

Proposed Residential Development
South Kingstown, Rhode Island

The Lofts at Fairgrounds

TRAFFIC IMPACT STUDY



Proposed Residential Development

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South Kingstown, Rhode Island

TRAFFIC IMPACT STUDY

Prepared for:

132 Fairgrounds, LLC
51 Deforest Avenue
Summit, NJ 07901

Prepared by:

CROSSMAN ENGINEERING

August 2025

August 27, 2025

Mr. Matthew J. Cucolo
132 Fairgrounds, LLC
51 Deforest Avenue
Summit, NJ 07901

Re: Proposed Residential Development
The Lofts at Fairgrounds
Fairgrounds Road
South Kingstown, Rhode Island

Dear Mr. Cucolo:

Crossman Engineering (Crossman), in accordance with our scope of services, has completed a planning level traffic study for a proposed residential development project, *The Lofts at Fairgrounds*, in the Town of South Kingstown, Rhode Island. The site is located along the westerly side of Fairgrounds Road between Kingstown Road (Route 138) and Liberty Lane. The property is fully developed with a single, large corporate office building with warehouse/manufacturing space that was formerly occupied by the *Schneider Electric* company. The building is presently being renovated to accommodate a smaller scale manufacturing business, *Norpak*.

Based upon our discussions and review of the site plans prepared by *DiPrete Engineering*, it is our understanding that the large commercial property will be subdivided into two lots to create a separate residential apartment complex. The residential use will occupy land formerly utilized for parking lots that were constructed to accommodate the hundreds of employees of the former *Schneider Electric Company*. These available impervious areas of the site are proposed to be redeveloped to include six apartment buildings containing a total of 327 units and a separate, community amenities building with recreational facilities and a pool. Access and egress to the property will be from a relocated driveway on Fairgrounds Road.

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

Very truly yours,
Crossman Engineering



Paul J. Bannon
Senior Project Director

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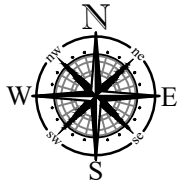
1.0 INTRODUCTION

The objective of the following study is to assess the potential traffic impacts associated with a proposed residential development project, *The Lofts at Fairgrounds*, in the Town of South Kingstown, Rhode Island. The project is located on a property along the westerly side of Fairgrounds Road approximately 1,200 feet to the southwest of Kingstown Road (Route 138). The fully developed 20-acre property will be subdivided into two lots, one containing the *Norpak* manufacturing business and the second, a new residential apartment complex. Access/egress to the new apartments will be provided from an existing access driveway that will be shifted approximately 75 feet to the north to accommodate the layout of the apartment complex. Refer to the Figure 1, Project Vicinity Map, on the following page for the project location within the community.

The study summarized herein focused on both safety and traffic flow efficiency along the routes providing access to the site, including Kingstown Road (Route 138) in the immediate area, and Fairgrounds Road. The analysis also included a review of the Fairgrounds Road intersections with the proposed site driveway, and the signalized junction with Kingstown Road (Route 138). The impacts associated with the site-related traffic have been defined and evaluated in accordance with standard traffic engineering guidelines and procedures.

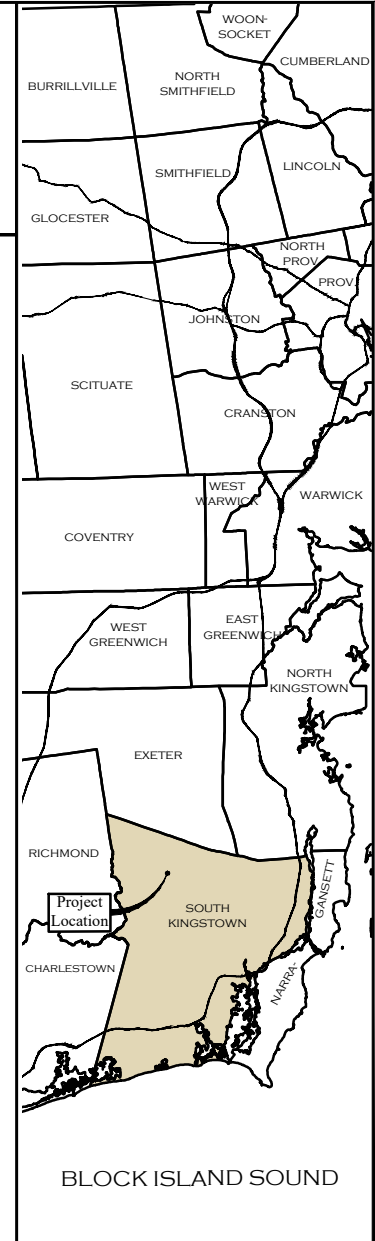
The traffic engineering study completed for this project included the following:


- A traffic counting program to define the existing traffic patterns and operational characteristics along the roadways servicing the subject property. The data collection included Automatic Traffic Recorder (ATR) counts on Kingstown Road and Fairgrounds Road, and a Manual Turning Movement Count (TMC) at the intersection of Kingstown Road with Fairgrounds Road. A review of historical counts from previous studies conducted in the general vicinity of the subject property and from the Rhode Island Department of Transportation (RIDOT), was also completed.
- An inventory of the physical roadway characteristics of Kingstown Road and Fairgrounds Road 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 South Kingstown 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.



The Lofts at Fairgrounds

SOUTH KINGSTOWN, RHODE ISLAND



 TOWN / CITY LOCATION	<u>LOCUS MAP</u> NO SCALE
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2.0 PROJECT AREA

As noted in the previous section, the subject property is situated along the section of Fairgrounds Road between Kingstown Road (Route 138) and Liberty Lane. The property is fully developed with a single, large corporate office building with warehouse/manufacturing space that was formerly occupied by the *Schneider Electric* company, an electrical device manufacturer. Other than the building, much of the remaining portion of the property contains large, bituminous and gravel parking lots that were required to accommodate over 900 employees of the former business. The building is presently being renovated and outfitted to accommodate *Norpak*, a much smaller scale, food service paper manufacturing company with less than 100 employees. It is anticipated that the new business should be in full operation by the second half of 2026. Figure 2 on the following page depicts the general project area, and the boundary lines of the subject property.

