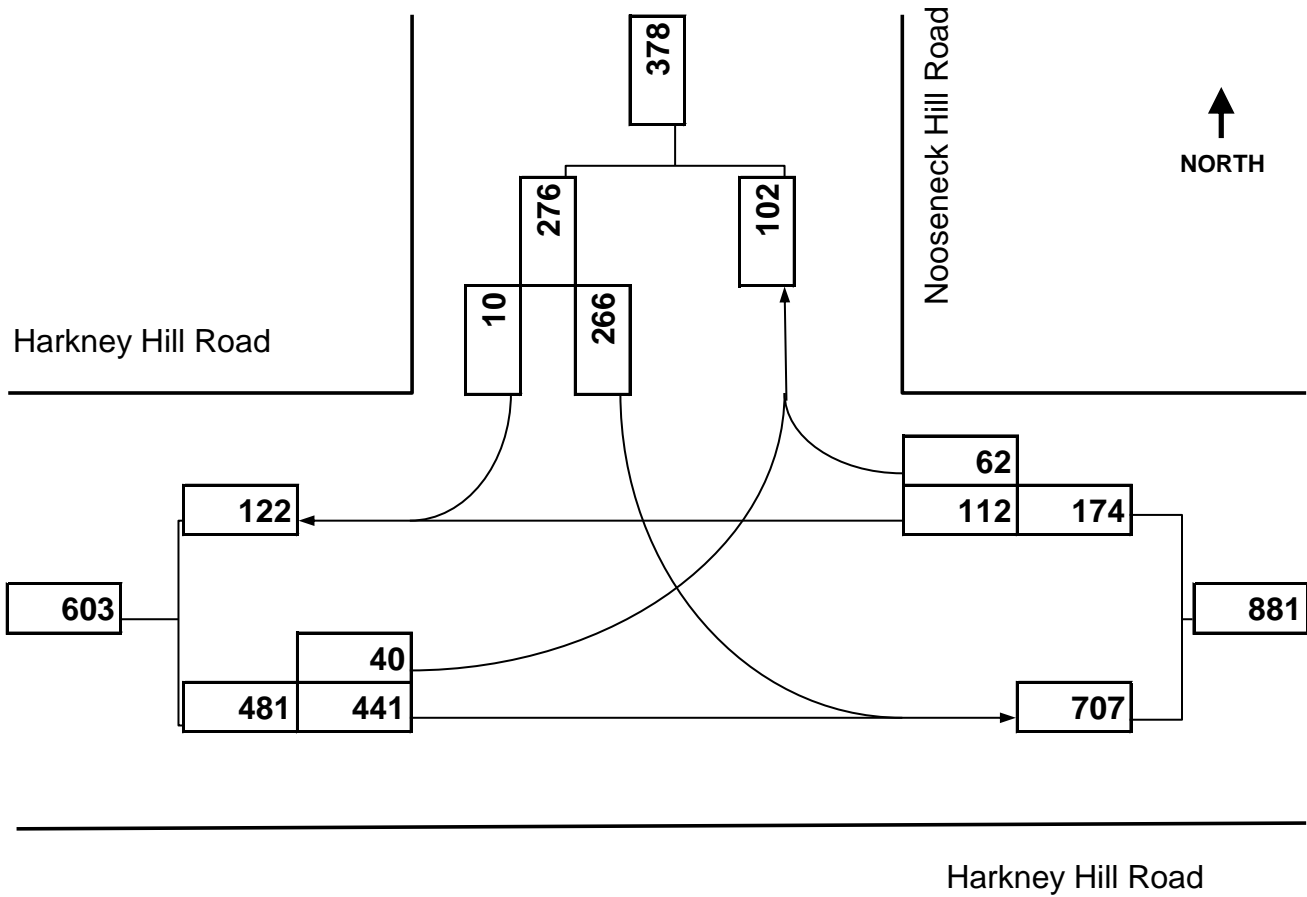


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Turning Movement Diagram

Major Street: Harkney Hill Road
City/Town: Coventry, RI
Reference No.: 10749
Existing: n/a

Minor Street: Hill Farm Road
Day of Week: Weekday
Peak Period: 7:00 AM - 8:00 AM
Future: 2028 Build



4: Harkney Hill Road (Route 118)/Harkney Hill Road & Hill Farm Road

Intersection

Int Delay, s/veh 10.4

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | ↑ | ↗ | ↘ | |
| Traffic Vol, veh/h | 40 | 441 | 112 | 62 | 266 | 10 |
| Future Vol, veh/h | 40 | 441 | 112 | 62 | 266 | 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 | - | - | - | 200 | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 0 | 1 | 4 | 9 | 1 | 11 |
| Mvmt Flow | 43 | 474 | 120 | 67 | 286 | 11 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 187 | 0 | - | 0 | 680 |
| Stage 1 | - | - | - | - | 120 |
| Stage 2 | - | - | - | - | 560 |
| Critical Hdwy | 4.1 | - | - | - | 6.41 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.41 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.41 |
| Follow-up Hdwy | 2.2 | - | - | - | 3.509 |
| Pot Cap-1 Maneuver | 1399 | - | - | - | 418 |
| Stage 1 | - | - | - | - | 908 |
| Stage 2 | - | - | - | - | 574 |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1399 | - | - | - | 400 |
| Mov Cap-2 Maneuver | - | - | - | - | 400 |
| Stage 1 | - | - | - | - | 870 |
| Stage 2 | - | - | - | - | 574 |

| Approach | EB | WB | SB |
|----------------------|-----|----|----|
| HCM Control Delay, s | 0.6 | 0 | 34 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1399 | - | - | - | 408 |
| HCM Lane V/C Ratio | 0.031 | - | - | - | 0.727 |
| HCM Control Delay (s) | 7.7 | 0 | - | - | 34 |
| HCM Lane LOS | A | A | - | - | D |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 5.7 |

