CROSSMAN ENGINEERING
Civil - Transportation - Environmental - Site Planning - Surveying - Permitting - Landscape Architecture

September 5, 2025

Mr. John Vanikiotis
Alpha Holdings, LLC
213 Vistas Court
East Greenwich, RI 02818

Re: Proposed Residential Development
New London Preserve
Coventry, Rhode Island

Dear Mr. Vanikiotis:

Crossman Engineering, in accordance with our scope of services, has completed a planning level assessment of existing and future traffic operational and safety conditions of the immediate servicing roadways for a proposed residential development project, in the Town of Coventry, Rhode Island. This study was completed for submission to the town as part of the site development permitting approval process. The report provides a summary of existing conditions and an estimate of future conditions if the project was to be approved and constructed.

The subject property is located along the easterly side of New London Turnpike approximately 1,400 feet north of the signalized intersection at Arnold Road. Figure 1 on the following page depicts the location of the project in the Town of Coventry. The parcel is defined by Assessors Plat 7, Lot 25, Assessors Plat 8, Lots 2, 3, & 9, and Assessors Plat 16, Lots 133 & 138 which together contain approximately 51 acres of undeveloped land previously used for a gravel operation.

Based upon information provided by your office, and a review of the proposed site plan prepared by *Garofalo & Associates,* it is our understanding that an existing partially wooded lot will be developed into a new residential condominium neighborhood containing 75 single-family homes. The site access to the new homes is proposed from New London Turnpike at a reconfigured existing site driveway.

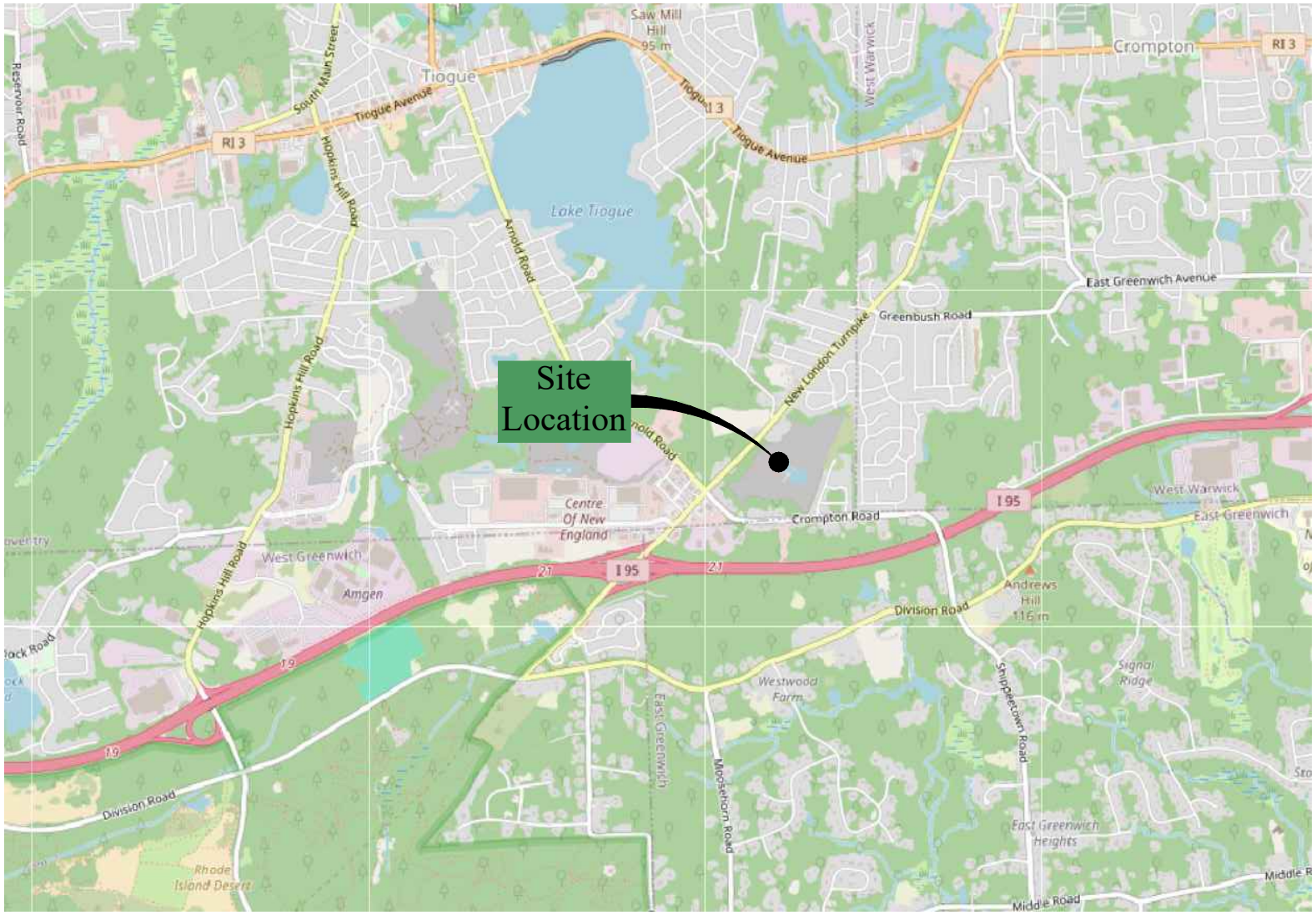
The following is a summary of our investigation of the potential impacts and recommendations to provide safe and adequate access to the subject property.

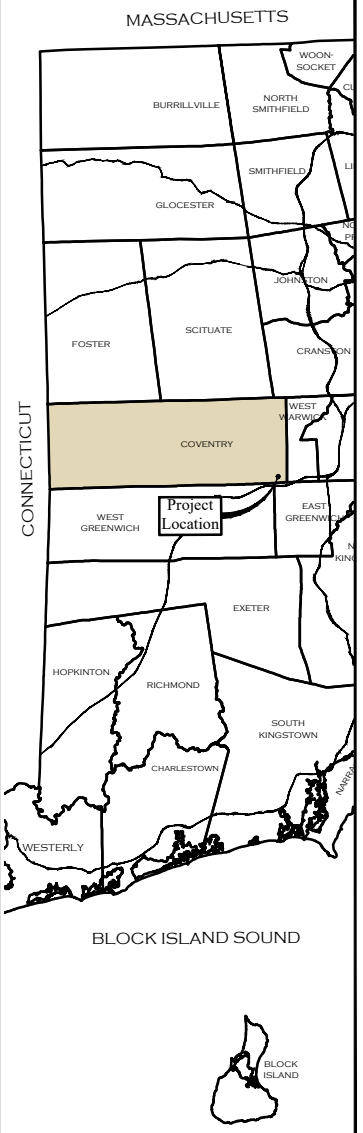
Project Approach

The objective of this study is to determine if any traffic operational and/or safety concerns presently exist along the major servicing roadways to the proposed residential project. A review of the existing roadway features was completed to determine if any potential deficiencies presently warrant mitigation. In addition to existing conditions, the analysis also included the assessment of potential impacts resulting from the additional traffic generated by the new homes proposed on New London Turnpike. The study focused on these issues and made recommendations for improvements if determined necessary, based upon the findings of the data collection and analysis phases of the study.

New London Preserve

COVENTRY, RHODE ISLAND





TOWN / CITY LOCATION

LOCUS MAP
NO SCALE

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100 Jefferson Blvd., Suite 200 | Warwick, RI 02888
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Project Location Map

Figure 1

In order to complete our analysis, the following scope of work was conducted for the project:

- 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 New London Turnpike, and a. A review of historical counts from previous studies conducted in the general vicinity of the subject property including Manual Turning Movement Counts (TMC) at the New London Turnpike intersections with Arnold Road/Crompton Road and Angus Street was also completed.
- An inventory of the physical roadway characteristics of New London Turnpike in the immediate site vicinity to determine the adequacy of the existing roadway geometric features in reference to safety and operations.
- An analysis of crash records obtained from the Coventry Police Department to determine if there are any safety concerns relative to the frequency, severity, or pattern of crashes in the project area.
- An estimate of future traffic volumes for the proposed residential development was calculated using data from the *Trip Generation Manual*, an informational report published by the Institute of Transportation Engineers (ITE).
- Evaluation and analysis of the traffic safety and operations for existing and future build traffic conditions, and development of recommendations where necessary, that would be required to maintain safe and efficient traffic flow in the project area.

Project Area

As noted in the previous section, the subject property is situated along the section of New London Turnpike to the north of Arnold Road adjacent to the town line of East Greenwich. The subject property is currently undeveloped but had been fully disturbed as part of a large 51-acre gravel business that operated on the property in the 1990's through the early 2000's. Activity on the site diminished over the last two decades to a point that it had been used on a limited basis by the *Cardi* construction company for materials storage associated with roadway construction operations. Portions have the property have been revegetated over time, becoming partially wooded along the perimeter of the lot. Access to the new neighborhood will be provided from a new access road at the location of the existing driveway intersection. Figure 2 on the following page depicts the general project area, and the boundary lines of the subject property.

Land use in the immediate area can be described as predominately residential in nature along the New London Turnpike corridor consisting of medium to high density residential properties and single-family neighborhoods off of intersecting side streets. Immediately abutting the property to the north, south and east are medium density single-family residential properties.

New London Turnpike will serve as the primary access route to the proposed residential neighborhood. Based upon the good operating characteristics of this section of roadway, and the amount of additional traffic anticipated with the new homes during peak daily traffic conditions, a study impact area was defined for this project. The limits of our analysis focused on New London Turnpike in the immediate area of the property between Arnold Road and Angus Road and specifically at the proposed roadway access location to the new neighborhood.

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Project Area Map

Figure 2

Existing Conditions

ROADWAYS

New London Turnpike

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

New London Turnpike in the project area north of Arnold Road is 30-foot wide consisting of one 12-foot travel lane and a 3-foot shoulder in each direction. Concrete curbing and sidewalks are provided along both sides of the roadway heading north from Tiffany Road, but are limited to a short section along the easterly side of the road to the existing site driveway. To the south of this area there are no sidewalks and only bituminous berm extending to Arnold Road. The pavement condition can be classified as being good, providing a comfortable and safe riding surface. Utility poles with cobra head lighting are located along the easterly side of the road. The adjacent photograph illustrates the alignment and typical section of New London Turnpike in the project area looking north from Angus Street.

TRAFFIC FLOW DATA

Existing traffic flow characteristics for this area were developed from a traffic counting program completed by Crossman specifically for this project, and review of historical traffic count data from previous studies completed in the general area. Specifically for this project, an Automatic Traffic Recorder (ATR) count was conducted on New London Turnpike in January 2025 to obtain daily traffic volume and speed data for the roadway adjacent to the subject site. Record (2009), ATR count data for New London Turnpike was also reviewed to determine data consistency and potential changes in daily volumes along the roadway over this period.

Record Manual Turning Movement Count (TMC) data was also reviewed from a previous counts completed at the New London Turnpike intersections with Arnold Road and Angus Street. Data was obtained during the morning and afternoon peak hours of traffic to define traffic volumes and patterns of the roadways providing access to the site.

Based upon the ATR data, the weekday average daily traffic for New London Turnpike to the north of Arnold Road was found to be approximately 9,250 vehicles per day. On a typical weekday along this section of New London Turnpike, traffic volumes begin to increase at 6:00 AM, until the morning commuter peak hour between 7:30 and 8:30 with a peak of approximately 570 vehicles. The volumes decrease for a few hours but then continue to gradually increase over the day due to the commercial nature of properties south of Arnold Road, until the daily afternoon peak hour of traffic between 4:00 to 5:00 PM with approximately 850 vehicles serviced in this section. Afternoon peak hours can vary by day, but generally occur between the 3:30 and 5:30 period. A review of the record 2009 ATR data for New London Turnpike found that the current traffic volumes have remained relatively constant over the plus 15-year period along this section of road, yielding similar daily and peak hour volumes.

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

The record turning movement counts completed by Crossman for other projects in the immediate area were reviewed and were found to be consistent with the ATR data collected for this project. In addition, data presented in the *Coventry Centre* TIAS completed by VHB was reviewed and the information was found to be consistent with the data collected and reviewed as part of this study.

Safety Analysis

In order to determine if there are any limiting factors affecting safety relating to access to the proposed residential project, the physical characteristics of New London Turnpike in the project area were investigated. These limiting factors would potentially include horizontal or vertical roadway geometric changes or roadside obstructions that limit sight distances for vehicles traveling along the road or entering the road from a side street or driveway location. In this instance, the *Stopping Sight Distance* requirement is a design standard necessary to permit turning vehicles to safely enter and exit the proposed development at the existing driveway intersection that will be upgraded as part of the new neighborhood access road construction.

Stopping Sight Distance

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

The horizontal alignment of New London Turnpike in the project area can be described as generally straight north of Arnold Road extending along the property frontage. The vertical alignment includes a gradual incline from Tiffany Road heading south to a crest at the Arnold Road intersection, where it then becomes relatively level to the Route 95 interchange. These features can be seen in the adjacent photograph looking south from the existing driveway access.

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

One method of determining the design speed of a roadway is referenced in the *RIDOT Highway Design Manual*. On roadways with a posted speed limit less than 40 mph, the design speed is estimated to be the posted speed limit, plus 5 mph in urban areas, and plus 10 mph in rural areas. To determine if the minimum requirements for safe SSDs were met in this study, a conservative design speed of 35 mph was utilized for evaluating the stopping sight distance on New London Turnpike based upon the posted speed limit of 25 mph and the highly variable speeds resulting from the starting and stopping requirements associated with the traffic signal at Arnold Road.

Based upon the physical features as described, the available sight distances at the existing/proposed site access road intersection with New London Turnpike was found to be greater than 900 feet to the north and south of the intersection. These values are in excess of AASHTO's recommended minimum stopping sight distance of 155 feet for the posted speed limit of 25 mph, and the 250 feet based on a design speed of 35 mph (speed limit plus 10 mph per RIDOT standard) for southbound vehicles and recommended minimum stopping sight distance of 235 feet for the posted speed limit of 25 mph, and the 405 feet based on a design speed of 35 mph (speed limit plus 10 mph per RIDOT standard) for northbound vehicles that are on a six percent downgrade.

In addition to evaluating the SSD based upon the posted *speed limit* and resultant *design speed*, to be conservative in our analysis at the proposed New London Turnpike site access, actual speed data was obtained to determine the 85th percentile speed for drivers travelling along New London Turnpike in the immediate site vicinity. The 85th percentile speed represents the speed at which 85 percent of drivers are travelling at or slower, and is utilized when available in the analysis of required sight distances. Based on speed data obtained as part of the data collection program, the 85th percentile speed of traffic

along New London Turnpike was determined to be 43 miles per hour for northbound and 42 mph southbound vehicles. These speeds require stopping sight distances of 575 feet for northbound and 325 feet for southbound vehicles which are satisfied with the noted greater than 900 feet available to the north and south of the proposed site access road.

Also, as part of our analysis, a review of crash statistics was completed. Data was reviewed from the Town of Coventry Police Department for the latest full three-year period (2022-2024) to determine if any location in the immediate vicinity of the development experienced a high frequency or pattern of crashes. A total of two crashes (average < 1 per year) were on record in the project area over the three-year study period. Summarizing the data, there were no locations that experienced multiple crashes, and the crashes were limited to minor property damage to the vehicles. There was no pattern of crashes or severity where they were related to driver error and distraction, and road rage. A summary of the accident data depicting the number, type, and severity is provided in the Attachment for reference.

As a result of our evaluation of the existing roadway geometry, physical features, sight distances and record safety data from the local police department, it does not appear that any significant physical roadway safety deficiencies exist within the immediate project area requiring mitigation to provide safe and adequate access to the proposed residential development project.

Trip Generation

To understand the potential traffic impact of a proposed development, estimates of anticipated traffic to be generated by that particular land use must be calculated. As previously discussed, the site development proposal includes construction of 75 single family homes within a single lot condominium site containing over 51 acres of land formerly utilized for a commercial gravel operation. The driveway will be modified and widened to accommodate a new residential access roadway. A secondary gated emergency access is proposed off of Crompton Road. A site plan prepared by *Garofalo & Associates*, depicting the site layout and access can be found in Figure 3.

For this site, projected traffic volumes for the residential project were based on the use of trip generation factors. These factors are taken from the "*Trip Generation"* manual, an informational report published by the Institute of Transportation Engineers (ITE), a national professional organization for traffic and transportation engineers. 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 to new developments. For the proposed residential neighborhood, Land Use Code 210 *Single Family Detached Housing* was reviewed for applicability as it would be the most closely related land use available from the manual. Table 1 summarizes the peak hour trip volumes estimated for the residential neighborhood project using ITE rates. The trip generation calculations and ITE information is included in the Attachment for reference.