Land use in the immediate area can be defined as a mixture of residential, industrial, and commercial properties immediately surrounding the subject lot and along Fairgrounds Road. Along the southeasterly side of Fairgrounds Road is *Arnold Lumber*, *Ocean Sate Transit*, a school bus transportation business, the *Fairgrounds Business Development Center* that contains multiple companies including the *Shaidzon Beer Company*, *Kenyon Consumer Products*, *RI Mushroom* and *Arnold's Backyard*. Several other industrial lots and businesses are situated further to the south along Liberty Lane. To the north and west is the Shickasheen Brook and the *Shickasheen Farm*. Abutting the property to the northeast is a small neighborhood situated off Shickasheen Way. The Amtrak rail corridor and the Kingston Rail Station are further to the east abutting the commercial properties along the southeasterly side of Fairgrounds Road.

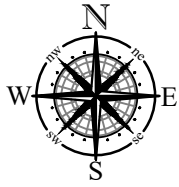
Kingstown Road (Route 138) will serve as the primary regional access route to the site, with Fairgrounds Road providing immediate local access. Based upon the good operating characteristics along the servicing roadways, and the estimated hourly volume and type of traffic associated with the new residential apartments, a study impact area was defined for the project. The limits of the study area for analysis focused on Kingstown Road in the immediate area and Fairgrounds Road between Liberty Lane and Kingstown Road including their intersection.

3.0 EXISTING CONDITIONS

3.1 ROADWAYS

Kingstown Road (Route 138)

Route 138 through the southern part of the state is classified as a principal arterial extending from the Connecticut State Line and Route 95 to the west, to Aquidneck Island and the Massachusetts State Line to the east. It varies in name and typical section along its length from a two-lane to a four-lane divided roadway. For much of its length in South Kingstown, it is a two-lane arterial known as Kingstown Road. It should be noted that Route 138, within the immediate area between Route 2 and Route 108, is presently scheduled for roadway and bridge improvements by the RIDOT that will begin in 2026. The roadway will



The Lofts at Fairgrounds

SOUTH KINGSTOWN, RHODE ISLAND



be reconstructed with new curbing, sidewalks, pavement structure, traffic signals and bridges. Other public infrastructure construction in the immediate area includes the expansion of the Kingston Train Station parking facility adjacent to the station. This work is planned by the RIDOT and is currently being advertised for construction to begin later this year.

In the project area, Kingstown Road which is posted at 25 mph, is variable in width, but generally 40 feet wide consisting of an 11-foot travel lane and a variable width shoulder in each direction. The roadway is delineated with a double yellow centerline and white shoulder markings. The pavement surface can be classified as being in fair to poor condition with areas of cracking and heavy deterioration. Concrete curbing and sidewalks are present in the project area. Within the project limits, cobra-head light fixtures on utility poles are provided for nighttime illumination of the roadway and intersecting side streets. These features can be seen in the adjacent photograph looking to the west at the Fairgrounds Road intersection.



Fairgrounds Road

Fairgrounds Road in the project area is a local road extending generally in a northeast/southwest direction between Kingstown Road to the northeast and Liberty Lane to the southwest, spanning approximately a half a mile in length. The roadway is posted with a speed limit of 25 mph. Fairgrounds Road is largely used by patrons and employees of the various businesses and commercial properties along its length. In the immediate site vicinity, Fairgrounds Road is approximately 26 feet wide consisting of a 13-foot-wide travel in each direction separated by a double yellow lane marking. There is no curbing or sidewalk provided along the roadway. These features can be seen in the adjacent photograph looking north along the property frontage.



The pavement surface can be classified as being in fair condition along the property frontage, with areas of edge cracking and crack sealing treatments completed as part of the town's pavement maintenance program. On-street parking is permitted along the frontage of *Arnold Lumber* for employees. Formal paved areas and informal gravel areas with undelineated perpendicular parking was observed extending approximately 1,000 feet south of Kingstown Road along the easterly edge of pavement.

3.2 INTERSECTIONS

Kingstown Road (Route 138) at Fairgrounds Road

Fairgrounds Road intersects Kingstown Road to form a signalized, four-way junction. The Kingstown Road eastbound approach contains a single all-purpose lane with a channelized right turn onto Fairgrounds Road. The westbound approach provides a single thru/right turn lane and a separate 300-foot exclusive left turn lane. Fairgrounds Road accommodates single all-purpose lanes on both the northbound and southbound approaches.

The traffic signal system is in poor condition as it is over 30 years old. The most recent upgrade was in 2011 and was limited to several heads and new controller system. The layout of the signal equipment consists of a simple span configuration with span poles on the northwest and southeast quadrants. The controller is mounted on the span pole and in-road loops provide vehicle detection. No pedestrian control accommodations are available at the junction, though marked crosswalks are provided across the Fairgrounds Road approaches and the westbound Kingstown Road approach. The crosswalks link to non-ADA compliant wheelchair ramps.

The traffic signal was determined to operate in a fully actuated, three phase manner including an advanced westbound protected left movement for Kingstown Road. The minor approaches are serviced concurrently in phase 3. As previously noted, the RIDOT is currently proposing to upgrade the traffic signal system as part of the Kingstown Road Reconstruction project scheduled to begin in 2026. The upgrade will include all new equipment including mast arm mounted signal heads, controller, and pedestrian signal heads/detection for each crossing, with ADA compliant wheelchair ramps. The new controller and permitted left turn phasing with a flashing yellow indication should enhance intersection efficiency and safety with dedicated time-of-day phasing and timing plans and movement control.