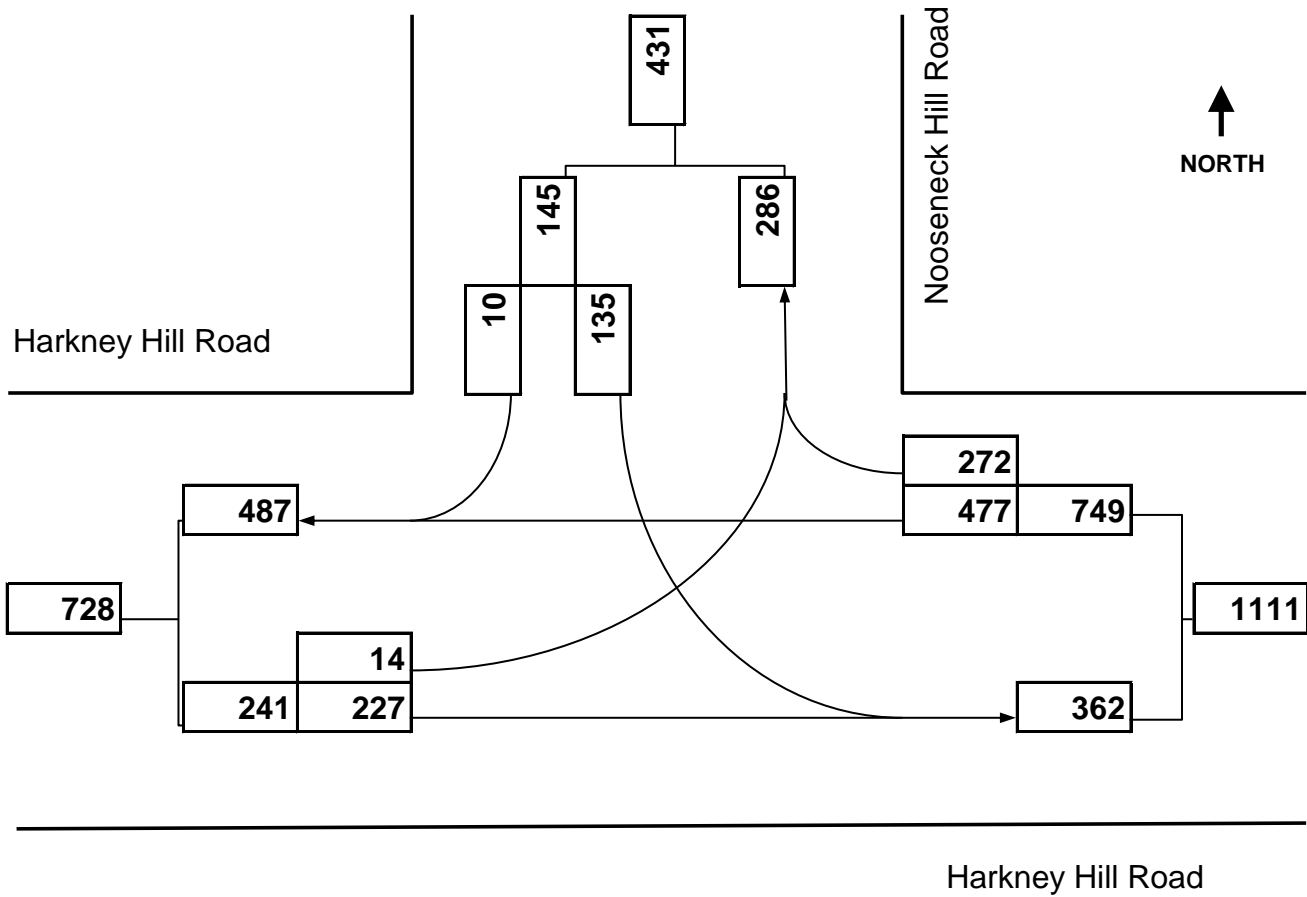


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Turning Movement Diagram

Major Street: Harkney Hill Road
City/Town: Coventry, RI
Reference No.: 10749
Existing: n/a

Minor Street: Hill Farm Road
Day of Week: Weekday
Peak Period: 4:30 PM - 5:30 PM
Future: 2028 Build



4: Harkney Hill Road (Route 118)/Harkney Hill Road & Hill Farm Road

Intersection

Int Delay, s/veh 2.8

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | ↑ | ↗ | ↘ | |
| Traffic Vol, veh/h | 14 | 227 | 477 | 272 | 135 | 10 |
| Future Vol, veh/h | 14 | 227 | 477 | 272 | 135 | 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 | - | - | - | 200 | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 0 | 1 | 1 | 0 | 1 | 0 |
| Mvmt Flow | 15 | 239 | 502 | 286 | 142 | 11 |

Major/Minor

| | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|-------|-----|
| Conflicting Flow All | 788 | 0 | 0 | 771 | 502 |
| Stage 1 | - | - | - | 502 | - |
| Stage 2 | - | - | - | 269 | - |
| Critical Hdwy | 4.1 | - | - | 6.41 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | 5.41 | - |
| Critical Hdwy Stg 2 | - | - | - | 5.41 | - |
| Follow-up Hdwy | 2.2 | - | - | 3.509 | 3.3 |
| Pot Cap-1 Maneuver | 840 | - | - | 370 | 573 |
| Stage 1 | - | - | - | 610 | - |
| Stage 2 | - | - | - | 778 | - |
| Platoon blocked, % | | - | - | | |
| Mov Cap-1 Maneuver | 840 | - | - | 362 | 573 |
| Mov Cap-2 Maneuver | - | - | - | 362 | - |
| Stage 1 | - | - | - | 597 | - |
| Stage 2 | - | - | - | 778 | - |

Approach

| | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.5 | 0 | 21.3 |
| HCM LOS | | | C |

Minor Lane/Major Mvmt

| | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 840 | - | - | - | 371 |
| HCM Lane V/C Ratio | 0.018 | - | - | - | 0.411 |
| HCM Control Delay (s) | 9.4 | 0 | - | - | 21.3 |
| HCM Lane LOS | A | A | - | - | C |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 2 |