It should be noted that a trip is defined, as a one-way vehicle movement, therefore driving to and from the site, for example is equivalent to two trips. As indicated in the table, the ITE rate volumes result in an estimated 57 trips during the daily AM, 76 trips during the daily PM and 74 during the Saturday afternoon peak traffic periods when the site and servicing roadway would service their highest hourly volumes.

New London Preserve

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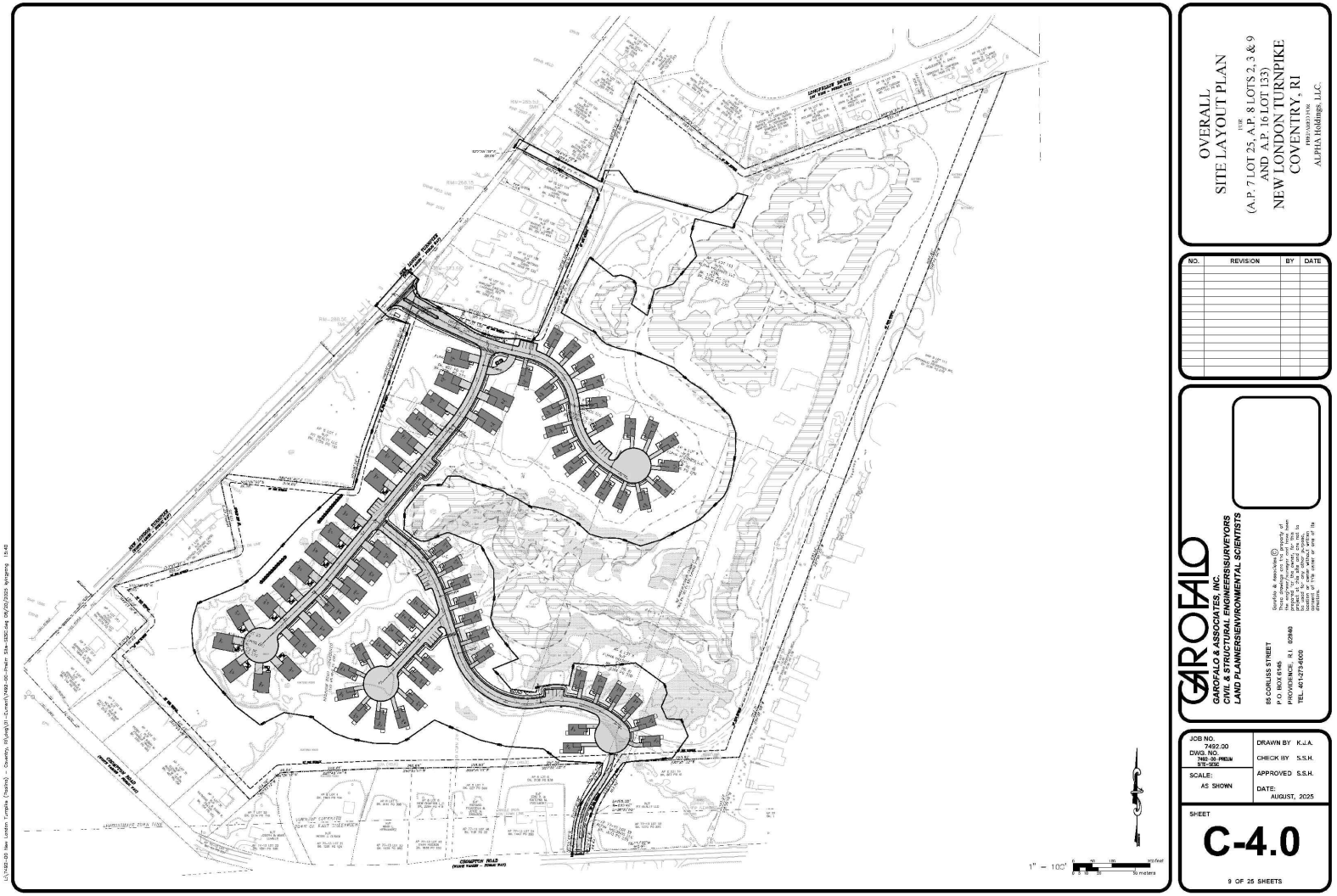

TABLE 1:Trip Generation Estimate

	Description	Enter	Exit	Total
AM PEAK HOUR				
ITE Land Use Code 210	Single Family Detached	15	42	57
PM PEAK HOUR				
ITE Land Use Code 210	Single Family Detached	48	28	76
SATURDAY PEAK HOUR				
ITE Land Use Code 210	Single Family Detached	40	34	74

In developing the intersection volumes to be analyzed, a directional distribution of the site traffic was estimated. The distribution was based on current traffic patterns in the area defined in the traffic counting program and distributions utilized as part of the *Coventry Centre* project recently approved by the town. It is estimated that volumes to and from the development would be oriented approximately 75% to and from the south along New London Turnpike.

Traffic 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 situation would occur when the site-generated traffic, combined with the traffic volumes on the main roadways result in the highest one-hour volume serviced along a roadway segment, or through an intersection. Review of the traffic data and proposed land use found that the weekday AM/PM and Saturday afternoon peak periods would represent this worst-case combination of site-generated traffic with the servicing roadway peak traffic conditions.

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 2 outlines the Level of Service delay criteria presented in the Highway Capacity Manual for unsignalized and signalized intersections.

TABLE 2: 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

In order to properly assess the impacts of a development, future traffic conditions of area roadways should be estimated for the period when the development is constructed and fully occupied. Typically, the expansion of base traffic is calculated when a project is to be constructed over an extended period (+3 to 5 years). In all instances, area growth that may affect capacity results should be considered. For this project a five-year horizon was reviewed with a design year 2030 traffic condition based upon the type and scale of project.

In regard to establishing future traffic demands for the 2030 design period, base traffic growth, including numerous site-specific development projects under construction or seeking local approvals were considered in the analysis. Information available from the recently completed (July 2025) Traffic Impact and Access Study (TIAS) for the *Coventry Centre* mixed use project prepared by VHB, was utilized. This large-scale project is directly across New London Turnpike from the subject residential development, and provides a wealth of information that overlaps our project area. The study, which included the subject *New London Preserve* residential project as part of their analysis, was independently peer reviewed for the town, receiving final approval in August 2025. Therefore, the information and assumptions made as part of that study can be deemed acceptable to the town, and to be consistent, was utilized as part of this study and the future operational analysis that was completed. All the development projects recommended by the town and included in the *Coventry Centre* TIAS, with the resultant Future 2030 Build traffic condition as part of that project are represented herein. The information for each of the projects, and the resultant peak hour traffic demands for the AM, PM and Saturday peaks estimated by VHB in the *Coventry Centre* TIAS, are included in the Attachment for reference.

Specific for this study in providing additional information to the town to ensure safe and adequate access to the subject development project is provided, analysis was limited to the proposed site access road intersection. Based on the recently approved *Coventry Centre* TIAS, extensive study and operational analysis was completed along the New London Turnpike corridor extending between Arnold Road and the Rout 95 interchange ramps. The TIAS provided all applicable information along New London Turnpike and Arnold Road for both existing and proposed conditions, that included the subject development. The TIAS included recommendations for mitigation along these corridors to accommodate the 2030 estimated traffic conditions, therefore no additional analysis is necessary beyond the proposed site access road intersection, which was not specifically reviewed in that study.

Those short and long term recommended improvements will be completed in part by the *Coventry Centre* project in order to service that development as it is constructed. The other recommended long term mitigation alternatives along New London Turnpike identified, would be completed as warranted over an extended period of time as the potential development projects considered in the TIAS analysis are constructed, which could be over a 10 to 20 year horizon, if ever, based upon final construction conditions of these various projects.

It should also be noted that existing traffic conditions as identified in the TIAS will be changing within the next twelve months due to roadway construction currently occurring within the *Centre of New England*. Centre of New England Boulevard, which was never completed, but originally designed to run parallel to Route 95, linking New London Turnpike with Hopkins Hill Road, is under construction and should be completed by the end of 2025. This connection should help reduce traffic demands at the New London Turnpike access to the *Centre of New England,* providing an alternate point of access to the large-scale commercial component of the site from the south and west via Hopkins Hill Road. A reduction in traffic

between Arnold Road and the Route 95 interchange ramps is anticipated, requiring this section of New London Turnpike to be reevaluated in the near term as defined in the TIAS and in the peer review. The future, post roadway connection supplemental study will be completed to determine what if any modifications to the traffic signals are warranted to accommodate the redistribution and resultant lower intersection volumes within the immediate New London Turnpike and Arnold Road area in an effort to improve peak hour efficiencies.

The capacity analysis worksheets and intersection turning movement volumes are included in the Attachment, and Table 3 summarize the results of the future build analysis.

TABLE 3 – Future Level of Service Summary

Location / Movement	2030 FUTURE BUILD CONDITIONS											
	AM Peak Hour				PM Peak Hour				Saturday MD Peak Hour			
	LOS	Delay	95th % Queue Length (veh.)	v/c	LOS	Delay	95th % Queue Length (veh.)	v/c	LOS	Delay	95th % Queue Length (veh)	v/c
New London Turnpike at Site Access Road (U)												
New London Turnpike - SB L	A	8.2	0	0.00	A	9.4	0	0.02	A	8.9	0	0.01
Site Access Road – WB L/R	C	17.0	1	0.13	D	27.4	1	0.16	C	23.7	1	0.16
OVERALL	-	-	-	-	-	-	-	-	-	-	-	-

(U) – Unsignalized

Table 3 presents the future design period taking into consideration the base traffic growth noted, including background and site-specific development growth along the servicing roadways, while also adding in the new trips generated by the proposed *New London Preserve* residential development. The results of the operational analysis of the future conditions, found that the proposed site access road intersection with New London Turnpike will operate at an acceptable LOS of D or better during the daily and Saturday peak hours reviewed for this study. The proposed minor approach will experience acceptable delays typical of most side streets and driveways along this section of New London Turnpike as noted, where typically only one vehicle would be queued on the new residential roadway minor approach waiting to access New London Turnpike, and no congestion.

Conclusions and Recommendations

In summary, the study has shown that the proposed site access and circulation plan has been designed to maintain a desirable level of safety and efficiency on the servicing roadway system. The safety of the New London Turnpike intersection with the proposed site access road was reviewed for geometry and sight distances. The access road intersection to the new neighborhood, in combination with the

roadway geometry was determined to provide more than sufficient sight distances in accordance with AASHTO criteria for visibility and decision making of drivers attempting to enter/exit main street traffic from the proposed intersection.

The results of the operational analysis determined that the estimated volume of peak hour traffic resulting from the proposed residential development project will have a negligible effect on overall traffic operations along New London Turnpike in the project area. The turning movements on New London Turnpike at the study intersection are estimated to operate efficiently with minor delays particularly during the daily and Saturday peak hours when the development project was estimated to generate its highest daily traffic volumes in combination with adjacent street traffic peaks. The existing site driveway access will be physically improved with construction of a new roadway and intersection to facilitate turning traffic for efficient operations.

Therefore, based upon the data collected on the servicing roadways, the analysis completed as part of this study, it can be concluded that the future traffic conditions resulting from the proposed residential development project will provide for adequate and safe access to a public street, and will not have a detrimental effect on public safety and welfare in the study area.

We trust this letter sufficiently addresses the requirements of the Town of Coventry to obtain your local approvals. If you should have any questions or require any additional information, please do not hesitate to contact our office.

Very truly yours,
Crossman Engineering, Inc.

Paul J. Bannon
Senior Project Director

ATTACHMENT

A. Traffic Volume Data

B. Traffic Crash Data

C. Trip Generation

D. Operational Analysis

APPENDIX A – Traffic Volume Data

Automatic Traffic Recorder Count

New London Turnpike

Intersection Turning Movement Count

New London Turnpike at Arnold Road/Crompton Road

New London Turnpike at Angus Street

A

Automatic Traffic Recorder Count

New London Turnpike

New London Turnpike

Traffic Volumes

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

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

05945Dvolume
Site Code: 2925

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

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

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

05945Dvolume
Site Code: 2925

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

Comb. Total	0	9068	8840	9225	9911	9427	0	9295

ADT ADT 9,294 AADT 9,294

Vehicle Speeds

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

05945Dspeed
Site Code: 2925

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

Transportation Data Corporation
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New London Turnpike
north of Arnold Road
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Client: Crossman/P. Bannon
Northbound

05945Dspeed
Site Code: 2925

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

Transportation Data Corporation
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New London Turnpike
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Client: Crossman/P. Bannon
Northbound

05945Dspeed
Site Code: 2925

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

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

05945Dspeed
Site Code: 2925

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

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New London Turnpike
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Northbound

05945Dspeed
Site Code: 2925

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

	15th Percentile :	32 MPH
	50th Percentile :	38 MPH
	85th Percentile :	43 MPH
	95th Percentile :	47 MPH
Statistics	Mean Speed(Average) :	38 MPH
	10 MPH Pace Speed :	36-45 MPH
	Number in Pace :	15683
	Percent in Pace :	66.4%
	Number of Vehicles > 35 MPH :	17582
	Percent of Vehicles > 35 MPH :	74.5%

Transportation Data Corporation
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New London Turnpike
north of Arnold Road
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Soutbound

05945Dspeed
Site Code: 2925

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

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New London Turnpike
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Soutbound

05945Dspeed
Site Code: 2925

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

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Soutbound

05945Dspeed
Site Code: 2925

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

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

05945Dspeed
Site Code: 2925

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

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

05945Dspeed
Site Code: 2925

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

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

Statistics

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

A

Intersection Turning Movement Counts

New London Turnpike at Arnold Road/Crompton Road

New London Turnpike at Angus Street

New London Turnpike at Arnold Road/Crompton Road

(2024 and 2017)

Transportation Data Corporation

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N/S: Arnold Road
E/W: New London Turnpike
City, State: Coventry, RI
Client: Crossman/P. Bannon