Fairgrounds Road at Norpak Property Site Driveways

Existing site access driveways to the property intersect Fairgrounds Road at three locations, one each to the north and south of the existing building, and a main entrance directly in front of the building. The northern driveway provides truck access to the rear of the building and loading docks and will not be altered. The southern employee driveway provides access to a large parking lot situated on the southerly and westerly sides of the building where office space was located. This driveway will be converted to the primary residential apartment access driveway and shifted approximately 75 feet to the north.

The central driveway provides access to the main front entrance of the building and the parking lot along the property frontage of Fairgrounds Road. This central driveway will also be shifted to the north, approximately 300 feet. The *Norpak* business will maintain the two northern driveways as historically used with employees accessing at the front of the building and the primary truck access provided at the northern driveway.

Each driveway intersection is a two-way stop-controlled T-type junction consisting of three, single lane approach legs. The eastbound driveway approach at each intersection operates under stop control with no control for the Fairgrounds Road north/south movements. These features and control will continue under future conditions.

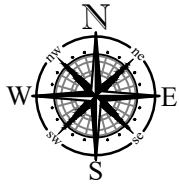
3.3 TRAFFIC DATA

Existing traffic flow characteristics for this area were developed from a traffic counting program conducted by Crossman in April 2025 and review of record data available from the Rhode Island Department of Transportation. The data collection included seven-day Automatic Traffic Recorder (ATR) counts on Kingstown Road (Route 138) and Fairgrounds Road, and a peak hour, manual Turning Movement Count (TMC) at the signalized intersection of Kingstown Road (Route 138) with Fairgrounds Road.

Based upon the ATR data, Kingstown Road was found to service approximately 13,000 vehicles per day (VPD) during the weekday period, and an average of 9,500 vehicles per day on the weekend. Kingstown Road to the west of Fairgrounds, services approximately 860 vehicles during the weekday morning peak hour between 8:00 and 9:00 AM with 600 vehicles eastbound and 260 vehicles westbound. During the weekday afternoon peak hour between 4:00 and 5:00 PM, Fairgrounds Road was found to service approximately 1,200 vehicles with 430 vehicles eastbound and 770 vehicles westbound.

Fairgrounds Road was found to service approximately 1,600 vehicles per day (VPD) during the weekday period and an average of 450 vehicles per day on the weekend. Fairgrounds Road along the property frontage services approximately 110 vehicles during the weekday morning peak hour between 8:00 and 9:00 AM with 70 vehicles northbound and 40 vehicles southbound. During the weekday afternoon peak hour between 3:00 and 4:00 PM, Fairgrounds Road was found to service approximately 150 vehicles with 90 vehicles northbound and 60 vehicles southbound.

In addition to the ATR counts as noted, Crossman completed a manual turning movement count at the study intersection of Kingstown Road with Fairgrounds Road. Data was collected during the peak weekday periods between 7:00-9:00 AM and 3:00-6:00 PM when the proposed site and surrounding roadway would service the highest combined peak volume of traffic. Figure 3 on the following page depicts the daily peak hour turning movement volumes for the morning and afternoon peak periods at the study intersection. The ATR and manual traffic count data obtained for this study corroborated the record information along the Route 138 corridor, where peak hour volumes have remained relatively constant in the project area over the last 20 years. Complete count information can be found in the Appendix.

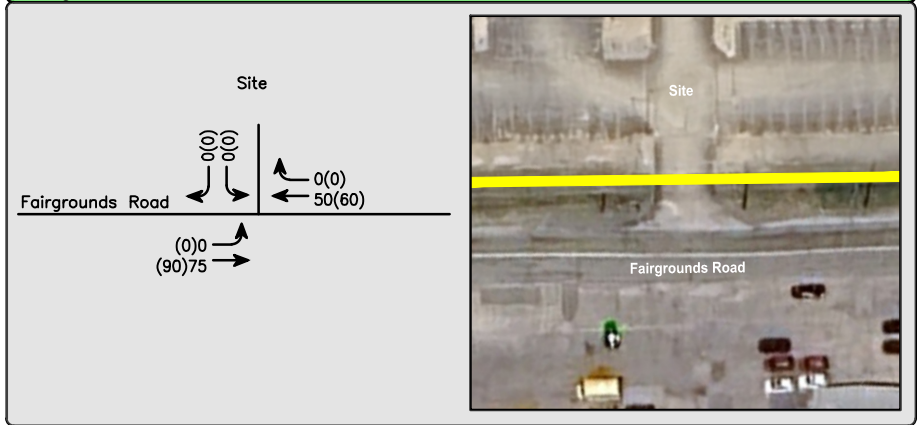


The Lofts at Fairgrounds

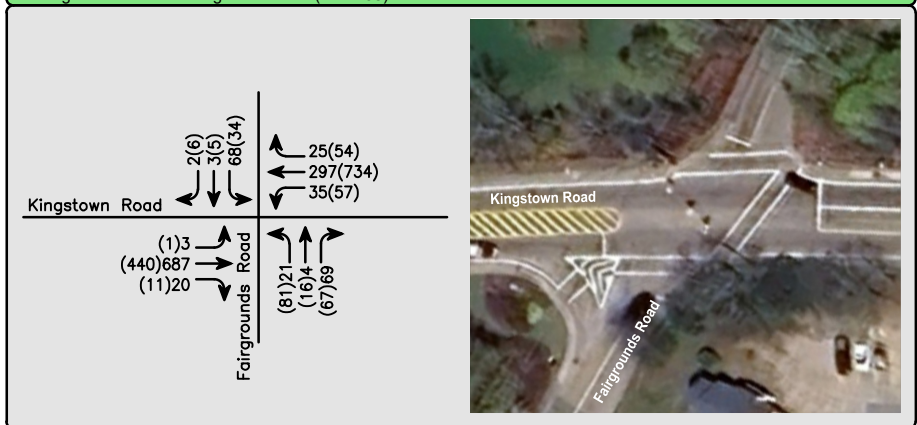
SOUTH KINGSTOWN, RHODE ISLAND



1 Fairgrounds Road at Site



2 Fairgrounds Road at Kingstown Road (Rte. 138)



LEGEND:

- TURN LANE
- XXX AM PEAK VOLUMES (7:00 TO 8:00)
- (XXX) PM PEAK VOLUMES (4:15 TO 5:15)
- STUDY INTERSECTION

4.0 SAFETY ANALYSIS

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

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 and vertical curvature of Fairgrounds Road in the vicinity of the site driveway can be described as relatively straight and level. Based upon the roadway geometry as described, and the available sight distances determined through field measurements in the vicinity of the study intersection, a review of the *required* stopping sight distance was undertaken to ensure safe operations.