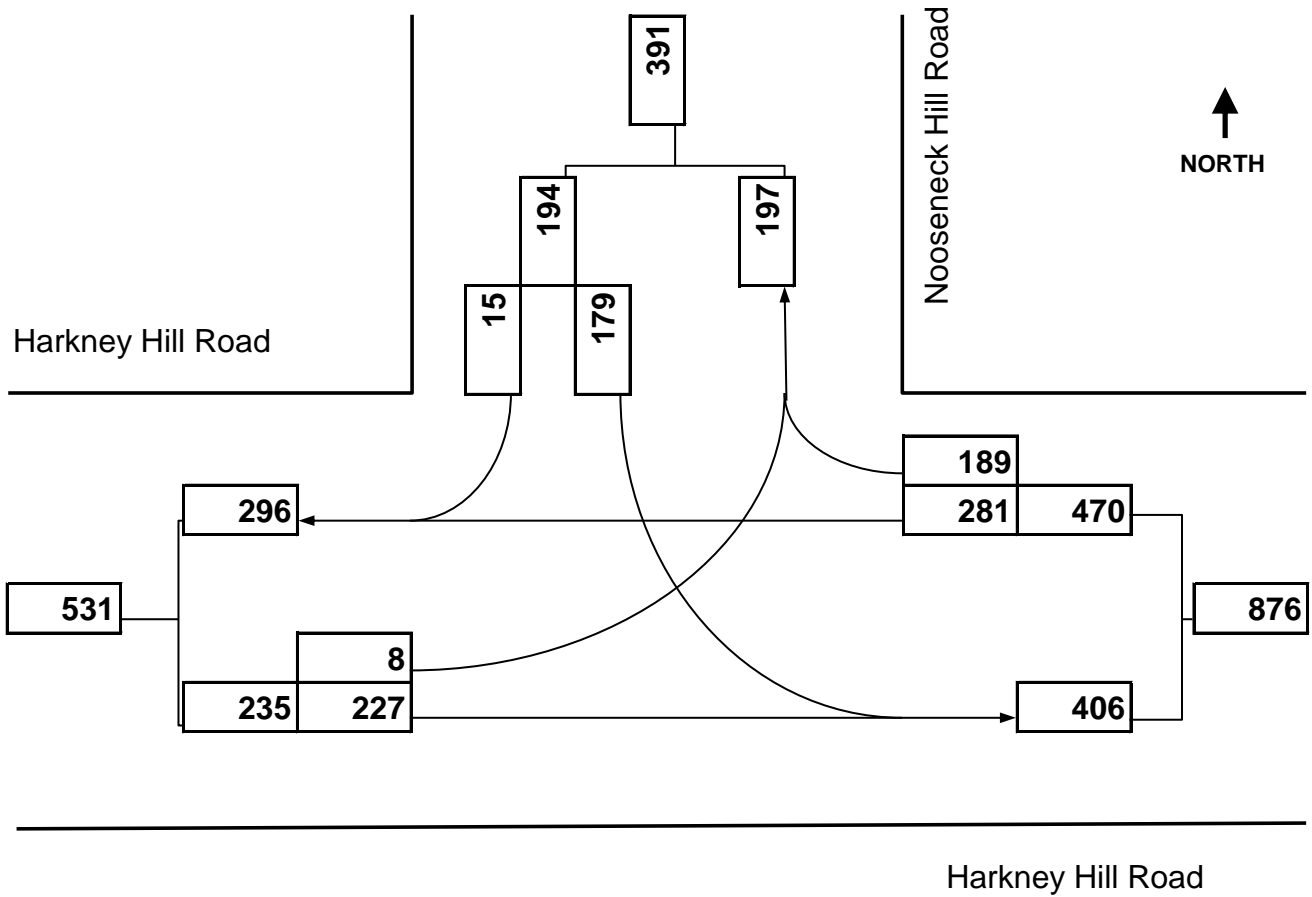


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Turning Movement Diagram

Major Street: Harkney Hill Road
City/Town: Coventry, RI
Reference No.: 10749
Existing: n/a

Minor Street: Hill Farm Road
Day of Week: Saturday
Peak Period: 1:00 PM - 2:00 PM
Future: 2028 Build



4: Harkney Hill Road (Route 118)/Harkney Hill Road & Hill Farm Road

Intersection

Int Delay, s/veh 3.9

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | ↑ | ↗ | ↘ | |
| Traffic Vol, veh/h | 8 | 227 | 281 | 189 | 179 | 15 |
| Future Vol, veh/h | 8 | 227 | 281 | 189 | 179 | 15 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | 200 | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 9 | 247 | 305 | 205 | 195 | 16 |

Major/Minor

| | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|-----|-----|
| Conflicting Flow All | 510 | 0 | 0 | 570 | 305 |
| Stage 1 | - | - | - | 305 | - |
| Stage 2 | - | - | - | 265 | - |
| Critical Hdwy | 4.1 | - | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | 5.4 | - |
| Follow-up Hdwy | 2.2 | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 1065 | - | - | 486 | 740 |
| Stage 1 | - | - | - | 752 | - |
| Stage 2 | - | - | - | 784 | - |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1065 | - | - | 481 | 740 |
| Mov Cap-2 Maneuver | - | - | - | 481 | - |
| Stage 1 | - | - | - | 744 | - |
| Stage 2 | - | - | - | 784 | - |

Approach

| | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.3 | 0 | 17.6 |
| HCM LOS | | | C |

Minor Lane/Major Mvmt

| | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1065 | - | - | - | 494 |
| HCM Lane V/C Ratio | 0.008 | - | - | - | 0.427 |
| HCM Control Delay (s) | 8.4 | 0 | - | - | 17.6 |
| HCM Lane LOS | A | A | - | - | C |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 2.1 |