File Name : 05872A
Site Code : 2873
Start Date : 7/17/2024
Page No : 1

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

	Arnold Road From North				New London Turnpike From East				Arnold Road From South				New London Turnpike From West				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
07:00 AM	86	29	11	0	7	85	9	0	4	10	7	0	5	22	26	0	301
07:15 AM	79	39	15	0	7	67	14	0	3	12	3	0	8	25	51	0	323
07:30 AM	100	65	12	0	8	68	8	0	1	12	10	0	11	27	42	0	364
07:45 AM	94	68	14	0	7	84	14	0	4	18	6	0	8	36	41	0	394
Total	359	201	52	0	29	304	45	0	12	52	26	0	32	110	160	0	1382
08:00 AM	92	50	12	0	4	76	19	0	9	11	15	0	9	37	45	0	379
08:15 AM	81	47	13	0	14	93	16	0	8	17	10	2	9	34	35	0	379
08:30 AM	95	54	11	0	13	60	17	0	3	20	14	0	8	39	43	0	377
08:45 AM	84	37	12	0	15	63	11	0	4	12	10	0	14	44	44	0	350
Total	352	188	48	0	46	292	63	0	24	60	49	2	40	154	167	0	1485
Grand Total	711	389	100	0	75	596	108	0	36	112	75	2	72	264	327	0	2867
Apprch %	59.2	32.4	8.3	0	9.6	76.5	13.9	0	16	49.8	33.3	0.9	10.9	39.8	49.3	0	
Total %	24.8	13.6	3.5	0	2.6	20.8	3.8	0	1.3	3.9	2.6	0.1	2.5	9.2	11.4	0	
Cars & Peds	685	386	96	0	75	590	107	0	36	108	74	2	70	260	303	0	2792
% Cars & Peds	96.3	99.2	96	0	100	99	99.1	0	100	96.4	98.7	100	97.2	98.5	92.7	0	97.4
Trucks & Buses	26	3	4	0	0	6	1	0	0	4	1	0	2	4	24	0	75
% Trucks & Buses	3.7	0.8	4	0	0	1	0.9	0	0	3.6	1.3	0	2.8	1.5	7.3	0	2.6
Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Arnold Road From North					New London Turnpike From East					Arnold Road From South					New London Turnpike From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	94	**68**	**14**	0	**176**	7	84	14	0	105	4	18	6	0	28	8	36	41	0	85	**394**
08:00 AM	92	50	12	0	154	4	76	**19**	0	99	**9**	11	**15**	0	35	**9**	37	**45**	0	**91**	379
08:15 AM	81	47	13	0	141	**14**	**93**	16	0	**123**	8	17	10	**2**	**37**	9	34	35	0	78	379
08:30 AM	**95**	54	11	0	160	13	60	17	0	90	3	**20**	14	0	37	8	**39**	43	0	90	377
Total Volume	362	219	50	0	631	38	313	66	0	417	24	66	45	2	137	34	146	164	0	344	1529
% App. Total	57.4	34.7	7.9	0		9.1	75.1	15.8	0		17.5	48.2	32.8	1.5		9.9	42.4	47.7	0		
PHF	.953	.805	.893	.000	.896	.679	.841	.868	.000	.848	.667	.825	.750	.250	.926	.944	.936	.911	.000	.945	.970
Cars & Peds	346	217	49	0	612	38	308	66	0	412	24	63	45	2	134	33	145	153	0	331	1489
% Cars & Peds	95.6	99.1	98.0	0	97.0	100	98.4	100	0	98.8	100	95.5	100	100	97.8	97.1	99.3	93.3	0	96.2	97.4
Trucks & Buses	16	2	1	0	19	0	5	0	0	5	0	3	0	0	3	1	1	11	0	13	40
% Trucks & Buses	4.4	0.9	2.0	0	3.0	0	1.6	0	0	1.2	0	4.5	0	0	2.2	2.9	0.7	6.7	0	3.8	2.6
Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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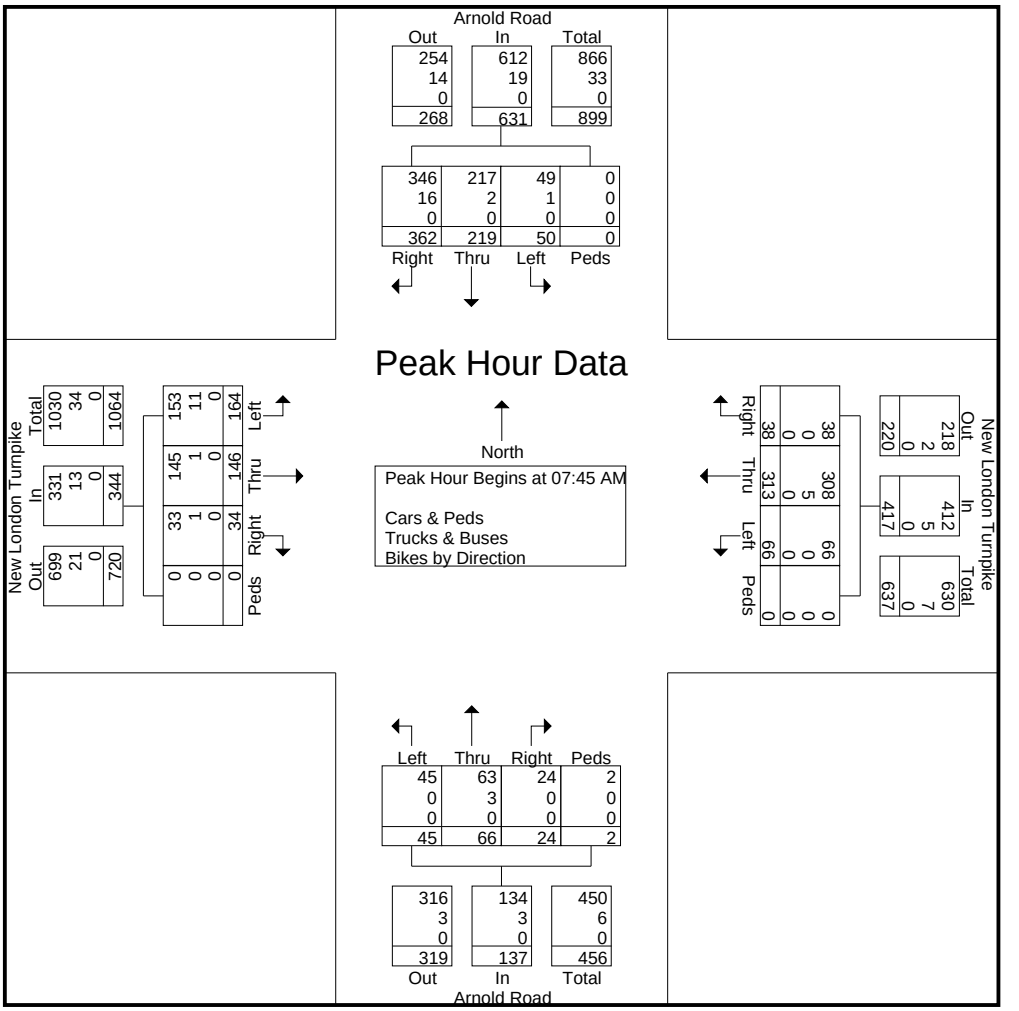
N/S: Arnold Road
E/W: New London Turnpike
City, State: Coventry, RI
Client: Crossman/P. Bannon

File Name : 05872A
Site Code : 2873
Start Date : 7/17/2024
Page No : 1

	Arnold Road From North					New London Turnpike From East					Arnold Road From South					New London Turnpike From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	94	**68**	**14**	0	**176**	7	84	14	0	105	4	18	6	0	28	8	36	41	0	85	**394**
08:00 AM	92	50	12	0	154	4	76	**19**	0	99	**9**	11	**15**	0	35	**9**	37	**45**	0	**91**	379
08:15 AM	81	47	13	0	141	**14**	**93**	16	0	**123**	8	17	10	**2**	**37**	9	34	35	0	78	379
08:30 AM	**95**	54	11	0	160	13	60	17	0	90	3	**20**	14	0	37	8	**39**	43	0	90	377
Total Volume	362	219	50	0	631	38	313	66	0	417	24	66	45	2	137	34	146	164	0	344	1529
% App. Total	57.4	34.7	7.9	0		9.1	75.1	15.8	0		17.5	48.2	32.8	1.5		9.9	42.4	47.7	0		
PHF	.953	.805	.893	.000	.896	.679	.841	.868	.000	.848	.667	.825	.750	.250	.926	.944	.936	.911	.000	.945	.970
Cars & Peds	346	217	49	0	612	38	308	66	0	412	24	63	45	2	134	33	145	153	0	331	1489
% Cars & Peds	95.6	99.1	98.0	0	97.0	100	98.4	100	0	98.8	100	95.5	100	100	97.8	97.1	99.3	93.3	0	96.2	97.4
Trucks & Buses	16	2	1	0	19	0	5	0	0	5	0	3	0	0	3	1	1	11	0	13	40
% Trucks & Buses	4.4	0.9	2.0	0	3.0	0	1.6	0	0	1.2	0	4.5	0	0	2.2	2.9	0.7	6.7	0	3.8	2.6
Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



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N/S: Arnold Road
E/W: New London Turnpike
City, State: Coventry, RI
Client: Crossman/P. Bannon

File Name : 05872AA
Site Code : 2873
Start Date : 7/17/2024
Page No : 1

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

	Arnold Road From North				New London Turnpike From East				Arnold Road From South				New London Turnpike From West				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
03:00 PM	60	24	10	0	18	53	5	0	19	60	26	0	9	76	98	0	458
03:15 PM	79	16	14	0	9	68	6	0	17	68	29	0	8	72	105	0	491
03:30 PM	84	26	20	0	10	55	7	0	23	77	33	0	12	82	116	0	545
03:45 PM	74	28	18	0	10	63	11	0	13	46	23	0	13	110	113	0	522
Total	297	94	62	0	47	239	29	0	72	251	111	0	42	340	432	0	2016
04:00 PM	82	32	13	0	11	65	6	0	30	67	24	0	14	81	95	0	520
04:15 PM	75	20	17	0	9	81	5	0	27	60	28	0	15	93	99	0	529
04:30 PM	64	32	16	0	13	59	8	0	20	79	32	0	11	97	111	0	542
04:45 PM	83	25	19	0	11	59	8	0	14	66	30	0	12	93	111	1	532
Total	304	109	65	0	44	264	27	0	91	272	114	0	52	364	416	1	2123
05:00 PM	74	18	22	0	16	77	10	0	22	53	16	0	11	91	85	0	495
05:15 PM	66	22	13	0	20	71	9	0	15	58	24	1	8	99	100	1	507
05:30 PM	83	22	18	0	21	63	5	0	20	61	23	0	8	82	78	0	484
05:45 PM	66	17	18	0	14	90	6	0	11	38	19	0	11	88	78	0	456
Total	289	79	71	0	71	301	30	0	68	210	82	1	38	360	341	1	1942
Grand Total	890	282	198	0	162	804	86	0	231	733	307	1	132	1064	1189	2	6081
Apprch %	65	20.6	14.5	0	15.4	76.4	8.2	0	18.2	57.6	24.1	0.1	5.5	44.6	49.8	0.1	
Total %	14.6	4.6	3.3	0	2.7	13.2	1.4	0	3.8	12.1	5	0	2.2	17.5	19.6	0	
Cars & Peds	876	279	197	0	154	799	84	0	231	731	304	1	131	1056	1170	2	6015
% Cars & Peds	98.4	98.9	99.5	0	95.1	99.4	97.7	0	100	99.7	99	100	99.2	99.2	98.4	100	98.9
Trucks & Buses	14	3	1	0	8	5	2	0	0	2	3	0	1	8	19	0	66
% Trucks & Buses	1.6	1.1	0.5	0	4.9	0.6	2.3	0	0	0.3	1	0	0.8	0.8	1.6	0	1.1
Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Arnold Road From North					New London Turnpike From East					Arnold Road From South					New London Turnpike From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	82	**32**	13	0	**127**	11	65	6	0	82	**30**	67	24	0	121	14	81	95	0	190	520
04:15 PM	75	20	17	0	112	9	**81**	5	0	**95**	27	60	28	0	115	**15**	93	99	0	207	529
04:30 PM	64	32	16	0	112	**13**	59	**8**	0	80	20	**79**	**32**	0	**131**	11	**97**	**111**	0	**219**	**542**
04:45 PM	**83**	25	**19**	0	127	11	59	8	0	78	14	66	30	0	110	12	93	111	**1**	217	532
Total Volume	304	109	65	0	478	44	264	27	0	335	91	272	114	0	477	52	364	416	1	833	2123
% App. Total	63.6	22.8	13.6	0		13.1	78.8	8.1	0		19.1	57	23.9	0		6.2	43.7	49.9	0.1		
PHF	.916	.852	.855	.000	.941	.846	.815	.844	.000	.882	.758	.861	.891	.000	.910	.867	.938	.937	.250	.951	.979
Cars & Peds	301	108	65	0	474	43	263	26	0	332	91	271	113	0	475	52	362	412	1	827	2108
% Cars & Peds	99.0	99.1	100	0	99.2	97.7	99.6	96.3	0	99.1	100	99.6	99.1	0	99.6	100	99.5	99.0	100	99.3	99.3
Trucks & Buses	3	1	0	0	4	1	1	1	0	3	0	1	1	0	2	0	2	4	0	6	15
% Trucks & Buses	1.0	0.9	0	0	0.8	2.3	0.4	3.7	0	0.9	0	0.4	0.9	0	0.4	0	0.5	1.0	0	0.7	0.7
Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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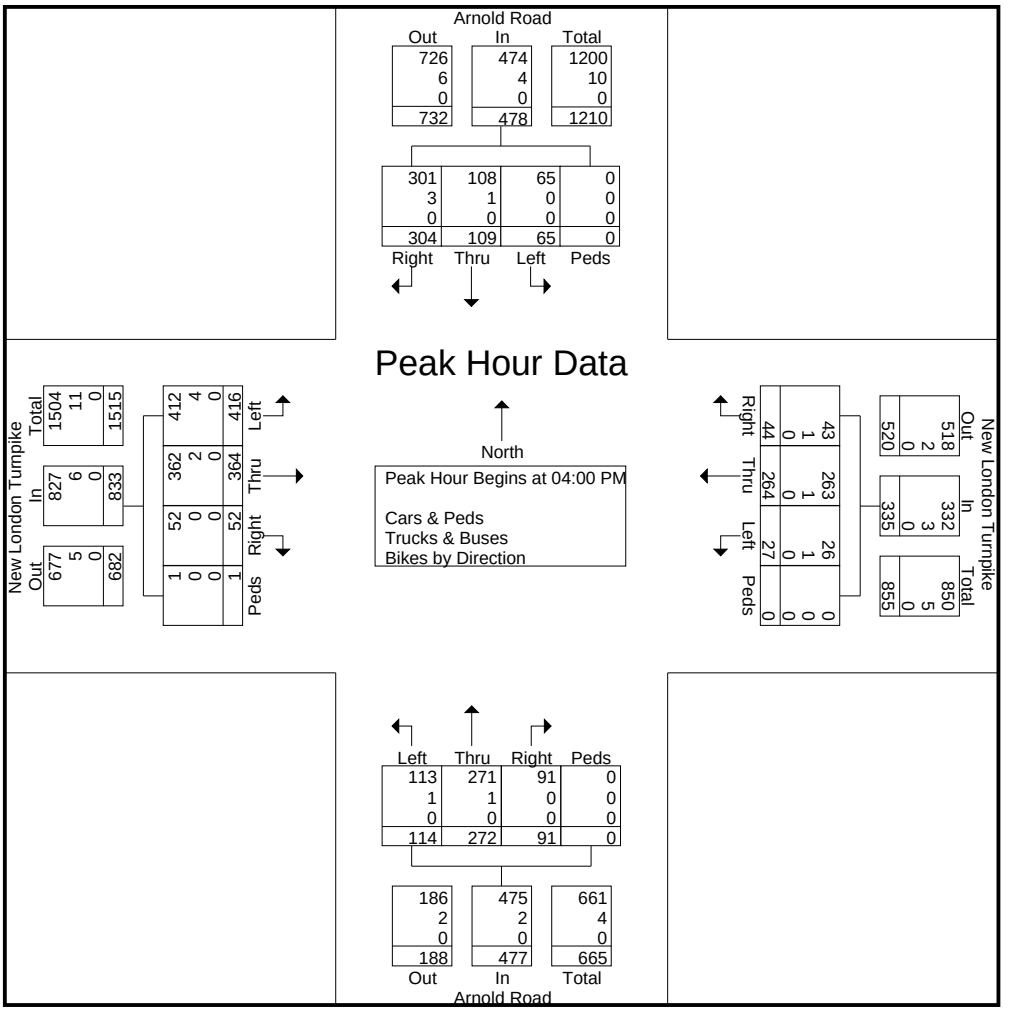
City, State: Coventry, RI
Client: Crossman/P. Bannon

File Name : 05872AA
Site Code : 2873
Start Date : 7/17/2024
Page No : 1

	Arnold Road From North					New London Turnpike From East					Arnold Road From South					New London Turnpike From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	82	**32**	13	0	**127**	11	65	6	0	82	**30**	67	24	0	121	14	81	95	0	190	520
04:15 PM	75	20	17	0	112	9	**81**	5	0	**95**	27	60	28	0	115	**15**	93	99	0	207	529
04:30 PM	64	32	16	0	112	**13**	59	**8**	0	80	20	**79**	**32**	0	**131**	11	**97**	**111**	0	**219**	**542**
04:45 PM	**83**	25	**19**	0	127	11	59	8	0	78	14	66	30	0	110	12	93	111	**1**	217	532
Total Volume	304	109	65	0	478	44	264	27	0	335	91	272	114	0	477	52	364	416	1	833	2123
% App. Total	63.6	22.8	13.6	0		13.1	78.8	8.1	0		19.1	57	23.9	0		6.2	43.7	49.9	0.1		
PHF	.916	.852	.855	.000	.941	.846	.815	.844	.000	.882	.758	.861	.891	.000	.910	.867	.938	.937	.250	.951	.979
Cars & Peds	301	108	65	0	474	43	263	26	0	332	91	271	113	0	475	52	362	412	1	827	2108
% Cars & Peds	99.0	99.1	100	0	99.2	97.7	99.6	96.3	0	99.1	100	99.6	99.1	0	99.6	100	99.5	99.0	100	99.3	99.3
Trucks & Buses	3	1	0	0	4	1	1	1	0	3	0	1	1	0	2	0	2	4	0	6	15
% Trucks & Buses	1.0	0.9	0	0	0.8	2.3	0.4	3.7	0	0.9	0	0.4	0.9	0	0.4	0	0.5	1.0	0	0.7	0.7
Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Transportation Data Corporation

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

N/S: Arnold Road
E/W: New London Turnpike
City, State: Coventry, RI
Client: Crossman/P. Bannon