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

One method of determining the design speed of a roadway is referenced in the *RIDOT Highway Design Manual*. On roadways with a posted speed limit less than 40 mph, the design speed is estimated to be the posted speed limit, plus 5 mph in urban areas, and plus 10 mph in rural areas. To determine if the minimum requirements for safe SSD's were met at the proposed study intersection, a conservative design speed of 35 mph was utilized for Fairgrounds Road which is posted at 25 mph in evaluating the stopping sight distances.

In addition to evaluating the SSD based upon the posted *speed limit* and resultant *design speed*, to be conservative, actual speed data was also obtained to determine the 85th percentile speed for drivers travelling along Fairgrounds Road in the project area. The 85th percentile speed represents the speed at which 85 percent of drivers are travelling at or slower and is utilized when available in the analysis of required sight distances. Based on speed data obtained as part of the data collection program, the 85th percentile speed for Fairgrounds Road with a posted speed limit of 25 mph was determined to be 41 mph for northbound and 38 mph for southbound traffic.

Based upon the roadway geometry as defined for Fairgrounds Road, the stopping sight distances available at the proposed site access driveway intersection were determined to be in excess of 500 feet in both directions, which are greater than the required safe stopping sight distance of 155 feet based on the posted speed limit of 25 mph, 250 feet for the AASHTO requirements for a 35 mph design speed established per RIDOT policy, and the 316 feet for the actual or 85th percentile travel speeds between 38 and 41 mph recorded along this section of road.

Also, as part of our analysis, a review of crash statistics was completed. Data was reviewed from the initial *Norpak* study prepared in 2023 by BETA Group, where records were obtained from the Town of South Kingstown Police Department to determine if any location in the immediate vicinity of the development experienced a high frequency or pattern of crashes. Based upon a review of the data, A total of 15 crashes occurred in the project area over the three-year study period, with no reported injuries and no fatalities.

Summarizing the data, a majority of crashes (67%) within the study area occurred at the signalized intersection of Fairgrounds Road with Kingstown Road and were rear end collisions. In general, most of the rear end collisions were caused by a driver's inattentiveness or error during the vehicle change intervals. With an average of three crashes per year and no fatalities occurring, the intersection operates generally in a safe manner as these types of crashes are common at signal-controlled junctions due to the numerous starting and stopping requirements associated with the change intervals. As previously noted, this intersection will be upgraded by the RIDOT within the next few years and will incorporate safety enhancements including adjusted change intervals and new signal heads with visors for improved visibility to help reduce rear-end collisions.

The remaining roadways and intersections that were reviewed, found one or fewer collisions per year, resulting in no trends that would warrant the need for safety improvements or mitigation. Based upon the low incidence of crashes from historical crash data obtained from the local police as part of the original study, and understanding of safety enhancements being proposed in the near future by RIDOT, a review of more current data was not determined necessary as part of this study. Also, a review of existing roadway geometry and operations, roadway or traffic related safety enhancements are not warranted to improve traffic operations or safety within the immediate project area. A summary of the accident data from the original study depicting the number, type, and severity is provided in the Appendix for reference.

5.0 IMPACT ANALYSIS

5.1 TRIP GENERATION

To determine the traffic impact of a proposed development, estimates of anticipated traffic to be generated by a particular land use must be calculated. As previously discussed, the development proposal includes the subdivision of the 22-acre lot to create a separate residential lot containing 11.2 acres. The residential parcel will include construction of six new apartment buildings with a total of 327 residential units located to the south and west of the existing manufacturing building within the existing paved and gravel surface parking lots that are no longer needed for the manufacturing business. There will also be small detached garage structures distributed throughout the site within the parking areas that are situated adjacent to the buildings.

A separate, amenities building containing space for resident gatherings/entertainment, exercise room, complex office and small space for a potential retail use catering to apartment complex residents is proposed along the frontage of Fairgrounds Road. This area will also have an inground pool to provide an active common space for residents at the entrance to the complex. Figure 4 on the following page depicts the site layout and access plan for the development provided by *DiPrete Engineering*.

For this site, projected traffic volumes for the residential project were based on use of trip generation factors. These factors are taken from the "Trip Generation" manual, an informational report published by the Institute of Transportation Engineers (ITE), a national professional organization for traffic and transportation engineers. For the proposed residential project, Land Use Code 221 Multifamily Housing (Mid-Rise) was utilized. Table 1 provides a summary of peak hour trips estimated for the residential development project.