Nooseneck Hill Road (Route 3) at Northern Site Driveway



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Turning Movement Diagram

Major Street: Nooseneck Hill Road

Minor Street: Site Driveway

City/Town: Coventry, RI

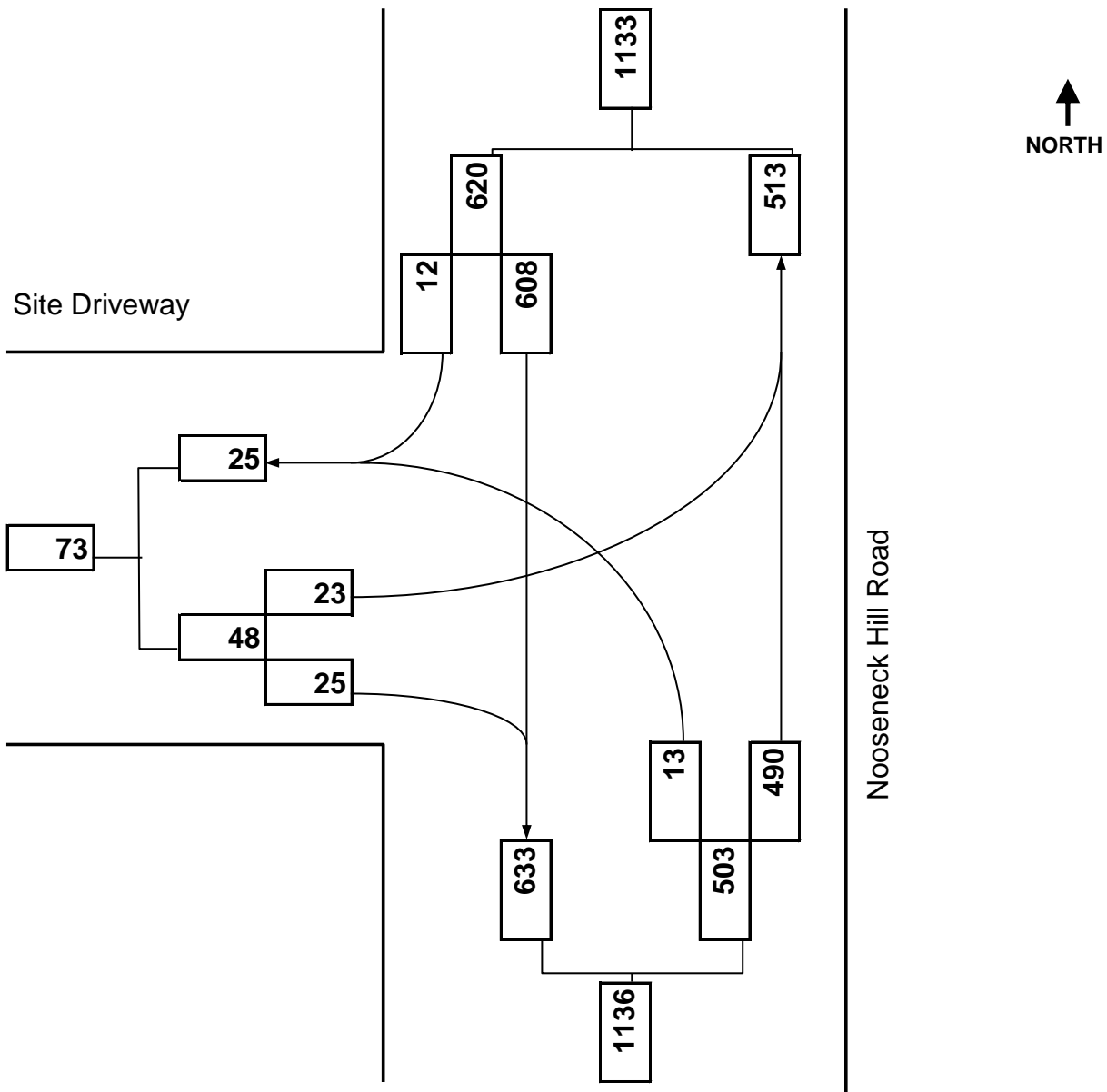
Day of Week: Weekday

Reference No.: 10749

Peak Period: 7:00 AM - 8:00 AM

Existing: n/a

Future: 2028 Build



Coventry Crossings
 10: Nooseneck Hill Road (Route 3) & Northern Driveway

Coventry, RI

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.8 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 23 | 25 | 13 | 490 | 608 | 12 |
| Future Vol, veh/h | 23 | 25 | 13 | 490 | 608 | 12 |
| 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 | - | 250 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 25 | 27 | 14 | 533 | 661 | 13 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 963 | 337 | 674 | 0 | - | 0 |
| Stage 1 | 668 | - | - | - | - | - |
| Stage 2 | 295 | - | - | - | - | - |
| Critical Hdwy | 6.84 | 6.94 | 4.14 | - | - | - |
| Critical Hdwy Stg 1 | 5.84 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.84 | - | - | - | - | - |
| Follow-up Hdwy | 3.52 | 3.32 | 2.22 | - | - | - |
| Pot Cap-1 Maneuver | 253 | 659 | 913 | - | - | - |
| Stage 1 | 471 | - | - | - | - | - |
| Stage 2 | 730 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 249 | 659 | 913 | - | - | - |
| Mov Cap-2 Maneuver | 249 | - | - | - | - | - |
| Stage 1 | 464 | - | - | - | - | - |
| Stage 2 | 730 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 16.4 | 0.2 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 913 | - | 368 | - | - |
| HCM Lane V/C Ratio | 0.015 | - | 0.142 | - | - |
| HCM Control Delay (s) | 9 | - | 16.4 | - | - |
| HCM Lane LOS | A | - | C | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.5 | - | - |