File Name : 05872AAA
Site Code : 2873
Start Date : 7/20/2024
Page No : 1

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

	Arnold Road From North				New London Turnpike From East				Arnold Road From South				New London Turnpike From West				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
11:00 AM	113	32	18	0	8	81	1	0	13	23	26	0	15	52	105	0	487
11:15 AM	104	29	21	0	6	95	6	0	14	39	33	0	11	63	94	0	515
11:30 AM	116	24	10	0	9	89	7	0	8	33	20	0	12	83	83	0	494
11:45 AM	105	36	10	0	14	84	5	0	13	25	20	0	4	75	85	0	476
Total	438	121	59	0	37	349	19	0	48	120	99	0	42	273	367	0	1972
12:00 PM	109	41	17	0	18	69	7	0	9	34	19	0	3	77	81	0	484
12:15 PM	112	30	18	0	12	86	4	0	8	47	18	0	12	71	76	0	494
12:30 PM	93	30	20	0	8	91	13	0	9	20	16	0	13	80	89	0	482
12:45 PM	91	18	15	0	15	77	6	0	14	30	29	0	12	71	86	0	464
Total	405	119	70	0	53	323	30	0	40	131	82	0	40	299	332	0	1924
01:00 PM	109	29	14	0	12	94	8	0	5	27	27	0	9	72	106	0	512
01:15 PM	109	29	18	0	13	73	8	0	9	32	16	0	12	73	99	0	491
01:30 PM	115	22	14	0	8	83	6	0	7	20	18	0	6	85	103	0	487
01:45 PM	98	24	22	0	12	83	10	0	9	26	15	0	8	86	87	0	480
Total	431	104	68	0	45	333	32	0	30	105	76	0	35	316	395	0	1970
Grand Total	1274	344	197	0	135	1005	81	0	118	356	257	0	117	888	1094	0	5866
Apprch %	70.2	19	10.9	0	11.1	82.3	6.6	0	16.1	48.7	35.2	0	5.6	42.3	52.1	0	
Total %	21.7	5.9	3.4	0	2.3	17.1	1.4	0	2	6.1	4.4	0	2	15.1	18.6	0	
Cars & Peds	1264	340	197	0	135	999	81	0	118	351	256	0	116	883	1085	0	5825
% Cars & Peds	99.2	98.8	100	0	100	99.4	100	0	100	98.6	99.6	0	99.1	99.4	99.2	0	99.3
Trucks & Buses	10	4	0	0	0	5	0	0	0	3	1	0	1	5	9	0	38
% Trucks & Buses	0.8	1.2	0	0	0	0.5	0	0	0	0.8	0.4	0	0.9	0.6	0.8	0	0.6
Bikes by Direction	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	3
% Bikes by Direction	0	0	0	0	0	0.1	0	0	0	0.6	0	0	0	0	0	0	0.1

	Arnold Road From North					New London Turnpike From East					Arnold Road From South					New London Turnpike From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00 AM																					
11:00 AM	113	32	18	0	**163**	8	81	1	0	90	13	23	26	0	62	**15**	52	**105**	0	172	487
11:15 AM	104	29	**21**	0	154	6	**95**	6	0	**107**	**14**	**39**	**33**	0	**86**	11	63	94	0	168	**515**
11:30 AM	**116**	24	10	0	150	9	89	**7**	0	105	8	33	20	0	61	12	**83**	83	0	**178**	494
11:45 AM	105	**36**	10	0	151	**14**	84	5	0	103	13	25	20	0	58	4	75	85	0	164	476
Total Volume	438	121	59	0	618	37	349	19	0	405	48	120	99	0	267	42	273	367	0	682	1972
% App. Total	70.9	19.6	9.5	0		9.1	86.2	4.7	0		18	44.9	37.1	0		6.2	40	53.8	0		
PHF	.944	.840	.702	.000	.948	.661	.918	.679	.000	.946	.857	.769	.750	.000	.776	.700	.822	.874	.000	.958	.957
Cars & Peds	433	119	59	0	611	37	347	19	0	403	48	118	98	0	264	41	272	364	0	677	1955
% Cars & Peds	98.9	98.3	100	0	98.9	100	99.4	100	0	99.5	100	98.3	99.0	0	98.9	97.6	99.6	99.2	0	99.3	99.1
Trucks & Buses	5	2	0	0	7	0	2	0	0	2	0	1	1	0	2	1	1	3	0	5	16
% Trucks & Buses	1.1	1.7	0	0	1.1	0	0.6	0	0	0.5	0	0.8	1.0	0	0.7	2.4	0.4	0.8	0	0.7	0.8
Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0.8	0	0	0.4	0	0	0	0	0	0.1

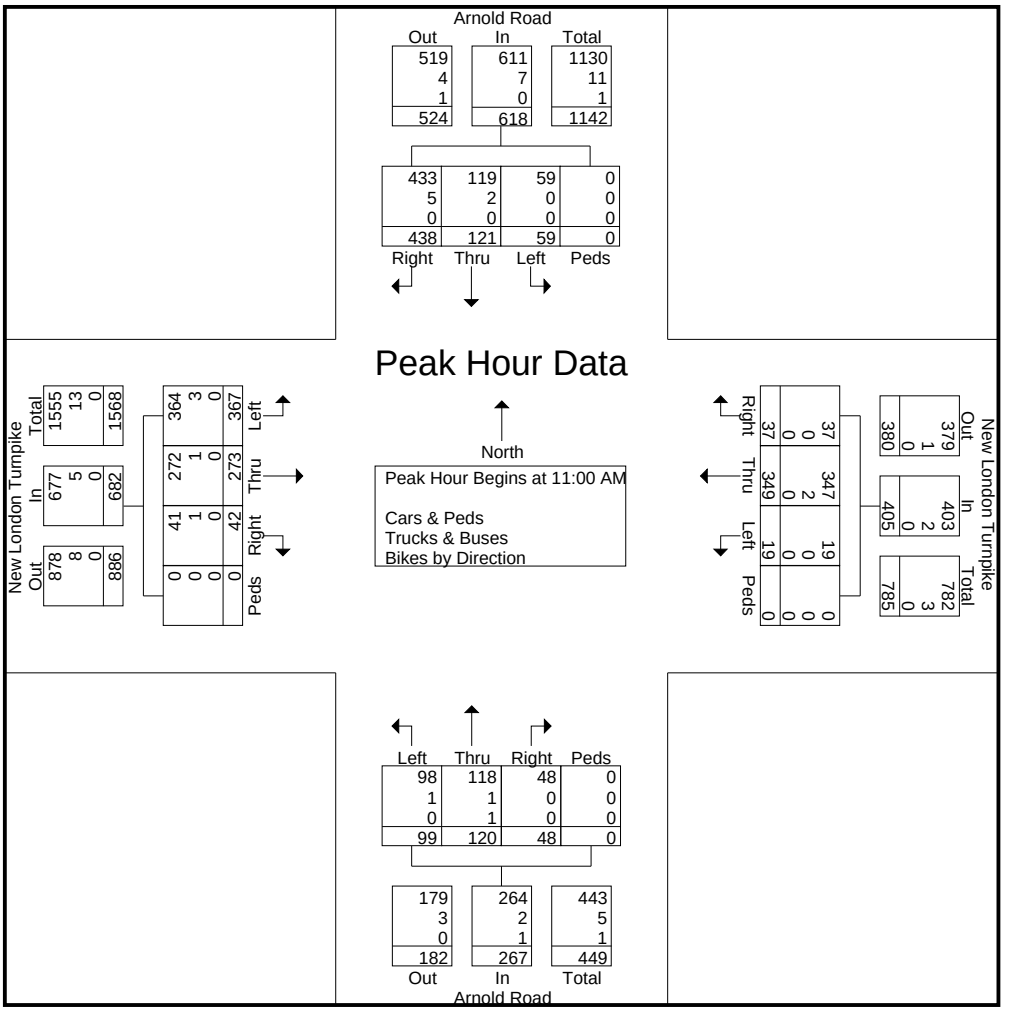
Transportation Data Corporation

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

N/S: Arnold Road
E/W: New London Turnpike
City, State: Coventry, RI
Client: Crossman/P. Bannon

File Name : 05872AAA
Site Code : 2873
Start Date : 7/20/2024
Page No : 1

	Arnold Road From North					New London Turnpike From East					Arnold Road From South					New London Turnpike From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00 AM																					
11:00 AM	113	32	18	0	**163**	8	81	1	0	90	13	23	26	0	62	**15**	52	**105**	0	172	487
11:15 AM	104	29	**21**	0	154	6	**95**	6	0	**107**	**14**	**39**	**33**	0	**86**	11	63	94	0	168	**515**
11:30 AM	**116**	24	10	0	150	9	89	**7**	0	105	8	33	20	0	61	12	**83**	83	0	**178**	494
11:45 AM	105	**36**	10	0	151	**14**	84	5	0	103	13	25	20	0	58	4	75	85	0	164	476
Total Volume	438	121	59	0	618	37	349	19	0	405	48	120	99	0	267	42	273	367	0	682	1972
% App. Total	70.9	19.6	9.5	0		9.1	86.2	4.7	0		18	44.9	37.1	0		6.2	40	53.8	0		
PHF	.944	.840	.702	.000	.948	.661	.918	.679	.000	.946	.857	.769	.750	.000	.776	.700	.822	.874	.000	.958	.957
Cars & Peds	433	119	59	0	611	37	347	19	0	403	48	118	98	0	264	41	272	364	0	677	1955
% Cars & Peds	98.9	98.3	100	0	98.9	100	99.4	100	0	99.5	100	98.3	99.0	0	98.9	97.6	99.6	99.2	0	99.3	99.1
Trucks & Buses	5	2	0	0	7	0	2	0	0	2	0	1	1	0	2	1	1	3	0	5	16
% Trucks & Buses	1.1	1.7	0	0	1.1	0	0.6	0	0	0.5	0	0.8	1.0	0	0.7	2.4	0.4	0.8	0	0.7	0.8
Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0.8	0	0	0.4	0	0	0	0	0	0.1



BETA Group, Inc.
6 Blackstone Valley Place
Lincoln, R.I. 02865

Project: Cromptom Meadows
Town/City: Coventry, RI
Intersection: New London Tpke. at Arnold
Weather: Sunny/30's

File Name : New London Tpke. at Arnold Rd.
Site Code : 545301
Start Date : 3/2/2017
Page No : 1

Groups Printed- Cars - Trailers

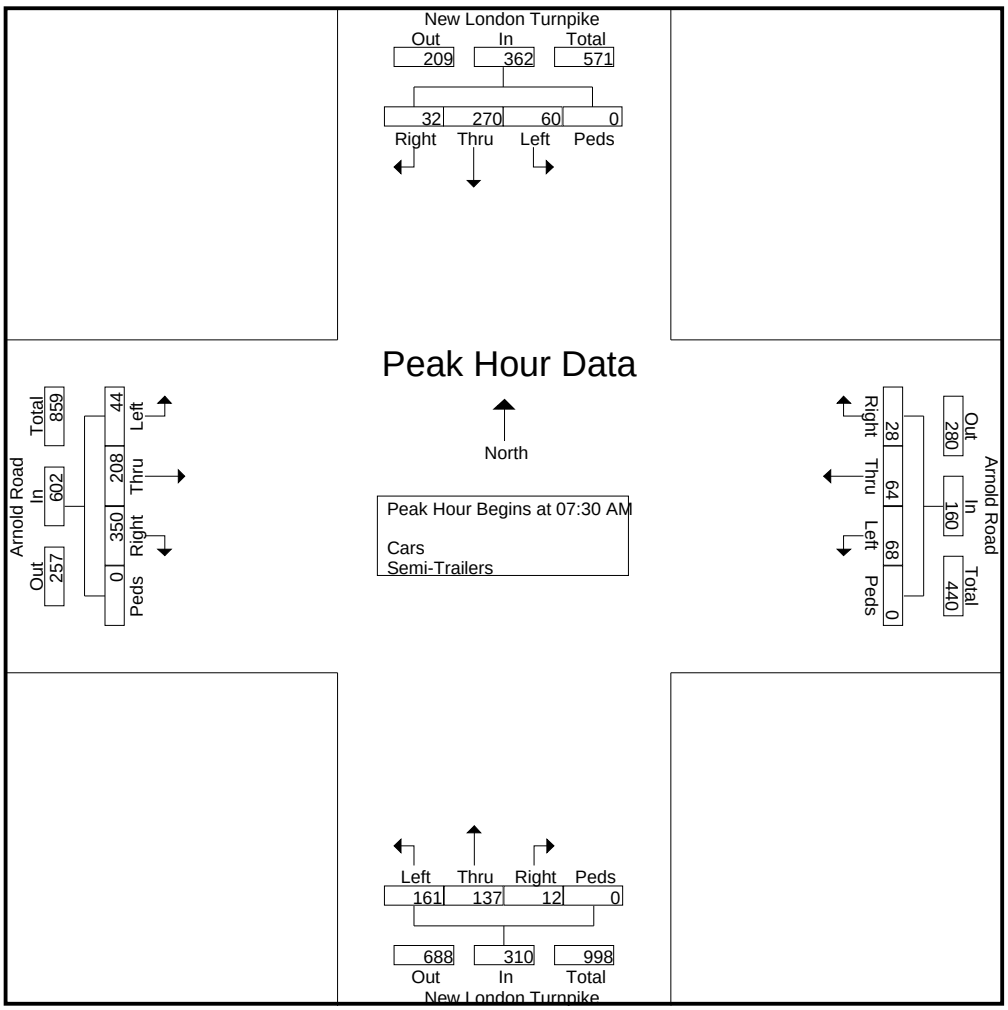
	New London Turnpike Southbound					Arnold Road Westbound					New London Turnpike Northbound					Arnold Road Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	15	72	9	0	96	3	9	13	0	25	6	36	32	1	75	79	36	10	0	125	321
07:15 AM	10	62	11	0	83	6	16	11	0	33	5	37	37	0	79	78	55	9	0	142	337
07:30 AM	9	75	20	0	104	6	15	16	0	37	4	29	39	0	72	99	63	14	0	176	389
07:45 AM	10	61	10	0	81	9	18	13	0	40	4	27	44	0	75	87	55	13	0	155	351
Total	44	270	50	0	364	24	58	53	0	135	19	129	152	1	301	343	209	46	0	598	1398
08:00 AM	6	67	17	0	90	5	14	15	0	34	1	43	43	0	87	97	37	6	0	140	351
08:15 AM	7	67	13	0	87	8	17	24	0	49	3	38	35	0	76	67	53	11	0	131	343
08:30 AM	18	56	9	0	83	6	14	13	1	34	8	29	48	0	85	104	43	10	0	157	359
08:45 AM	6	53	12	0	71	12	17	16	0	45	8	37	53	0	98	83	45	12	0	140	354
Total	37	243	51	0	331	31	62	68	1	162	20	147	179	0	346	351	178	39	0	568	1407
*** BREAK ***																					
04:00 PM	13	57	8	0	78	19	46	27	0	92	6	86	95	0	187	81	26	19	0	126	483
04:15 PM	11	63	8	0	82	24	46	30	0	100	12	92	114	0	218	50	22	11	0	83	483
04:30 PM	12	50	5	0	67	15	59	18	0	92	8	81	101	0	190	63	33	15	0	111	460
04:45 PM	13	63	9	0	85	19	63	24	0	106	7	76	98	0	181	79	29	27	0	135	507
Total	49	233	30	0	312	77	214	99	0	390	33	335	408	0	776	273	110	72	0	455	1933
05:00 PM	15	49	7	0	71	21	58	26	0	105	10	68	96	0	174	70	20	19	0	109	459
05:15 PM	12	68	9	0	89	23	54	18	0	95	8	85	112	0	205	72	25	22	0	119	508
05:30 PM	18	65	15	0	98	32	74	25	0	131	6	81	97	0	184	48	21	21	0	90	503
05:45 PM	19	63	10	0	92	18	62	24	0	104	5	82	104	0	191	65	23	13	0	101	488
Total	64	245	41	0	350	94	248	93	0	435	29	316	409	0	754	255	89	75	0	419	1958
Grand Total	194	991	172	0	1357	226	582	313	1	1122	101	927	1148	1	2177	1222	586	232	0	2040	6696
Apprch %	14.3	73	12.7	0		20.1	51.9	27.9	0.1		4.6	42.6	52.7	0		59.9	28.7	11.4	0		
Total %	2.9	14.8	2.6	0	20.3	3.4	8.7	4.7	0	16.8	1.5	13.8	17.1	0	32.5	18.2	8.8	3.5	0	30.5	
Cars	194	989	172	0	1355	226	582	313	1	1122	100	925	1139	1	2165	1216	586	231	0	2033	6675
% Cars	100	99.8	100	0	99.9	100	100	100	100	100	99	99.8	99.2	100	99.4	99.5	100	99.6	0	99.7	99.7
Semi-Trailers																					
% Semi-Trailers	0	0.2	0	0	0.1	0	0	0	0	0	1	0.2	0.8	0	0.6	0.5	0	0.4	0	0.3	0.3