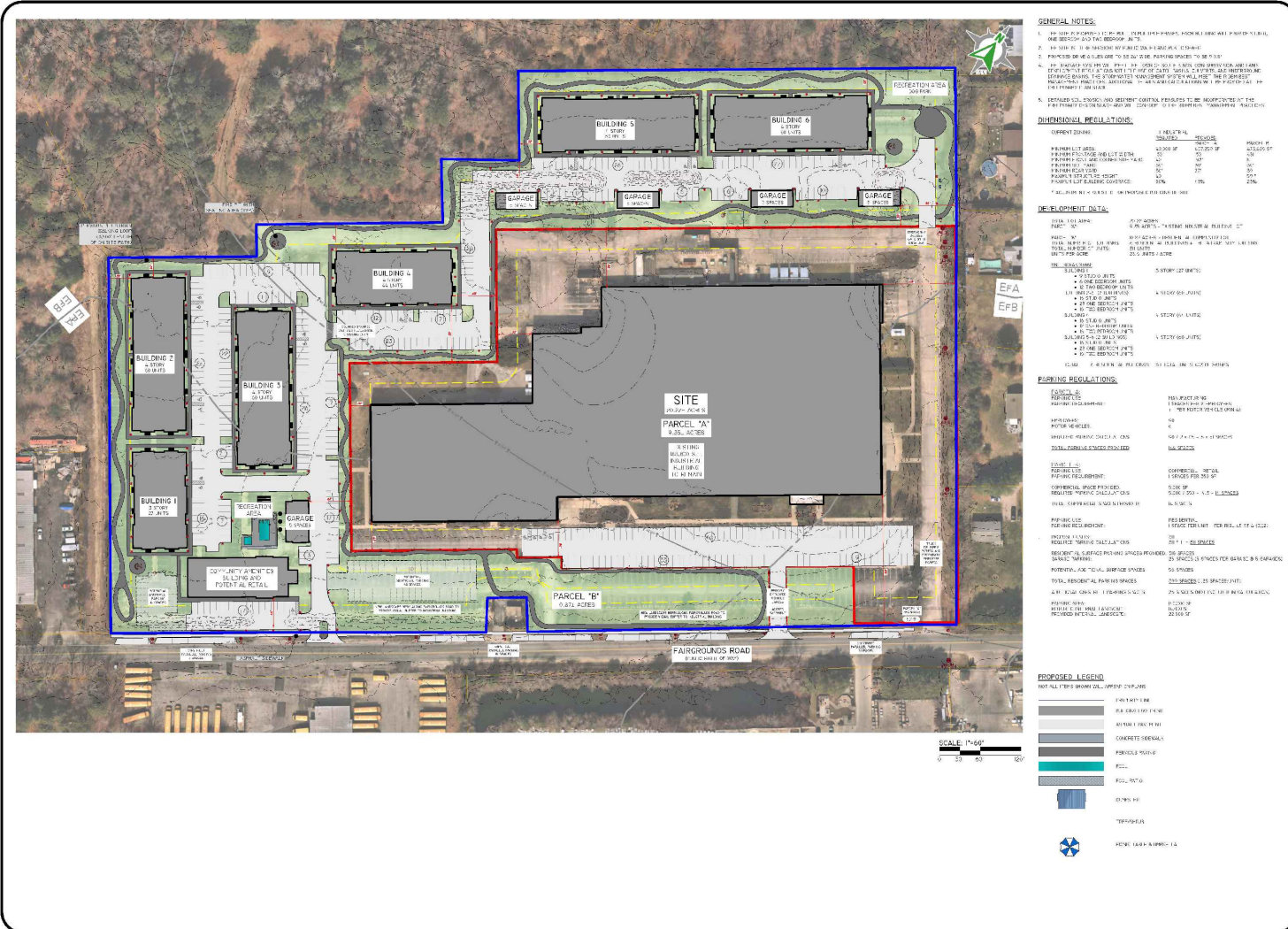
TABLE 1 – Trip Generation Estimate

	<u>Description</u>	<u>Enter</u>	<u>Exit</u>	<u>Total</u>
<u>AM PEAK HOUR</u>				
ITE Land Use Code 221	Multifamily Housing (Mid-Rise)	31	102	133
<u>PM PEAK HOUR</u>				
ITE Land Use Code 221	Multifamily Housing (Mid-Rise)	78	50	128



The Lofts at Fairgrounds

SOUTH KINGSTOWN, RHODE ISLAND



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LOFTS AT FAIRGROUNDS
 AT FAIRGROUNDS
 SOUTH KINGSTOWN, RHODE ISLAND

SITE PLAN
 THE LOFTS AT FAIRGROUNDS
 SOUTH KINGSTOWN, RHODE ISLAND
 132 F AIRGROUNDS LLC
 SOUTH KINGSTOWN, RHODE ISLAND
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5.2 FUTURE TRAFFIC CONDITIONS

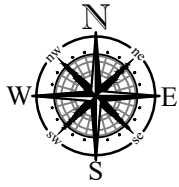
In order to properly assess the impacts of a development, future traffic conditions of area roadways should be estimated for the period when the development is constructed and fully occupied. Typically, the expansion of base traffic is calculated when a project is to be constructed over an extended period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

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

In addition to the base background growth, as noted, site specific developments were also considered in establishing the future study period traffic conditions. A review of developments within the community in the immediate site vicinity was completed based upon information available through the town planning department, where other known developments that are approved or under construction in the immediate area that may impact traffic conditions were added to existing traffic volumes. The only project in the immediate area that would directly impact traffic conditions on Fairgrounds Road would be the opening of the *Norpak* business which is scheduled for the middle of 2026. This site-specific traffic was added to the base growth to establish the future 2030 No-Build traffic condition.

The Future 2030 Build condition includes the volumes estimated in this No-Build condition, plus the addition of the site generated traffic from the proposed residential development. Other, smaller potential projects in the area which may be under consideration, that may contribute additional traffic to the servicing roadways, would be included in the conservative one percent base growth rate that was utilized in our study.

In developing the intersection volumes to be analyzed under build conditions, a directional distribution of the site traffic was estimated. The distribution was based on current traffic patterns established through the traffic counting program where 90% of site related traffic will travel to and from the north, of which 70% would travel to and from the east on Route 138. Figure 5 on the following page depicts the estimated future traffic volumes at the study intersections.