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Turning Movement Diagram

Major Street: Nooseneck Hill Road

Minor Street: Site Driveway

City/Town: Coventry, RI

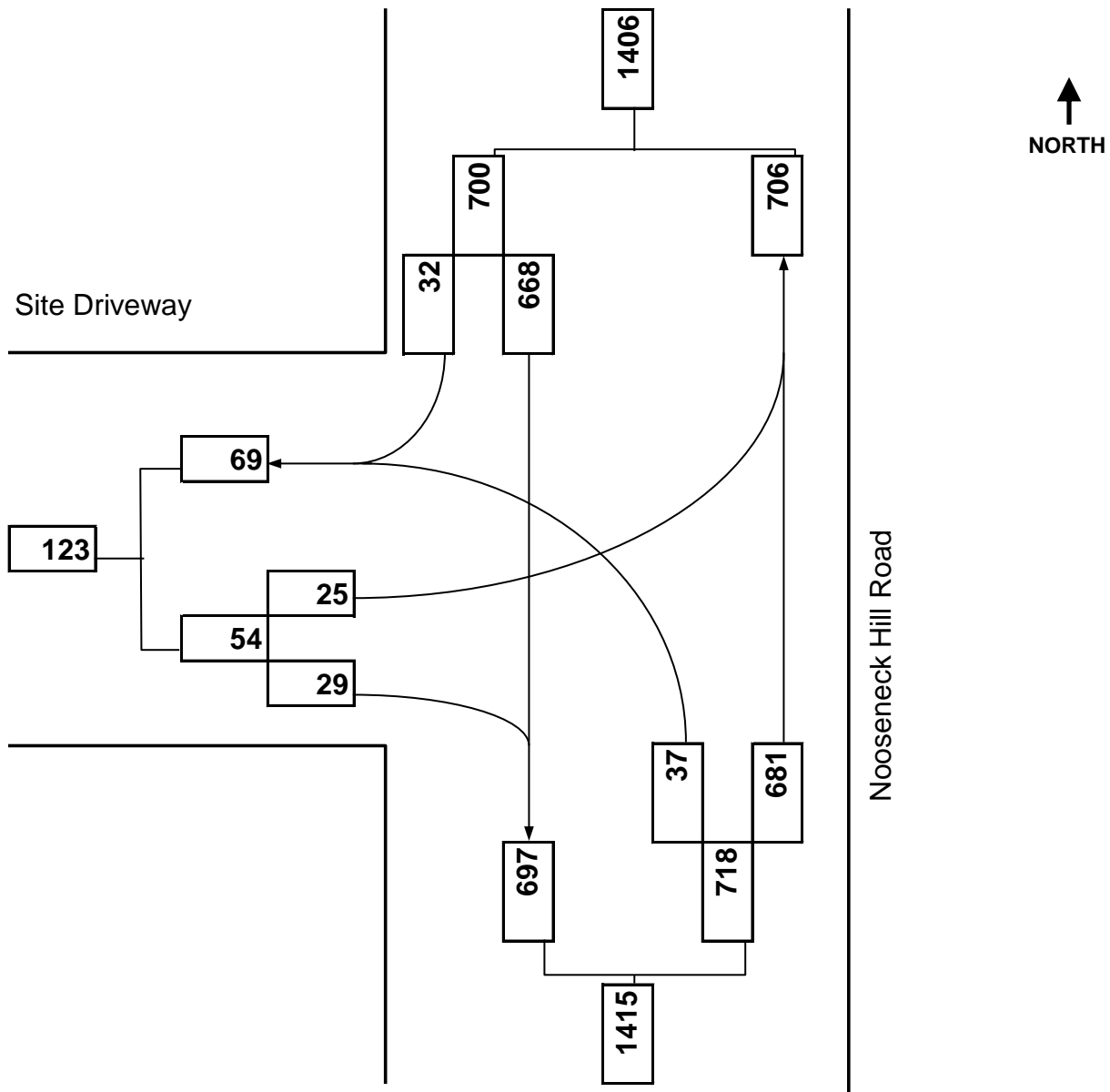
Day of Week: Weekday

Reference No.: 10749

Peak Period: 4:30 PM - 5:30 PM

Existing: n/a

Future: 2028 Build



Coventry Crossings
 10: Nooseneck Hill Road (Route 3) & Northern Driveway

Coventry, RI

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | W | | W | ↑↑ | ↑↑ | |
| Traffic Vol, veh/h | 25 | 29 | 37 | 681 | 668 | 32 |
| Future Vol, veh/h | 25 | 29 | 37 | 681 | 668 | 32 |
| 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 | - | 250 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 27 | 32 | 40 | 740 | 726 | 35 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 1194 | 381 | 761 | 0 | - | 0 |
| Stage 1 | 744 | - | - | - | - | - |
| Stage 2 | 450 | - | - | - | - | - |
| Critical Hdwy | 6.84 | 6.94 | 4.14 | - | - | - |
| Critical Hdwy Stg 1 | 5.84 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.84 | - | - | - | - | - |
| Follow-up Hdwy | 3.52 | 3.32 | 2.22 | - | - | - |
| Pot Cap-1 Maneuver | 179 | 617 | 847 | - | - | - |
| Stage 1 | 431 | - | - | - | - | - |
| Stage 2 | 609 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 171 | 617 | 847 | - | - | - |
| Mov Cap-2 Maneuver | 171 | - | - | - | - | - |
| Stage 1 | 411 | - | - | - | - | - |
| Stage 2 | 609 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 21.2 | 0.5 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 847 | - | 280 | - | - |
| HCM Lane V/C Ratio | 0.047 | - | 0.21 | - | - |
| HCM Control Delay (s) | 9.5 | - | 21.2 | - | - |
| HCM Lane LOS | A | - | C | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.8 | - | - |