BETA Group, Inc.
6 Blackstone Valley Place
Lincoln, R.I. 02865

Project: Cromptom Meadows
Town/City: Coventry, RI
Intersection: New London Tpke. at Arnold
Weather: Sunny/30's

File Name : New London Tpke. at Arnold Rd.
Site Code : 545301
Start Date : 3/2/2017

	New London Turnpike Southbound					Arnold Road Westbound					New London Turnpike Northbound					Arnold Road Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	9	**75**	**20**	0	**104**	6	15	16	0	37	**4**	29	39	0	72	**99**	**63**	**14**	0	**176**	**389**
07:45 AM	**10**	61	10	0	81	**9**	**18**	13	0	40	4	27	**44**	0	75	87	55	13	0	155	351
08:00 AM	6	67	17	0	90	5	14	15	0	34	1	**43**	43	0	**87**	97	37	6	0	140	351
08:15 AM	7	67	13	0	87	8	17	**24**	0	**49**	3	38	35	0	76	67	53	11	0	131	343
Total Volume	32	270	60	0	362	28	64	68	0	160	12	137	161	0	310	350	208	44	0	602	1434
% App. Total	8.8	74.6	16.6	0		17.5	40	42.5	0		3.9	44.2	51.9	0		58.1	34.6	7.3	0		
PHF	.800	.900	.750	.000	.870	.778	.889	.708	.000	.816	.750	.797	.915	.000	.891	.884	.825	.786	.000	.855	.922

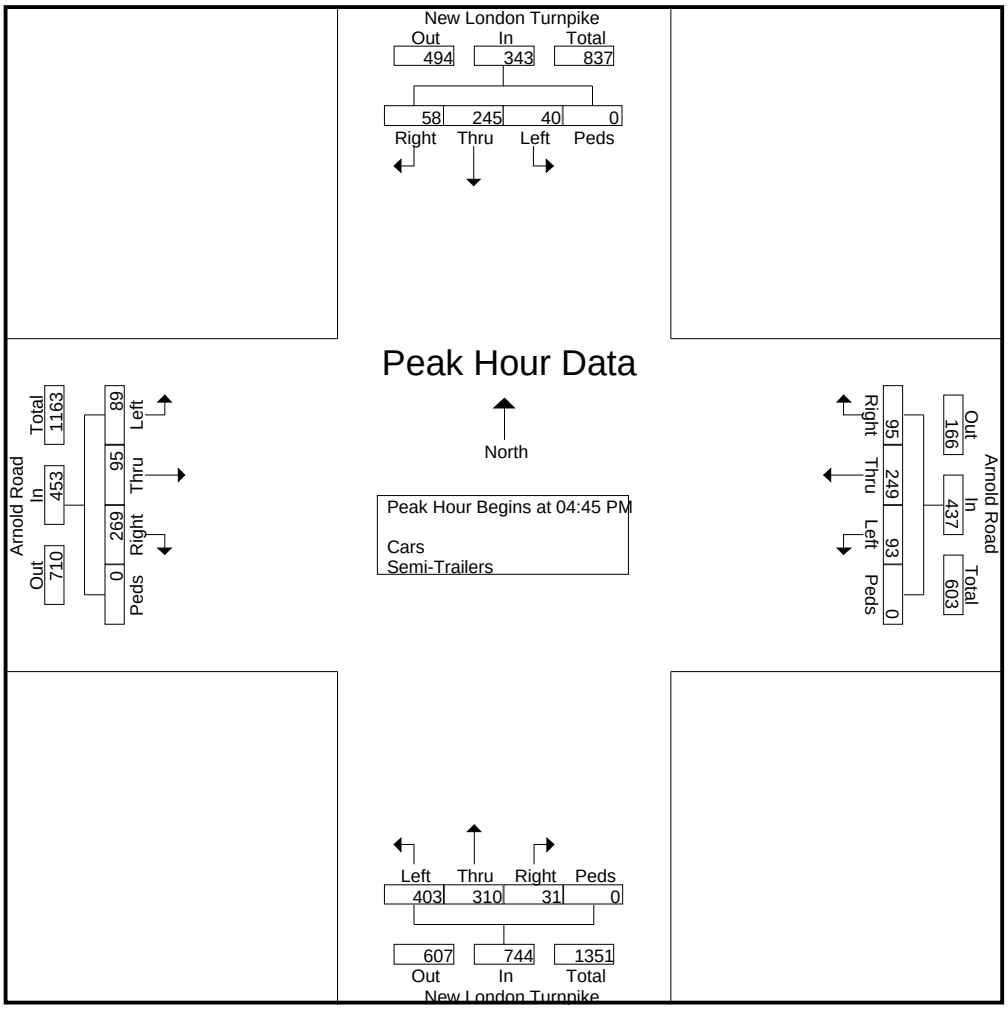


BETA Group, Inc.
6 Blackstone Valley Place
Lincoln, R.I. 02865

Project: Cromptom Meadows
Town/City: Coventry, RI
Intersection: New London Tpke. at Arnold
Weather: Sunny/30's

File Name : New London Tpke. at Arnold Rd.
Site Code : 545301
Start Date : 3/2/2017

	New London Turnpike Southbound					Arnold Road Westbound					New London Turnpike Northbound					Arnold Road Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	13	63	9	0	85	19	63	24	0	106	7	76	98	0	181	**79**	**29**	**27**	0	**135**	507
05:00 PM	15	49	7	0	71	21	58	**26**	0	105	**10**	68	96	0	174	70	20	19	0	109	459
05:15 PM	12	**68**	9	0	89	23	54	18	0	95	8	**85**	**112**	0	**205**	72	25	22	0	119	**508**
05:30 PM	**18**	65	**15**	0	**98**	**32**	**74**	25	0	**131**	6	81	97	0	184	48	21	21	0	90	503
Total Volume	58	245	40	0	343	95	249	93	0	437	31	310	403	0	744	269	95	89	0	453	1977
% App. Total	16.9	71.4	11.7	0		21.7	57	21.3	0		4.2	41.7	54.2	0		59.4	21	19.6	0		
PHF	.806	.901	.667	.000	.875	.742	.841	.894	.000	.834	.775	.912	.900	.000	.907	.851	.819	.824	.000	.839	.973



New London Turnpike at Angus Street

Transportation Data Corporation

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

N/S: New London Turnpike
W: Angus Street
City, State: Coventry, RI
Client: Crossman/P. Bannon

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

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

	New London Turnpike From North			New London Turnpike From South			Angus Street From West			
Start Time	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds	Int. Total
07:00 AM	2	59	0	29	3	0	21	1	1	116
07:15 AM	1	69	0	46	4	0	19	3	0	142
07:30 AM	0	61	0	31	3	0	23	3	0	121
07:45 AM	3	54	0	43	0	0	23	2	0	125
Total	6	243	0	149	10	0	86	9	1	504
08:00 AM	2	49	0	53	4	0	8	0	1	117
08:15 AM	2	69	0	46	2	0	16	0	0	135
08:30 AM	4	69	0	43	2	0	19	3	0	140
08:45 AM	2	46	0	39	1	0	10	1	0	99
Total	10	233	0	181	9	0	53	4	1	491
Grand Total	16	476	0	330	19	0	139	13	2	995
Apprch %	3.3	96.7	0	94.6	5.4	0	90.3	8.4	1.3	
Total %	1.6	47.8	0	33.2	1.9	0	14	1.3	0.2	
Cars & Peds	16	468	0	320	18	0	138	13	2	975
% Cars & Peds	100	98.3	0	97	94.7	0	99.3	100	100	98
Trucks & Buses	0	8	0	10	1	0	1	0	0	20
% Trucks & Buses	0	1.7	0	3	5.3	0	0.7	0	0	2
Bikes by Direction	0	0	0	0	0	0	0	0	0	0
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0

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

Transportation Data Corporation

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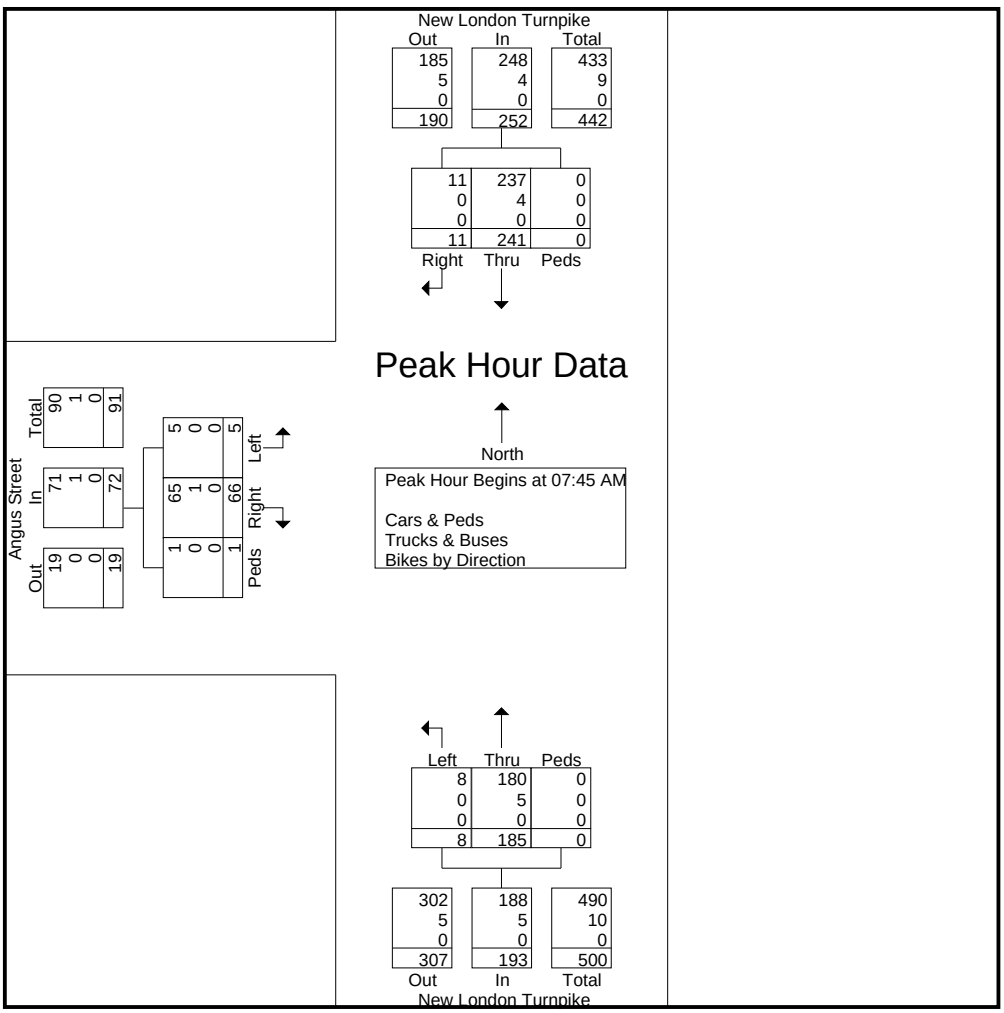
N/S: New London Turnpike
W: Angus Street
City, State: Coventry, RI
Client: Crossman/P. Bannon

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

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



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Client: Crossman/P. Bannon

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

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

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

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

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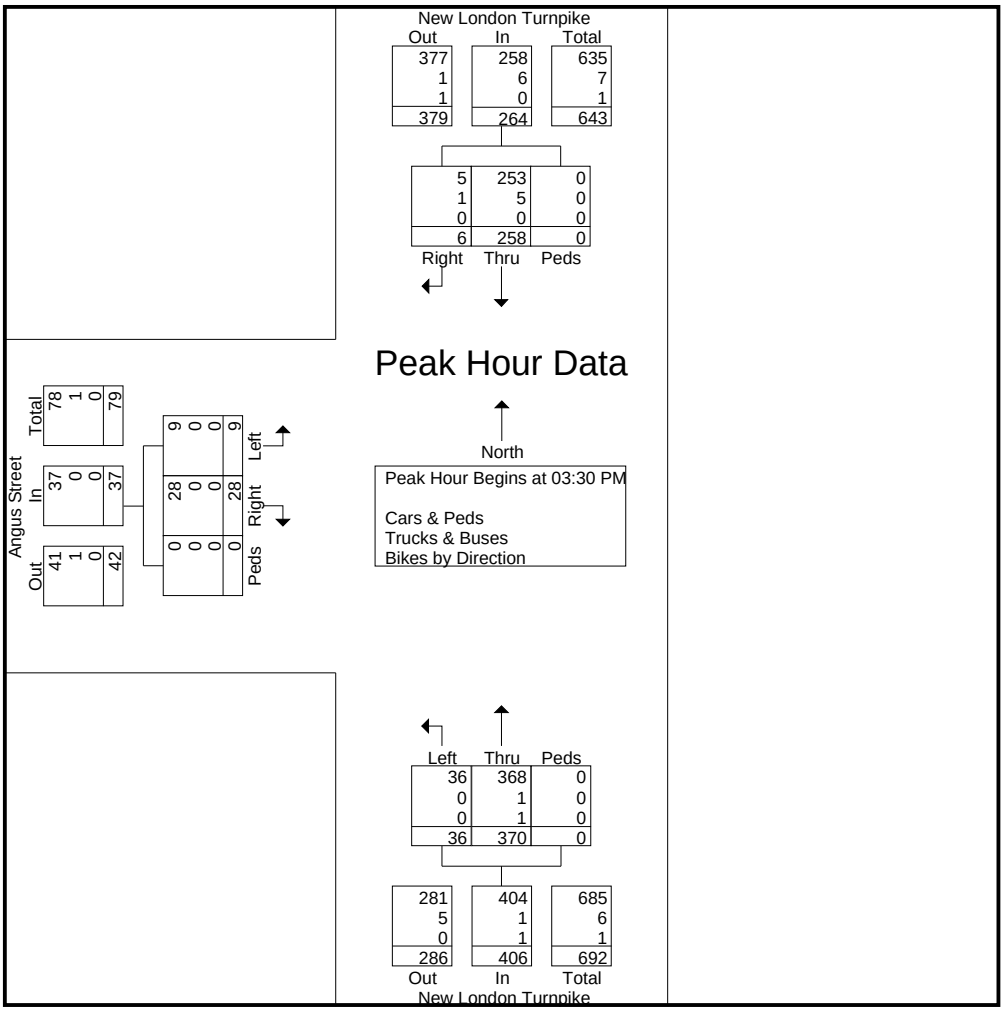
File Name : 05972AA
Site Code : 2940
Start Date : 3/4/2025
Page No : 1

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



APPENDIX B – Traffic Crash Data

January 2022 through December 2024

Crash Data Summary

New London Preserve, Coventry

Date	Major Street	Intersecting Street	Type	Direction	Severity	Contributing Factor
Year - 2022						
12/30/2022	New London Turnpike	N/A	Rear End	NB/NB	PP	Road Rage - Sudden Stop
Year - 2023						
2/18/2023	New London Turnpike	N/A	Off-Road	NB	PP	Sun Glare - Crash Avoidance
Year - 2024						

CRASH DATA LISTING

ACCIDENT No.	DATE	WEATHER	ROAD COND	ACC TYPE	TRAFF CONT	COLL INVOL	COLL TYPE	VEHICLE 1			VEHICLE 2		VEHICLE 3		KABCO
								DIR	VEH ACT	COLL WITH	DIR	VEH ACT	DIR	VEH ACT	
1	12/30/2022 22-896-AC	Clear	Dry	Property Damage	None	Veh/Veh	Rear End	NB	Slowing	Veh	NB	Straight			O
2	2/18/2023 23-113-AC	Clear	Dry	Property Damage	None	Not Btwn 2 Veh	Fixed Object	NB	Straight	Mail Boxes					O
3															
4															
5															
6															
7															
8															
9															
10															
11															
12															
13															
14															
15															