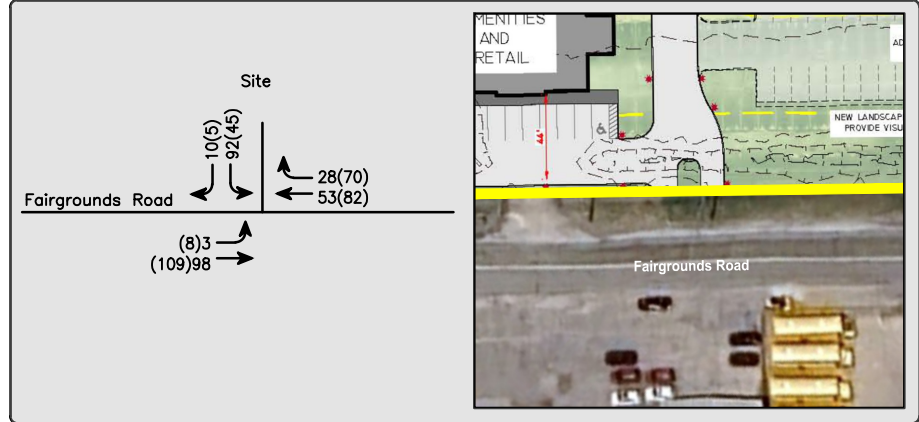


The Lofts at Fairgrounds

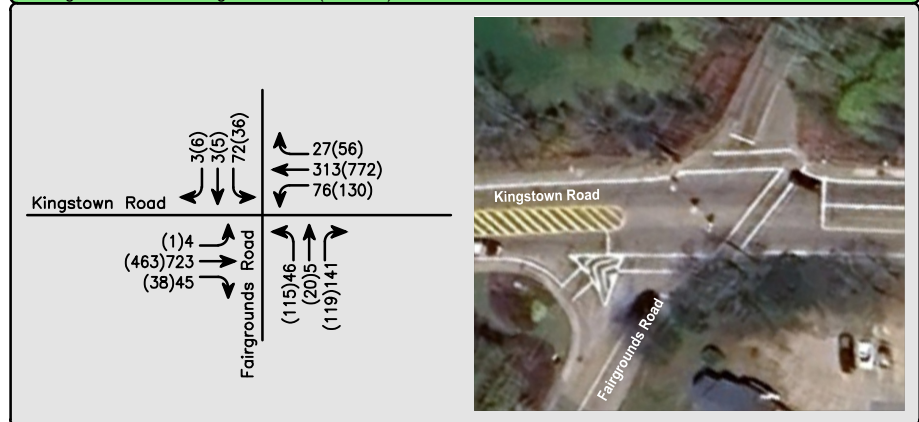
SOUTH KINGSTOWN, RHODE ISLAND



1 Fairgrounds Road at Site



2 Fairgrounds Road at Kingstown Road (Rte. 138)



LEGEND:

- TURN LANE
- XXX AM PEAK VOLUMES (7:00 TO 8:00)
- (XXX) PM PEAK VOLUMES (4:15 TO 5:15)
- STUDY INTERSECTION

5.3 OPERATIONAL ANALYSIS

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

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

TABLE 2 – Highway Capacity Criteria

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

The Fairgrounds Road intersections with Kingstown Road and the proposed Site Access Driveway were analyzed for the weekday morning and afternoon peak hours. The capacity analysis worksheets are included in the Appendix and Tables 3 and 4 summarize the results of the analyses for existing and future build conditions.

Table 3 depicts the current operating conditions at the study intersection. As can be seen in the table at the signalized intersection of Kingstown Road with Fairgrounds Road, all critical movements currently operate at LOS D or better with the greatest delays limited to the westbound protected left turn and minor side street approaches as the Route 138 corridor through volume is serviced with greater priority. The study intersection overall operates in an efficient manner at LOS B during both peak periods with acceptable delays and no congestion. The existing driveway was not reviewed for operations under existing conditions as the *Norpak* business has not begun operations and no volumes are presently serviced on the driveway.

TABLE 3 – Level of Service Summary (Existing Conditions)

Location / Movement	2025 EXISTING CONDITIONS							
	AM				PM			
	LOS	Delay	95 th % Queue Length (veh.)	v/c	LOS	Delay	95 th % Queue Length (veh.)	v/c
Kingstown Road at Fairgrounds Road (S)								
Kingstown Road WB Left	D	35.6	2	0.23	C	33.0	3	0.31
Kingstown Road WB Thru/Right	A	4.8	4	0.26	B	14.0	16	0.74
Kingstown Road EB	B	18.0	21	0.66	B	17.9	12	0.55
Fairgrounds Road NB	B	16.5	3	0.38	C	28.1	6	0.57
Fairgrounds Road SB	C	34.7	3	0.38	C	23.6	2	0.19
OVERALL	B	15.9			B	17.7		
Fairgrounds Road at Site Access Driveway (U)								
Fairgrounds Road NB Left	-	-	-	-	-	-	-	-
Site Driveway EB Left/Right	-	-	-	-	-	-	-	-

(U) – Unsignalized Intersection

(S) – Signalized Intersection

TABLE 4 – Level of Service Summary (Future Conditions)

Location / Movement	2030 FUTURE BUILD CONDITIONS							
	AM				PM			
	LOS	Delay	95 th % Queue Length (veh.)	v/c	LOS	Delay	95 th % Queue Length (veh.)	v/c
Kingstown Road at Fairgrounds Road (S)								
Kingstown Road WB Left	A	5.9	2	0.20	A	8.5	2	0.31
Kingstown Road WB Thru/Right	A	5.9	5	0.30	B	18.5	18	0.82
Kingstown Road EB	C	26.1	27	0.83	C	23.8	13	0.71
Fairgrounds Road NB	B	19.5	4	0.60	C	33.3	8	0.73
Fairgrounds Road SB	D	49.6	4	0.61	C	22.6	2	0.18
OVERALL	C	20.7			C	21.5		
Fairgrounds Road at Site Access Driveway (U)								
Fairgrounds Road NB Left	A	7.4	0	0.01	A	7.6	0	0.01
Site Driveway EB Left/Right	B	10.1	1	0.14	B	10.2	1	0.07

Table 4 presents the future design period taking into consideration the base traffic growth noted, including background and site-specific development growth along the servicing roadways, while also adding in the new trips generated by the proposed residential development. The results of the operational analysis of the future conditions, found that the main study intersections will operate in an acceptable manner at an overall LOS C or better during the daily peak hours of traffic. All critical movements currently operate at LOS D or better with the greatest delays limited to the minor side street approaches as the Route 138 corridor through volume is serviced with greater priority. As noted, the RIDOT will be upgrading the traffic signal system that will result in improved efficiency for the westbound left turn movement with protected/permitted phasing and flashing yellow arrow control for enhanced safety of the movement.