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Turning Movement Diagram

Major Street: Nooseneck Hill Road

Minor Street: Site Driveway

City/Town: Coventry, RI

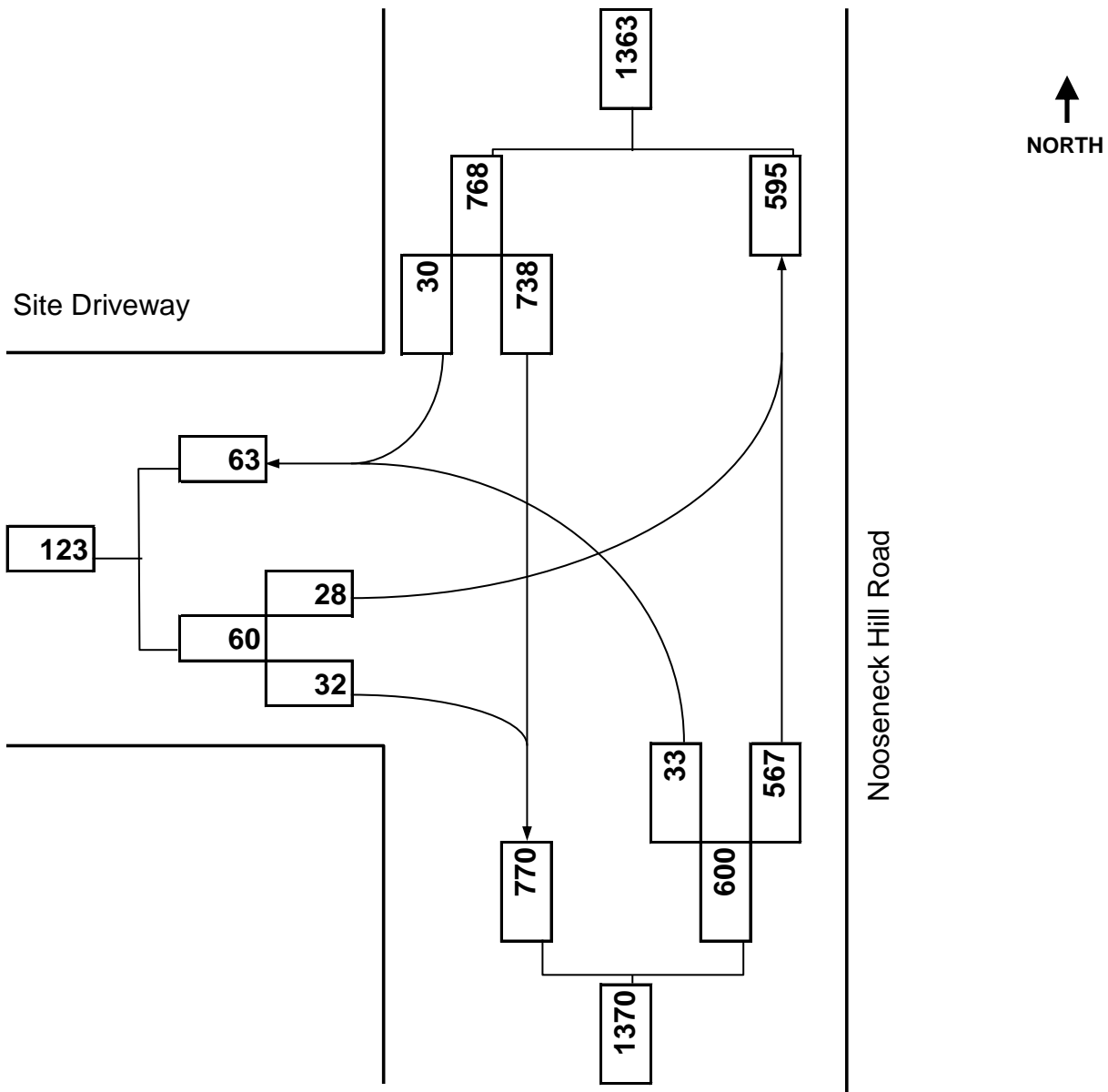
Day of Week: Saturday

Reference No.: 10749

Peak Period: 1:00 PM - 2:00 PM

Existing: n/a

Future: 2028 Build



Coventry Crossings
 10: Nooseneck Hill Road (Route 3) & Northern Driveway

Coventry, RI

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.1 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | Y | | Y | ↑↑ | ↑↑ | |
| Traffic Vol, veh/h | 28 | 32 | 33 | 567 | 738 | 30 |
| Future Vol, veh/h | 28 | 32 | 33 | 567 | 738 | 30 |
| 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 | - | 250 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 30 | 35 | 36 | 616 | 802 | 33 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 1199 | 418 | 835 | 0 | - | 0 |
| Stage 1 | 819 | - | - | - | - | - |
| Stage 2 | 380 | - | - | - | - | - |
| Critical Hdwy | 6.84 | 6.94 | 4.14 | - | - | - |
| Critical Hdwy Stg 1 | 5.84 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.84 | - | - | - | - | - |
| Follow-up Hdwy | 3.52 | 3.32 | 2.22 | - | - | - |
| Pot Cap-1 Maneuver | 178 | 584 | 794 | - | - | - |
| Stage 1 | 394 | - | - | - | - | - |
| Stage 2 | 661 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 170 | 584 | 794 | - | - | - |
| Mov Cap-2 Maneuver | 170 | - | - | - | - | - |
| Stage 1 | 376 | - | - | - | - | - |
| Stage 2 | 661 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 22.3 | 0.5 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 794 | - | 273 | - | - |
| HCM Lane V/C Ratio | 0.045 | - | 0.239 | - | - |
| HCM Control Delay (s) | 9.7 | - | 22.3 | - | - |
| HCM Lane LOS | A | - | C | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.9 | - | - |

Nooseneck Hill Road (Route 3) at Maple Root Road and Western Site Driveway

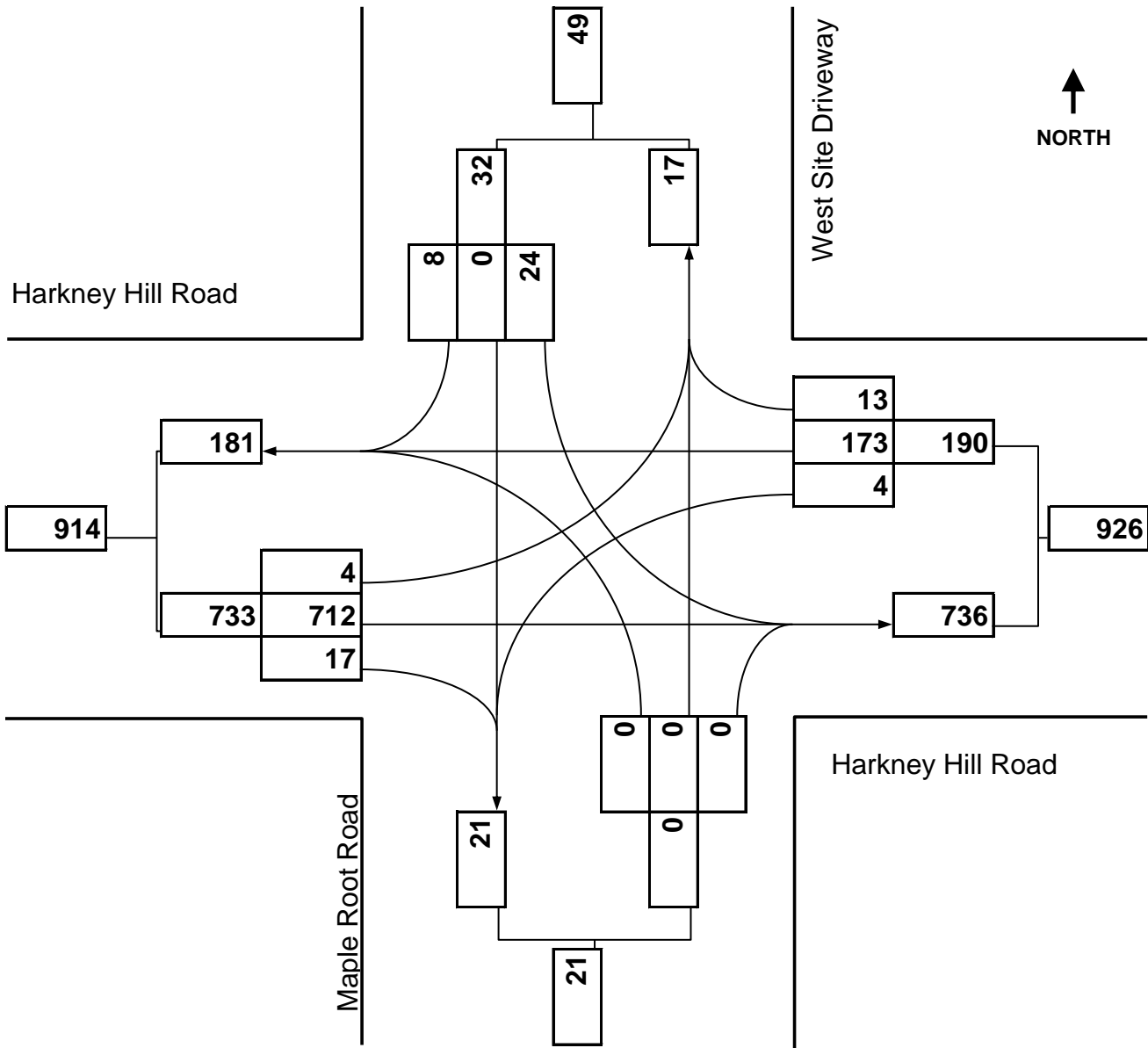


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Turning Movement Diagram

Major Street: Harkney Hill Road
City/Town: Coventry, RI
Reference No.: 10749
Existing: n/a

Minor Street: West Site Driveway
Day of Week: Weekday
Peak Period: 7:00 AM - 8:00 AM
Future: 2028 Build



Coventry Crossings
 8: Maple Root Road/Western Driveway & Harkney Hill Road

Coventry, RI

Intersection

Int Delay, s/veh 0.7

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 4 | 712 | 17 | 4 | 173 | 13 | 0 | 0 | 0 | 24 | 0 | 8 |
| Future Vol, veh/h | 4 | 712 | 17 | 4 | 173 | 13 | 0 | 0 | 0 | 24 | 0 | 8 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 4 | 774 | 18 | 4 | 188 | 14 | 0 | 0 | 0 | 26 | 0 | 9 |