Crash Severity

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

Crash Analysis

All Intersections and Segments

			2022	2023	2024	Total	Percent
Collision Type							
	Intersection		0	0	0	0	
	Non-Intersection		1	1	0	2	
		Rear End	1			1	50%
		Angle				0	0%
		Head On				0	0%
		Single Vehicle Crash		1		1	50%
		Sideswipe, Same Direction				0	0%
		Sideswipe, Opposite Direction				0	0%
		Broadside				0	0%
		Unknown/Other				0	0%
		Total	1	1	0	2	100%
Accident Severity							
		Property Damage Only	1	1		2	100%
		Injury				0	0%
		Fatal				0	0%
		Not Reported				0	0%
Light Condition							
		Day	1	1		2	100%
		Night				0	0%
		Dusk/Dawn				0	0%
		Dark, Lighted Roadway				0	0%
		Dark, Roadway Not Lighted				0	0%
		Not Reported				0	0%
Road Condition							
		Dry	1	1		2	100%
		Wet				0	0%
		Snow				0	0%
		Ice				0	0%
		Not Reported				0	0%
Hour of Day							
		6:00 AM -9:00 AM				0	0%
		9:00 AM -3:00 PM	1			1	50%
		3:00 PM -6:00 PM		1		1	50%
		6:00 PM -6:00 AM				0	0%
		Total Accidents:	1	1	0	2	

APPENDIX C – Trip Generation

ITE Trip Generation Summary

ITE Land Use Codes

ITE Land Use Code 210 – Single Family Detached Housing

C

Trip Generation Summary

Trip Generation Summary

	Description	Enter	Exit	Total
AM PEAK HOUR				
ITE Land Use Code 210	Single Family Detached	15	42	57
PM PEAK HOUR				
ITE Land Use Code 210	Single Family Detached	48	28	76
SATURDAY PEAK HOUR				
ITE Land Use Code 210	Single Family Detached	40	34	74

Calculations;

Code 210 – Single Family Detached Housing (75 Units)

Independent Variable (X) = Number of Units X = 75 T = Average Rate

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

T = 0.70 (X)
T = 0.70 (75)
T = 53

Enter: 14
Exit: 39
Total 53

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

T = 0.94 (X)
T = 0.94 (75)
T = 71

Enter: 45
Exit: 26
Total 71

Saturday Peak *Directional Distribution 54% Entering, 46% Exiting*

T = 0.92 (X)
T = 0.92 (75)
T = 69

Enter: 37
Exit: 32
Total 69

Code 210 – Single Family Detached Housing (75 Units)

Independent Variable (X) = Number of Units X = 75 T = Fitted Curve Equation

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

Ln(T) = 0.91 Ln (X) + 0.12
Ln(T) = 0.91 Ln (75) + 0.12
T = 57

Enter:	15
Exit:	42
Total	57

PM Peak *Directional Distribution 56% Entering, 44% Exiting*

Ln(T) = 0.94 Ln (X) + 0.27
Ln(T) = 0.94 Ln (75) + 0.27
T = 76

Enter:	48
Exit:	28
Total	76

Saturday Peak *Directional Distribution 54% Entering, 46% Exiting*

T = 0.86 (X) + 9.72
T = 0.86 (75) + 9.72
T = 74

Enter:	40
Exit:	34
Total	74

C

ITE Land Use Code

ITE Land Use Code 210 – Single Family Detached Housing

ITE Land Use Code 210 – Single Family Detached Housing

Land Use: 210
Single-Family Detached Housing

Description

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

Specialized Land Use

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

Additional Data

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

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

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

Source Numbers

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

Single-Family Detached Housing
(210)

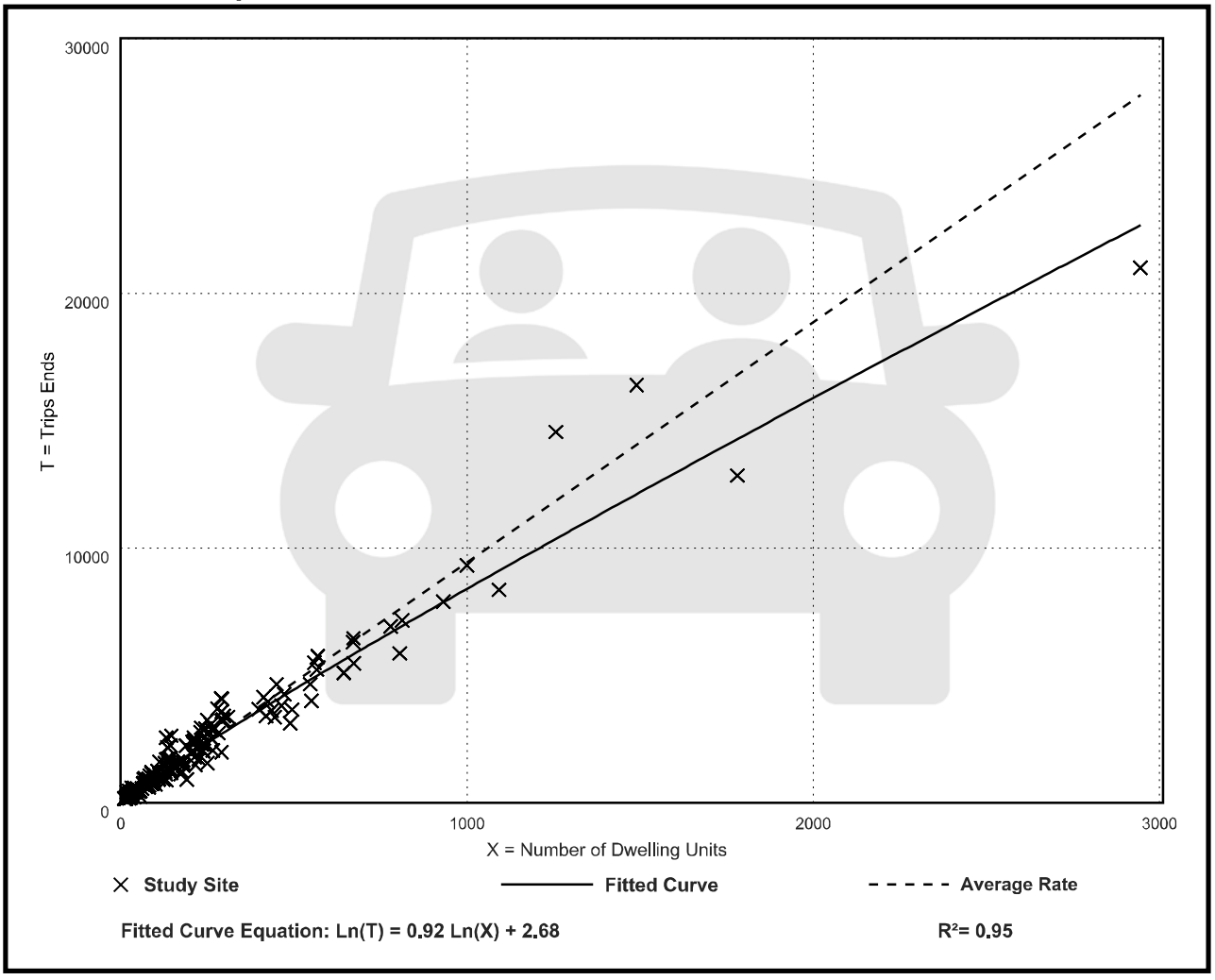
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 174
Avg. Num. of Dwelling Units: 246
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.92 Ln(X) + 2.68

R^2= 0.95

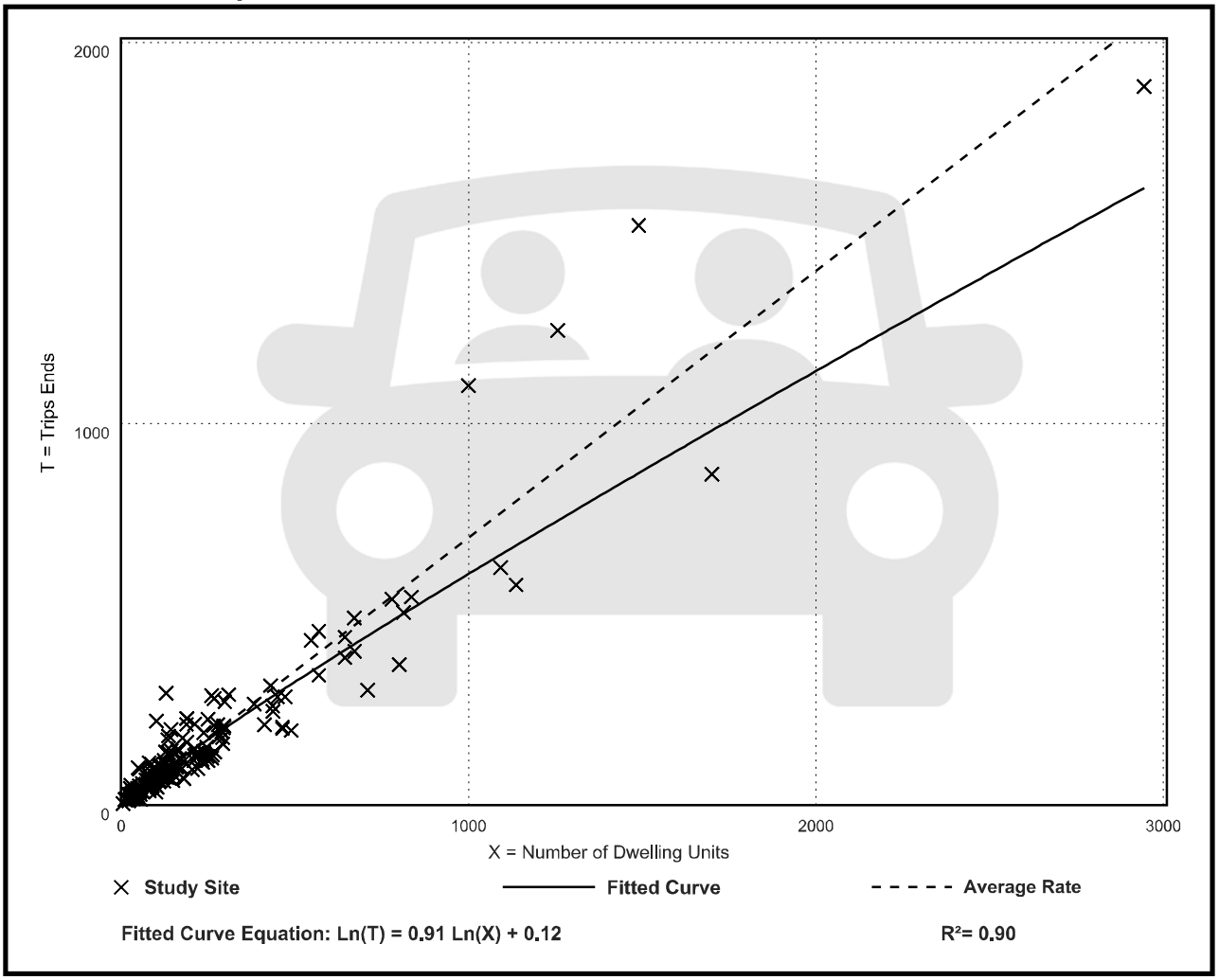
Single-Family Detached Housing
(210)

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



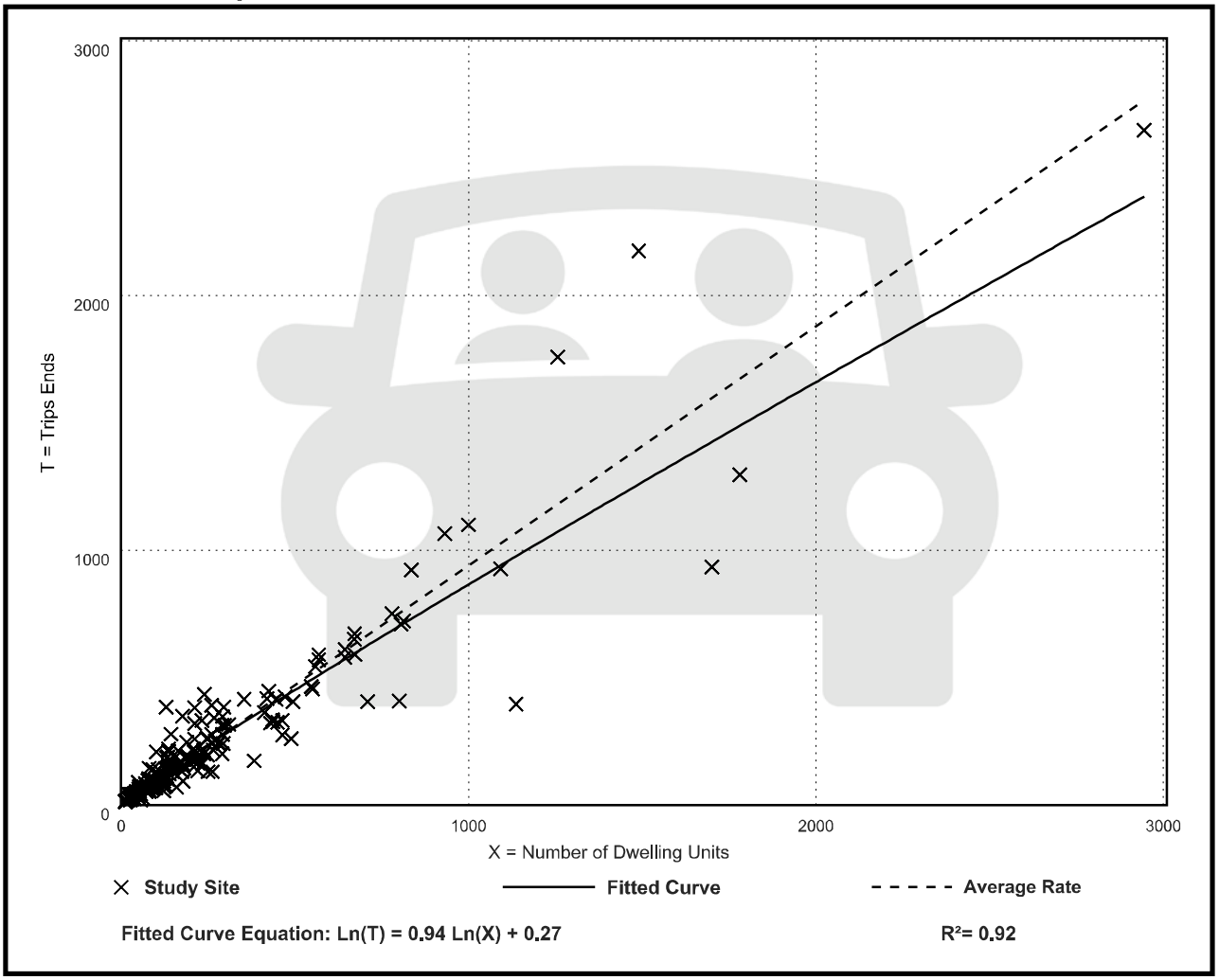
Single-Family Detached Housing
(210)

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)

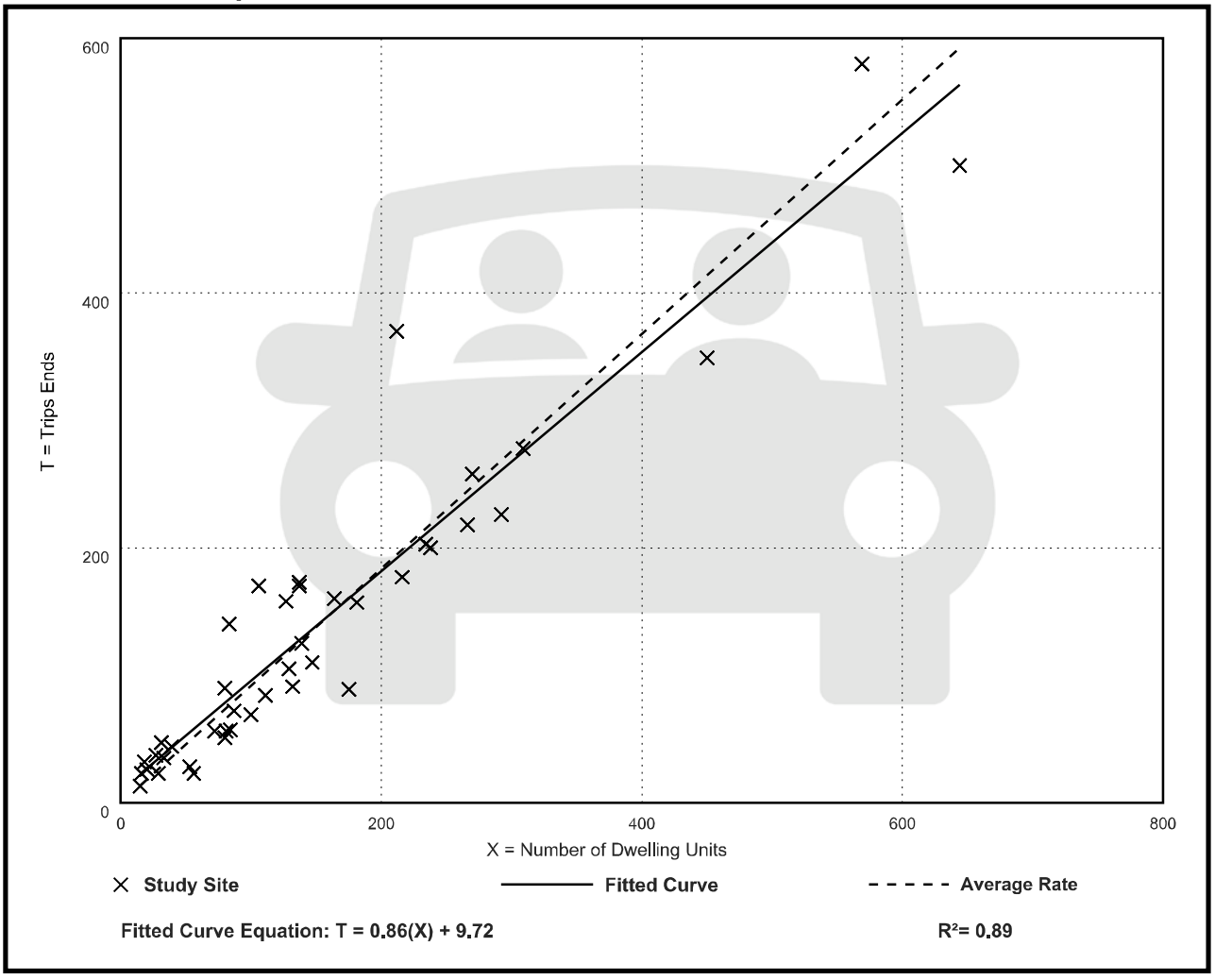
Vehicle Trip Ends vs: Dwelling Units
On a: Saturday, Peak Hour of Generator