6.0 CONCLUSIONS AND RECOMMENDATIONS

In summary, the study has shown that the proposed residential development project access and circulation plan has been designed to provide a level of traffic safety and efficiency on the servicing roadway system. The safety of the proposed driveway intersection on Fairgrounds Road was reviewed for geometry and sight distances. The study intersection was determined to provide sufficient sight distances in accordance with AASHTO criteria for visibility and decision making of drivers attempting to enter/exit the proposed site access driveway.

The results of the operational analysis determined that the estimated increase in traffic during the peak periods resulting from the proposed residential development project will have a negligible impact on overall traffic operations along Kingstown Road and Fairgrounds Road specifically during the weekday peak periods when the site and adjacent servicing roadways would service their greatest daily traffic volumes. The Kingstown Road signalized intersection as noted, will be upgraded for improved efficiency and safety and will operate in an acceptable manner during peak traffic periods under future build conditions. The delays as demonstrated in the analysis for the site driveway are estimated to be limited to the minor approach providing access to the new apartments, but do not result in excessive delays or congestion at the study intersection, where typically one vehicle would be queued on the minor approach waiting to access the main roadway during the busiest traffic periods.

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

APPENDIX

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

APPENDIX A – Traffic Volume Data

Automatic Traffic Recorder Count

Kingstown Road (Route 138)

Fairgrounds Road

Intersection Turning Movement Count

Kingstown Road at Fairgrounds Road

A

Automatic Traffic Recorder Count

Kingstown Road (Route 138)

Fairgrounds Road

Kingstown Road (Route 138)

Transportation Data Corporation

Kingstown Road (Route 138)
 west of Fairgrounds Road
 City, State: S. Kingstown, RI
 Client: Crossman/Paul Bannon

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

05983Bvolume
 Site Code: 2973

Start Time	4/7/2025 Mon	4/8/2025 Tue	4/9/2025 Wed	4/10/2025 Thu	4/11/2025 Fri	Weekday Average	4/12/2025 Sat	4/13/2025 Sun
12:00 AM	*	58	69	63	74	66	76	70
01:00	*	24	31	25	37	29	46	44
02:00	*	16	13	19	17	16	38	25
03:00	*	29	23	25	31	27	20	30
04:00	*	81	75	96	90	86	52	22
05:00	*	285	272	278	267	276	87	46
06:00	*	418	509	499	549	494	150	91
07:00	*	774	871	805	805	814	322	184
08:00	*	814	856	882	871	856	739	321
09:00	*	774	721	785	733	753	727	546
10:00	*	667	747	762	750	732	740	601
11:00	*	614	729	635	767	686	780	689
12:00 PM	*	767	757	877	846	812	865	839
01:00	*	806	859	825	880	842	918	703
02:00	*	811	929	937	1083	940	913	740
03:00	*	1028	1033	1113	1226	1100	870	692
04:00	*	1262	1185	1186	1173	1202	681	629
05:00	*	920	1020	974	967	970	663	615
06:00	*	724	726	756	743	737	494	459
07:00	*	503	526	523	481	508	400	407
08:00	*	335	388	341	426	372	283	331
09:00	*	229	246	257	338	268	231	240
10:00	*	154	174	172	384	221	231	160
11:00	*	110	91	102	161	116	142	86
Total	0	12203	12850	12937	13699		10468	8570
Percentage	0.0%	94.4%	99.4%	100.1%	106.0%		81.0%	66.3%
AM Peak	-	08:00	07:00	08:00	08:00	-	11:00	11:00
Vol.	-	814	871	882	871	-	780	689
PM Peak	-	16:00	16:00	16:00	15:00	-	13:00	12:00
Vol.	-	1262	1185	1186	1226	-	918	839

Transportation Data Corporation

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west of Fairgrounds Road
City, State: S. Kingstown, RI
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Mario Perone, mperone1@verizon.net
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05983Bvolume
Site Code: 2973

Start Time	4/14/2025 Mon	4/15/2025 Tue	4/16/2025 Wed	4/17/2025 Thu	4/18/2025 Fri	Weekday Average	4/19/2025 Sat	4/20/2025 Sun
12:00 AM	55	*	*	*	*	55	*	*
01:00	35	*	*	*	*	35	*	*
02:00	13	*	*	*	*	13	*	*
03:00	22	*	*	*	*	22	*	*
04:00	71	*	*	*	*	71	*	*
05:00	262	*	*	*	*	262	*	*
06:00	416	*	*	*	*	416	*	*
07:00	763	*	*	*	*	763	*	*
08:00	885	*	*	*	*	885	*	*
09:00	762	*	*	*	*	762	*	*
10:00	769	*	*	*	*	769	*	*
11:00	803	*	*	*	*	803	*	*
12:00 PM	941	*	*	*	*	941	*	*
01:00	846	*	*	*	*	846	*	*
02:00	1007	*	*	*	*	1007	*	*
03:00	1092	*	*	*	*	1092	*	*
04:00	1226	*	*	*	*	1226	*	*
05:00	902	*	*	*	*	902	*	*
06:00	682	*	*	*	*	682	*	*
07:00	484	*	*	*	*	484	*	*
08:00	334	*	*	*	*	334	*	*
09:00	232	*	*	*	*	232	*	*
10:00	168	*	*	*	*	168	*	*
11:00	100	*	*	*	*	100	*	*
Total	12870	0	0	0	0		0	0
Percentage	100.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%
AM Peak	08:00	-	-	-	-	-	-	-
Vol.	885	-	-	-	-	-	-	-
PM Peak	16:00	-	-	-	-	-	-	-
Vol.	1226	-	-	-	-	-	-	-
Total		12203	12850					