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 |
|----------------------|--------|--------|--------|--------|
| Conflicting Flow All | 202 | 0 | 0 | 792 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Critical Hdwy | 4.12 | - | - | 4.12 |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 |
| Pot Cap-1 Maneuver | 1370 | - | - | 829 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Platoon blocked, % | - | - | - | - |
| Mov Cap-1 Maneuver | 1370 | - | - | 829 |
| Mov Cap-2 Maneuver | - | - | - | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|----|-----|----|------|
| HCM Control Delay, s | 0 | 0.2 | 0 | 20.2 |
| HCM LOS | | | A | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | - | 1370 | - | - | 829 | - | - | 272 |
| HCM Lane V/C Ratio | - | 0.003 | - | - | 0.005 | - | - | 0.128 |
| HCM Control Delay (s) | 0 | 7.6 | 0 | - | 9.4 | 0 | - | 20.2 |
| HCM Lane LOS | A | A | A | - | A | A | - | C |
| HCM 95th %tile Q(veh) | - | 0 | - | - | 0 | - | - | 0.4 |

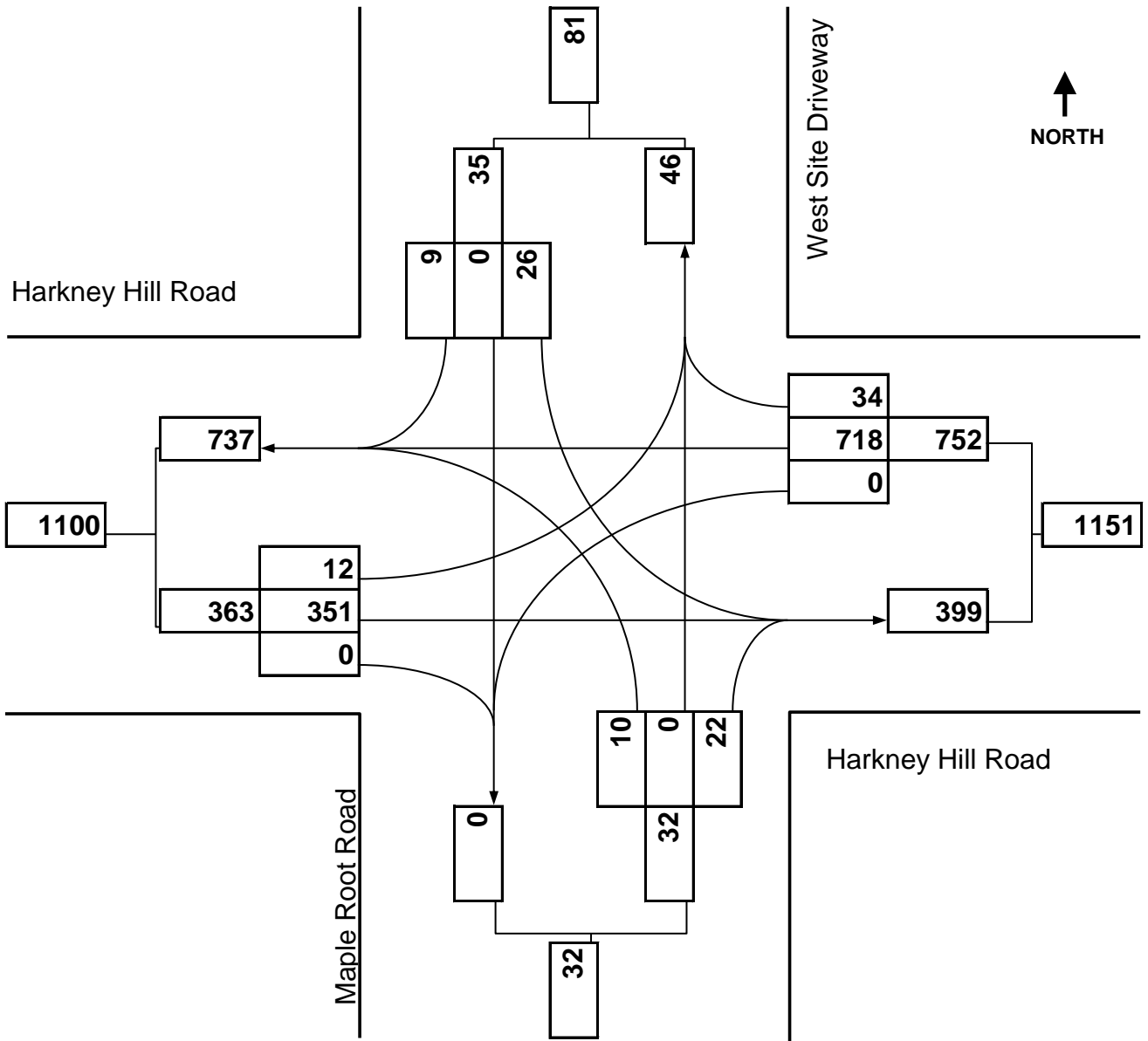


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Turning Movement Diagram

Major Street: Harkney Hill Road
City/Town: Coventry, RI
Reference No.: 10749
Existing: n/a

Minor Street: West Site Driveway
Day of Week: Weekday
Peak Period: 4:30 PM - 5:30 PM
Future: 2028 Build



Coventry Crossings
 8: Maple Root Road/Western Driveway & Harkney Hill Road

Coventry, RI

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.5 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 12 | 351 | 0 | 0 | 718 | 34 | 10 | 0 | 22 | 26 | 0 | 9 |
| Future Vol, veh/h | 12 | 351 | 0 | 0 | 718 | 34 | 10 | 0 | 22 | 26 | 0 | 9 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 13 | 382 | 0 | 0 | 780 | 37 | 11 | 0 | 24 | 28 | 0 | 10 |

| Major/Minor | Major1 | | Major2 | | Minor1 | | Minor2 | | | | | |
|----------------------|--------|---|--------|-------|--------|---|--------|-------|-------|-------|-------|-------|
| Conflicting Flow All | 817 | 0 | 0 | 382 | 0 | 0 | 1212 | 1225 | 382 | 1219 | 1207 | 799 |
| Stage 1 | - | - | - | - | - | - | 408 | 408 | - | 799 | 799 | - |
| Stage 2 | - | - | - | - | - | - | 804 | 817 | - | 420 | 408 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 811 | - | - | 1176 | - | - | 159 | 179 | 665 | 157 | 183 | 386 |
| Stage 1 | - | - | - | - | - | - | 620 | 597 | - | 379 | 398 | - |
| Stage 2 | - | - | - | - | - | - | 377 | 390 | - | 611 | 597 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 811 | - | - | 1176 | - | - | 153 | 175 | 665 | 149 | 179 | 386 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 153 | 175 | - | 149 | 179 | - |
| Stage 1 | - | - | - | - | - | - | 608 | 585 | - | 371 | 398 | - |
| Stage 2 | - | - | - | - | - | - | 367 | 390 | - | 577 | 585 | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|----|------|------|
| HCM Control Delay, s | 0.3 | 0 | 17.4 | 30.8 |
| HCM LOS | | | C | D |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|------|-----|-----|-------|
| Capacity (veh/h) | 325 | 811 | - | - | 1176 | - | - | 177 |
| HCM Lane V/C Ratio | 0.107 | 0.016 | - | - | - | - | - | 0.215 |
| HCM Control Delay (s) | 17.4 | 9.5 | 0 | - | 0 | - | - | 30.8 |
| HCM Lane LOS | C | A | A | - | A | - | - | D |
| HCM 95th %tile Q(veh) | 0.4 | 0 | - | - | 0 | - | - | 0.8 |