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



APPENDIX D – Operational Analysis

Future Roadway Network Traffic Conditions

Site Specific Project Background Growth

Roadway Network 2030 Future Traffic Conditions

Future Build

New London Turnpike at Site Access Road

D

Future Roadway Network Traffic Conditions

Site Specific Project Background Growth

Roadway Network 2030 Future Traffic Conditions

Site Specific Project Background Growth

(data obtained from Coventry Centre TIAS Prepared by VHB, July 2025)

Table 3 Site Specific Background Growth

Time Period/ Movement	Crompton Meadows[1]	Willow Lakes[2]	Centre of New England Starr Capital[3]	Village at Tiogue[4]	Center of New England near The Highlands[5]	New London Preserve[6]	Division Road Residential[7]	Center of New England Star Capital[8]	Deep Green Realty, LLC[9]	The Vue and Gemini Apartments[10]	Total
AM Peak[11]											
Enter	8	31	84	28	5	14	59	43	0	27	299
Exit	24	17	220	85	11	43	177	135	0	79	791
Total	32	48	304	113	16	57	236	178	0	106	1,090
PM Peak[11]											
Enter	26	34	201	86	11	48	195	148	58	70	877
Exit	16	51	142	51	9	28	116	88	61	46	608
Total	42	85	343	137	20	76	311	236	119	116	1,485
Saturday Peak[11]											
Enter	24	34	201	62	13	40	195	100	59	63	791
Exit	20	51	142	62	10	34	116	105	58	60	658
Total	44	85	343	124	23	74	311	205	117	123	1,449

Source: Trip Generation, 11th Edition; Institute of Transportation Engineers (ITE); Washington, D.C.

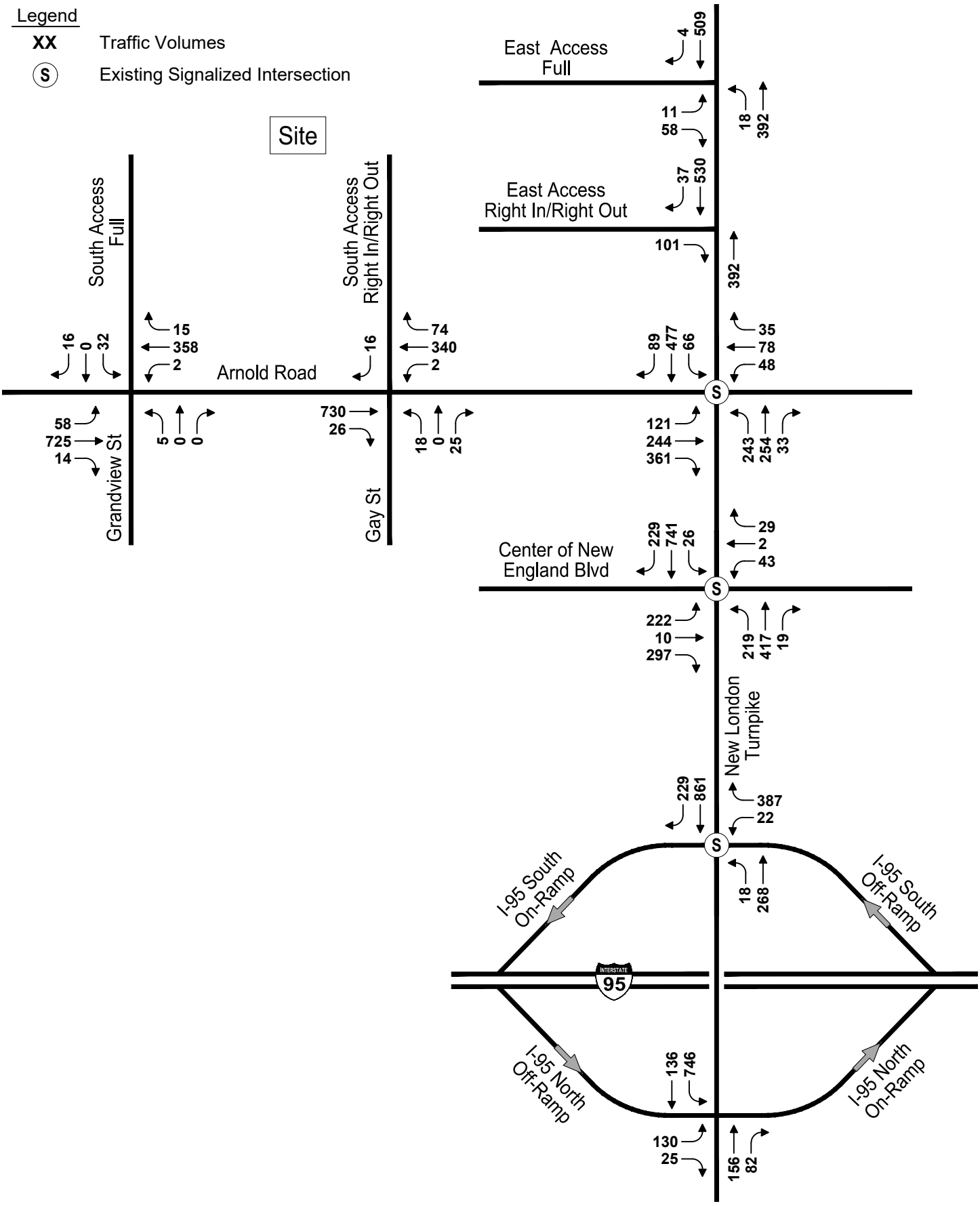
1. Based on ITE LUC 210 – Single-Family Detached Housing for 40 units.
2. Based on Trip Generation Memo dated July 17, 2019, prepared by Bryant Associates.
3. Based on Traffic Impact Study dated August 2024 prepared by Crossman Engineering. No Saturday data was provided; therefore, Saturday was assumed to be the same as the Weekday Afternoon
4. Based on LUC 210 - Single Family Detached Housing for 61 units, LUC 215 – Single-Family Attached Housing) for 57 units, and LUC 220 -Multifamily Housing (Low-Rise) for 58 units.
5. Based on LUC 220 - Multifamily Housing (Low-Rise) for 13 units and LUC 252 – Senior Adult Housing – Multifamily for 53 units.
6. Based on LUC 210 – Single-Family Detached Housing for 75 units.
7. Based on Traffic Impact Study dated Revised February 2023 prepared by VHB. No Saturday data was provided; therefore, Saturday was assumed to be the same as the Weekday Afternoon
8. Based on LUC 220 - Multifamily Housing (Low-Rise) for 500 units – Centre of New England Parcels 5, 6, 7. and 8.
9. Based on Empirical Data collected by VHB for 5 existing sites

10 Based on traffic study prepared by Crossman Engineering.

11 Traffic volumes expressed in trips per hour

Roadway Network 2030 Future Traffic Conditions

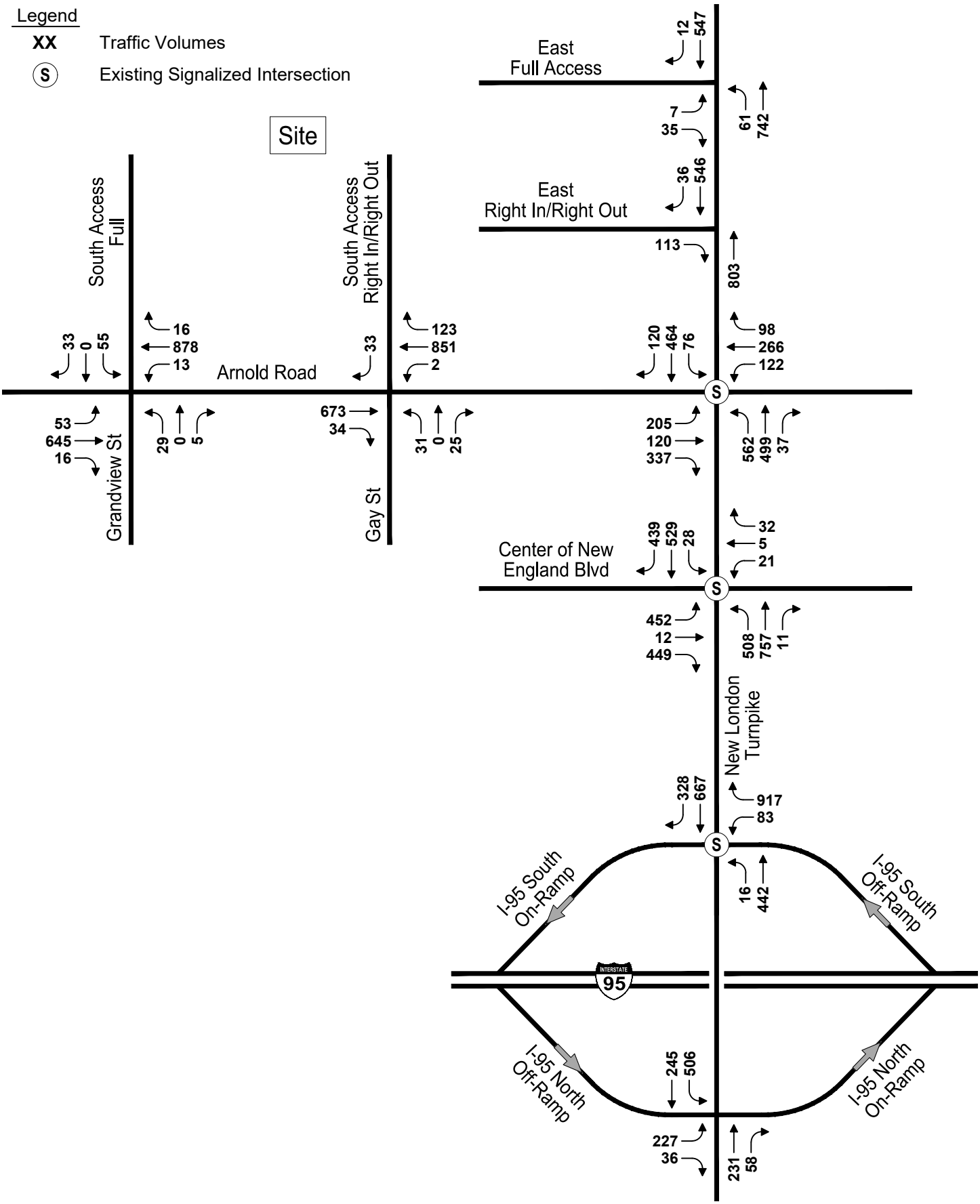
(data obtained from Coventry Centre TIAS Prepared by VHB, July 2025)