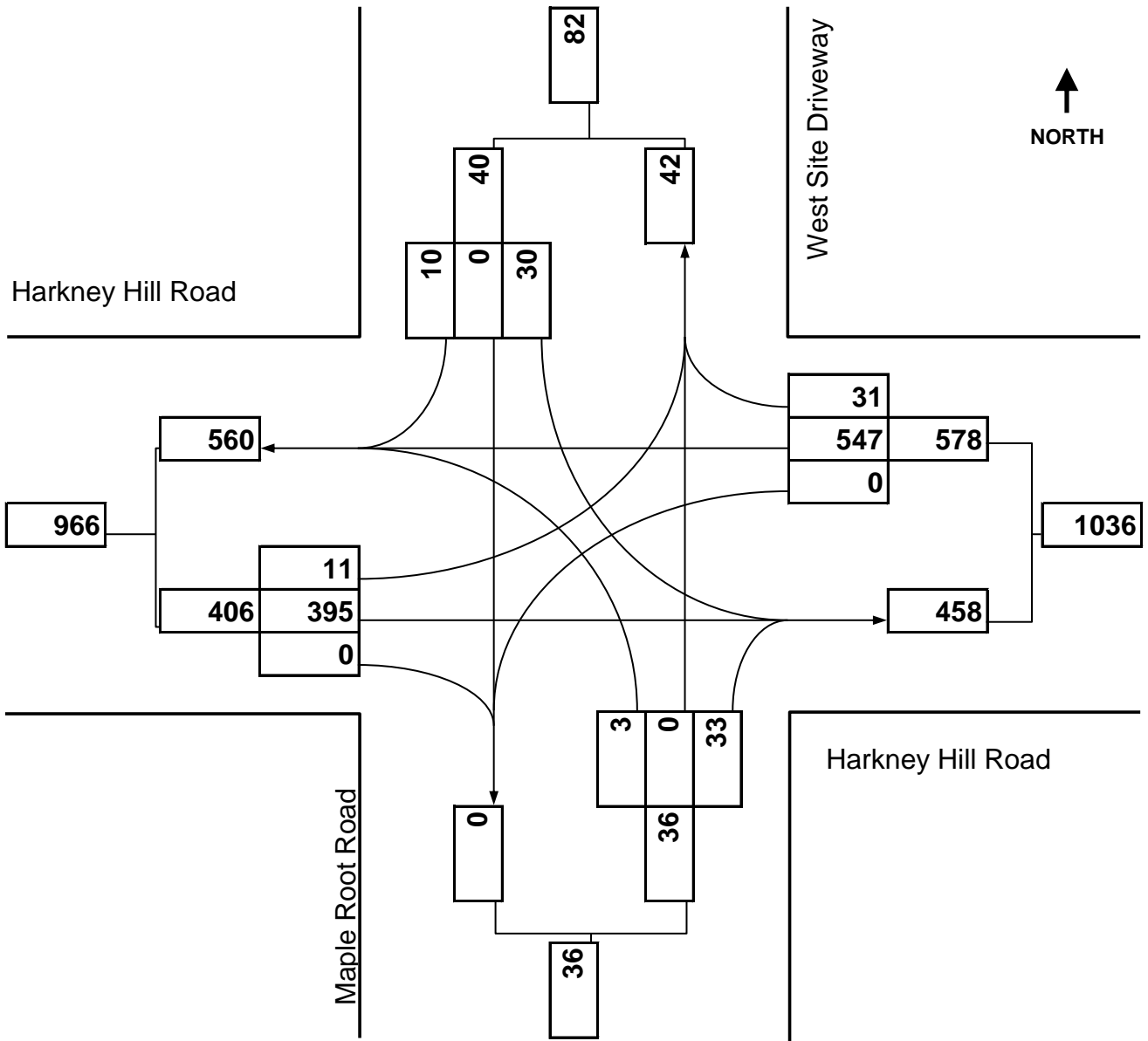


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Turning Movement Diagram

Major Street: Harkney Hill Road
City/Town: Coventry, RI
Reference No.: 10749
Existing: n/a

Minor Street: West Site Driveway
Day of Week: Saturday
Peak Period: 1:00 PM - 2:00 PM
Future: 2028 Build



Coventry Crossings
 8: Maple Root Road/Western Driveway & Harkney Hill Road

Coventry, RI

Intersection

Int Delay, s/veh 1.5

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 11 | 395 | 0 | 0 | 457 | 31 | 3 | 0 | 33 | 30 | 0 | 10 |
| Future Vol, veh/h | 11 | 395 | 0 | 0 | 457 | 31 | 3 | 0 | 33 | 30 | 0 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 12 | 429 | 0 | 0 | 497 | 34 | 3 | 0 | 36 | 33 | 0 | 11 |

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 |
|----------------------|--------|--------|--------|--------|
| Conflicting Flow All | 531 | 0 | 0 | 429 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Critical Hdwy | 4.12 | - | - | 4.12 |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 |
| Pot Cap-1 Maneuver | 1036 | - | - | 1130 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Platoon blocked, % | - | - | - | - |
| Mov Cap-1 Maneuver | 1036 | - | - | 1130 |
| Mov Cap-2 Maneuver | - | - | - | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|----|------|------|
| HCM Control Delay, s | 0.2 | 0 | 12.1 | 22.3 |
| HCM LOS | | | B | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|------|-----|-----|-------|
| Capacity (veh/h) | 545 | 1036 | - | - | 1130 | - | - | 251 |
| HCM Lane V/C Ratio | 0.072 | 0.012 | - | - | - | - | - | 0.173 |
| HCM Control Delay (s) | 12.1 | 8.5 | 0 | - | 0 | - | - | 22.3 |
| HCM Lane LOS | B | A | A | - | A | - | - | C |
| HCM 95th %tile Q(veh) | 0.2 | 0 | - | - | 0 | - | - | 0.6 |