Not to Scale

2030 Build
Weekday Morning Peak Hour Traffic Volumes
New London Turnpike at Arnold Road
Coventry, RI

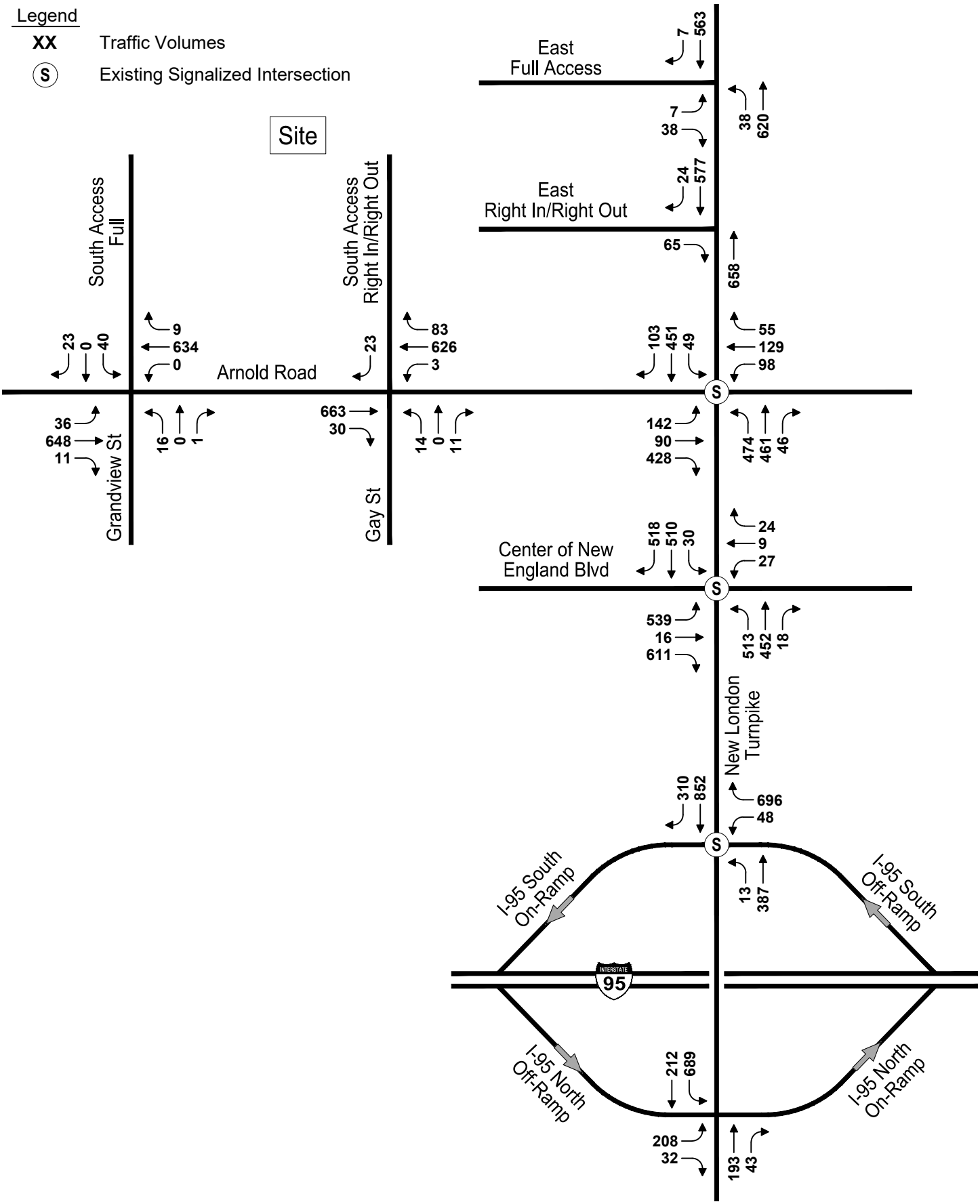
Figure 8



Not to Scale

2030 Build
Weekday Afternoon Peak Hour Traffic Volumes
New London Turnpike at Arnold Road
Coventry, RI

Figure 9



Not to Scale

2030 Build
Midday Saturday Peak Hour Traffic Volumes
New London Turnpike at Arnold Road
Coventry, RI

Figure 10

D

Future Build Weekday AM/PM and Saturday Peak Hours

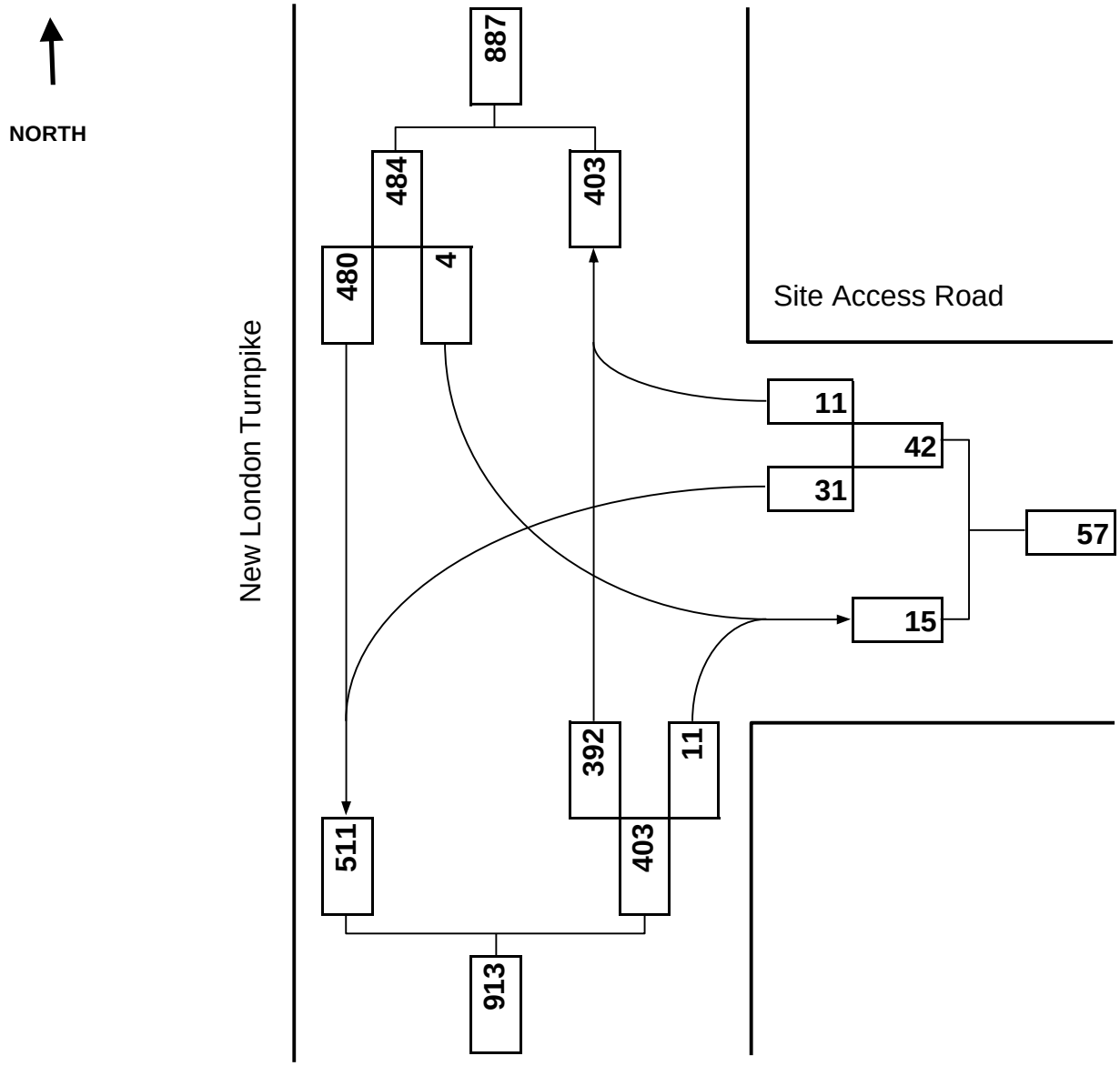
New London Turnpike at Site Access Road

New London Turnpike at Site Access Road

CROSSMAN ENGINEERING

Turning Movement Diagram

Major Street:	New London Turnpike	**Minor Street**:	Site Access Road
City/Town:	Coventry	**Day of Week**:	Weekday
Reference No.:	2925	**Peak Period**:	AM Peak
Existing:	n/a	**Future**:	Build



HCS Two-Way Stop-Control Report

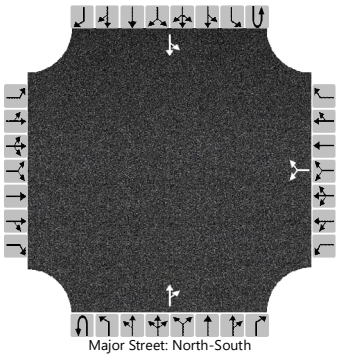
General Information

Analyst	Traffic Group
Agency/Co.	Crossman
Date Performed	9/5/2025
Analysis Year	2030
Time Analyzed	Future Build AM Peak
Intersection Orientation	North-South
Project Description	Proposed New London Preserve

Site Information

Intersection	New London Turnpike at Site Access Rd
Jurisdiction	Coventry
East/West Street	Site Access Road
North/South Street	New London Turnpike
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						31		11			392	11		4	480	
Percent Heavy Vehicles (%)						0		0						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.23		

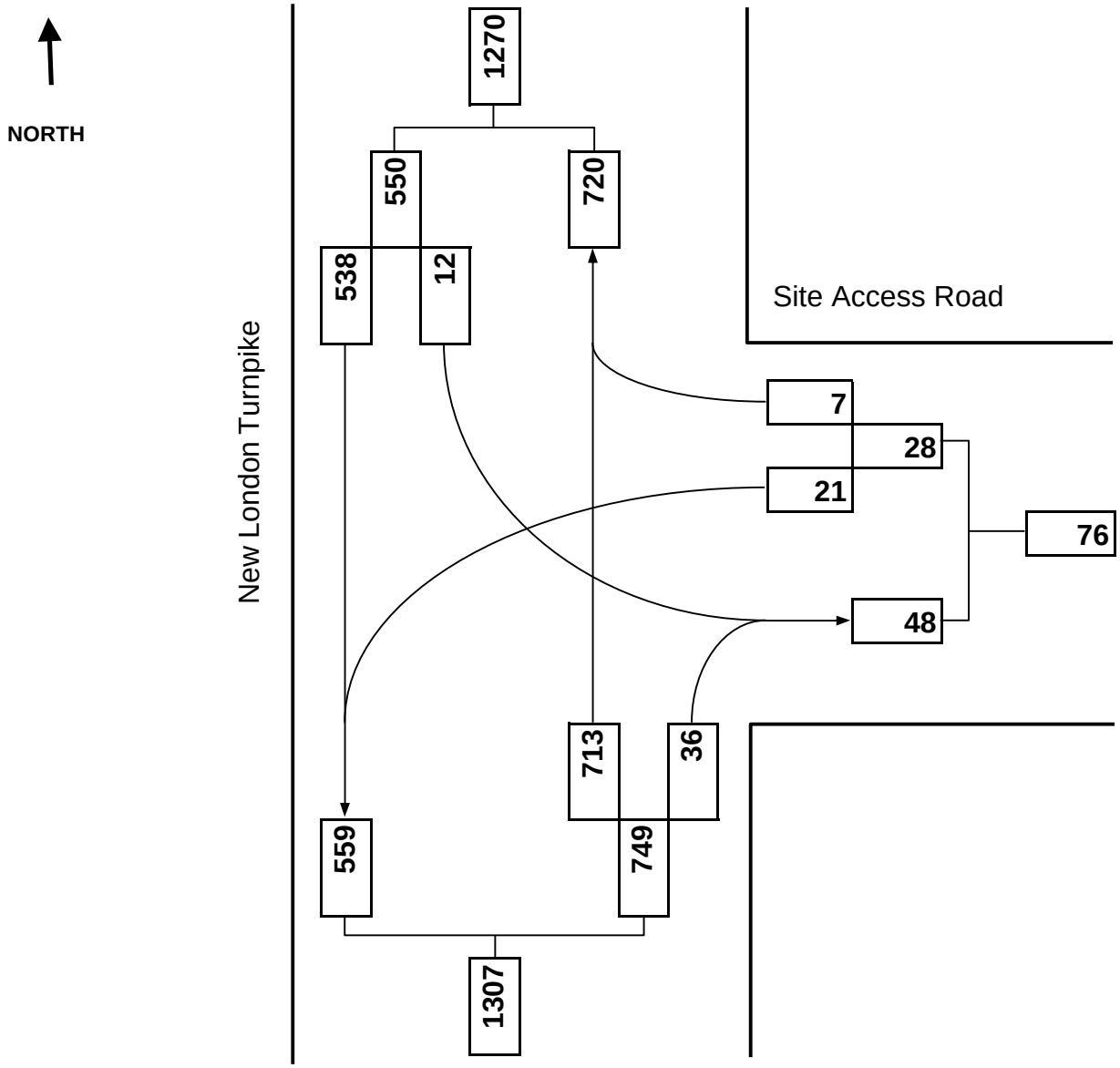
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							44							4		
Capacity, c (veh/h)							345							1130		
v/c Ratio							0.13							0.00		
95% Queue Length, Q_{95} (veh)							0.4							0.0		
95% Queue Length, Q_{95} (ft)							10.0							0.0		
Control Delay (s/veh)							17.0							8.2	0.0	
Level of Service (LOS)							C							A	A	
Approach Delay (s/veh)						17.0								0.1		
Approach LOS						C								A		

CROSSMAN ENGINEERING

Turning Movement Diagram

Major Street:	New London Turnpike	**Minor Street**:	Site Access Road
City/Town:	Coventry	**Day of Week**:	Weekday
Reference No.:	2925	**Peak Period**:	PM Peak
Existing:	n/a	**Future**:	Build



HCS Two-Way Stop-Control Report

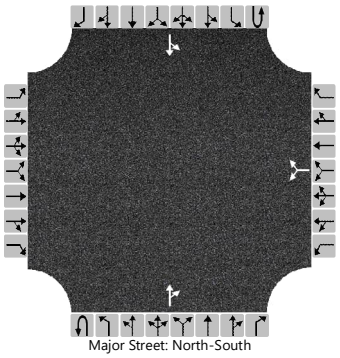
General Information

Analyst	Traffic Group
Agency/Co.	Crossman
Date Performed	9/5/2025
Analysis Year	2030
Time Analyzed	Future Build PM Peak
Intersection Orientation	North-South
Project Description	Proposed New London Preserve

Site Information

Intersection	New London Turnpike at Site Access Rd
Jurisdiction	Coventry
East/West Street	Site Access Road
North/South Street	New London Turnpike
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						21		7			713	36		12	538	
Percent Heavy Vehicles (%)						0		0						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.23		

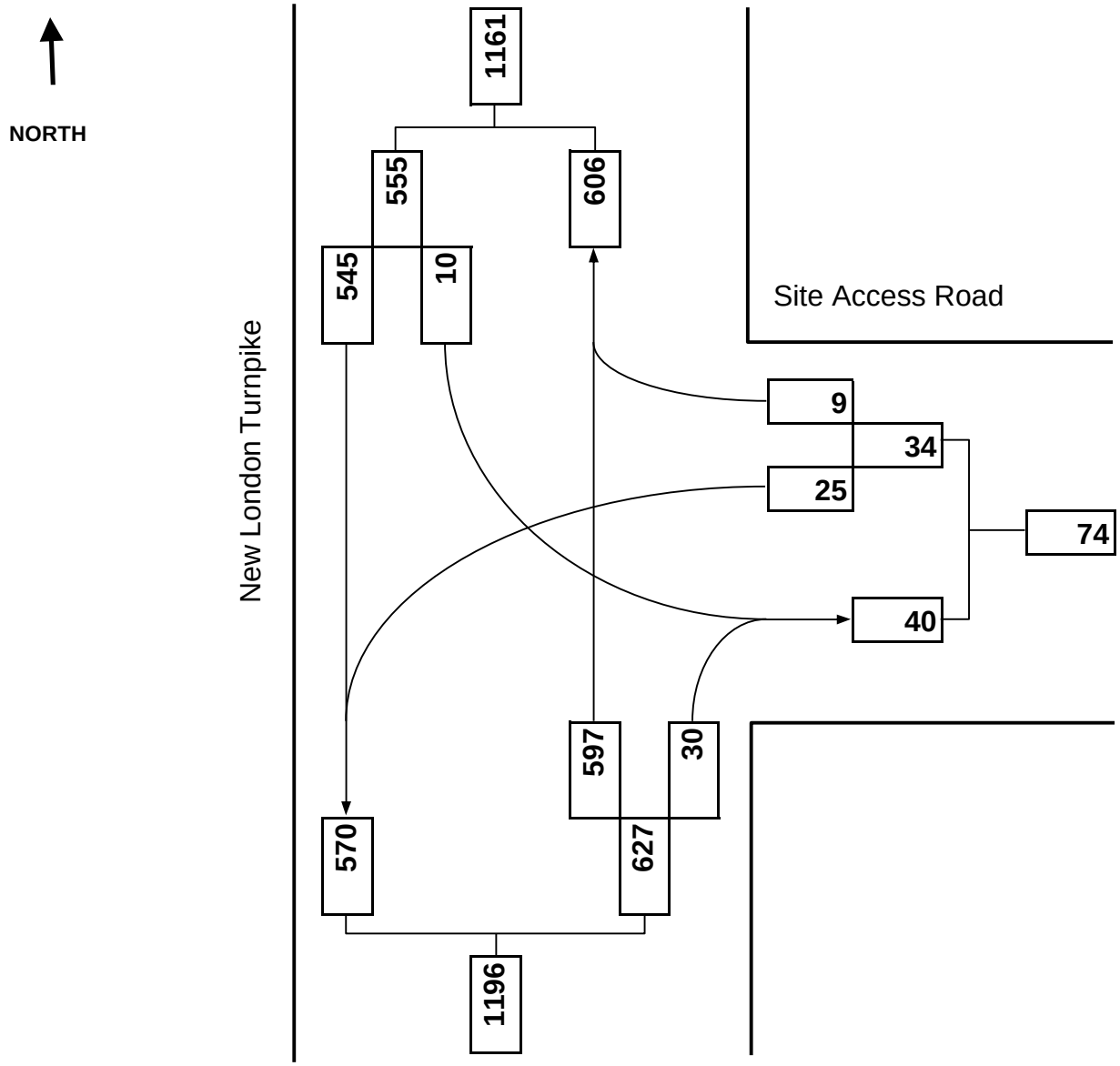
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							29							13		
Capacity, c (veh/h)							190							827		
v/c Ratio							0.16							0.02		
95% Queue Length, Q_{95} (veh)							0.5							0.0		
95% Queue Length, Q_{95} (ft)							12.5							0.0		
Control Delay (s/veh)							27.4							9.4	0.2	
Level of Service (LOS)							D							A	A	
Approach Delay (s/veh)						27.4								0.4		
Approach LOS						D								A		

CROSSMAN ENGINEERING

Turning Movement Diagram

Major Street:	New London Turnpike	**Minor Street**:	Site Access Road
City/Town:	Coventry	**Day of Week**:	Weekday
Reference No.:	2925	**Peak Period**:	Saturday MD Peak
Existing:	n/a	**Future**:	Build



HCS Two-Way Stop-Control Report

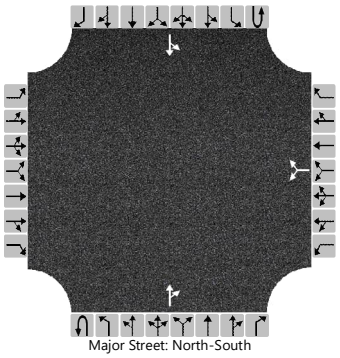
General Information

Analyst	Traffic Group
Agency/Co.	Crossman
Date Performed	9/5/2025
Analysis Year	2030
Time Analyzed	Future Build Sat MD Peak
Intersection Orientation	North-South
Project Description	Proposed New London Preserve

Site Information

Intersection	New London Turnpike at Site Access Rd
Jurisdiction	Coventry
East/West Street	Site Access Road
North/South Street	New London Turnpike
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						25		9			597	30		10	545	
Percent Heavy Vehicles (%)						0		0						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							36							11		
Capacity, c (veh/h)							228							923		
v/c Ratio							0.16							0.01		
95% Queue Length, Q_{95} (veh)							0.5							0.0		
95% Queue Length, Q_{95} (ft)							12.5							0.0		
Control Delay (s/veh)							23.7							8.9	0.1	
Level of Service (LOS)							C							A	A	
Approach Delay (s/veh)						23.7								0.3		
Approach LOS						C								A		