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Kingstown Road (Route 138)
west of Fairgrounds Road
City, State: S. Kingstown, RI
Client: Crossman/Paul Bannon

05983Bvolume
Site Code: 2973

Start Time	4/7/2025		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	21	37	30	39	25	38	22	52	24	42	33	43	41	29
01:00	*	*	12	12	11	20	11	14	9	28	11	18	22	24	25	19
02:00	*	*	7	9	6	7	8	11	10	7	8	8	17	21	12	13
03:00	*	*	15	14	17	6	14	11	14	17	15	12	7	13	11	19
04:00	*	*	60	21	54	21	62	34	65	25	60	25	38	14	12	10
05:00	*	*	216	69	219	53	211	67	210	57	214	62	50	37	35	11
06:00	*	*	312	106	363	146	348	151	370	179	348	146	84	66	53	38
07:00	*	*	583	191	627	244	596	209	560	245	592	222	209	113	95	89
08:00	*	*	573	241	600	256	618	264	576	295	592	264	578	161	195	126
09:00	*	*	468	306	453	268	482	303	443	290	462	292	427	300	273	273
10:00	*	*	377	290	431	316	427	335	389	361	406	326	377	363	234	367
11:00	*	*	297	317	354	375	303	332	372	395	332	355	366	414	310	379
12:00 PM	*	*	360	407	333	424	358	519	363	483	354	458	340	525	429	410
01:00	*	*	381	425	388	471	379	446	362	518	378	465	368	550	334	369
02:00	*	*	321	490	398	531	381	556	400	683	375	565	349	564	354	386
03:00	*	*	392	636	388	645	401	712	424	802	401	699	323	547	336	356
04:00	*	*	427	835	413	772	422	764	471	702	433	768	336	345	312	317
05:00	*	*	371	549	405	615	380	594	459	508	404	566	292	371	298	317
06:00	*	*	275	449	326	400	324	432	390	353	329	408	241	253	236	223
07:00	*	*	171	332	188	338	211	312	253	228	206	302	218	182	199	208
08:00	*	*	133	202	166	222	160	181	207	219	166	206	132	151	182	149
09:00	*	*	102	127	88	158	114	143	132	206	109	158	90	141	113	127
10:00	*	*	81	73	83	91	80	92	141	243	96	125	100	131	80	80
11:00	*	*	45	65	28	63	33	69	63	98	42	74	60	82	37	49
Total	0	0	6000	6203	6369	6481	6348	6589	6705	6994	6357	6566	5057	5411	4206	4364
Day	0		12203		12850		12937		13699		12923		10468		8570	
AM Peak	-	-	07:00	11:00	07:00	11:00	08:00	10:00	08:00	11:00	07:00	11:00	08:00	11:00	11:00	11:00
Vol.	-	-	583	317	627	375	618	335	576	395	592	355	578	414	310	379
PM Peak	-	-	16:00	16:00	16:00	16:00	16:00	16:00	16:00	15:00	16:00	16:00	13:00	14:00	12:00	12:00
Vol.	-	-	427	835	413	772	422	764	471	802	433	768	368	564	429	410

Transportation Data Corporation

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Kingstown Road (Route 138)
west of Fairgrounds Road
City, State: S. Kingstown, RI
Client: Crossman/Paul Bannon

05983Bvolume
Site Code: 2973

Start Time	4/14/2025		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun		
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	
12:00 AM	23	32	*	*	*	*	*	*	*	*	*	23	32	*	*	*	*
01:00	16	19	*	*	*	*	*	*	*	*	*	16	19	*	*	*	*
02:00	2	11	*	*	*	*	*	*	*	*	*	2	11	*	*	*	*
03:00	12	10	*	*	*	*	*	*	*	*	*	12	10	*	*	*	*
04:00	49	22	*	*	*	*	*	*	*	*	*	49	22	*	*	*	*
05:00	194	68	*	*	*	*	*	*	*	*	*	194	68	*	*	*	*
06:00	324	92	*	*	*	*	*	*	*	*	*	324	92	*	*	*	*
07:00	555	208	*	*	*	*	*	*	*	*	*	555	208	*	*	*	*
08:00	634	251	*	*	*	*	*	*	*	*	*	634	251	*	*	*	*
09:00	472	290	*	*	*	*	*	*	*	*	*	472	290	*	*	*	*
10:00	422	347	*	*	*	*	*	*	*	*	*	422	347	*	*	*	*
11:00	421	382	*	*	*	*	*	*	*	*	*	421	382	*	*	*	*
12:00 PM	461	480	*	*	*	*	*	*	*	*	*	461	480	*	*	*	*
01:00	370	476	*	*	*	*	*	*	*	*	*	370	476	*	*	*	*
02:00	404	603	*	*	*	*	*	*	*	*	*	404	603	*	*	*	*
03:00	383	709	*	*	*	*	*	*	*	*	*	383	709	*	*	*	*
04:00	395	831	*	*	*	*	*	*	*	*	*	395	831	*	*	*	*
05:00	359	543	*	*	*	*	*	*	*	*	*	359	543	*	*	*	*
06:00	337	345	*	*	*	*	*	*	*	*	*	337	345	*	*	*	*
07:00	225	259	*	*	*	*	*	*	*	*	*	225	259	*	*	*	*
08:00	144	190	*	*	*	*	*	*	*	*	*	144	190	*	*	*	*
09:00	88	144	*	*	*	*	*	*	*	*	*	88	144	*	*	*	*
10:00	78	90	*	*	*	*	*	*	*	*	*	78	90	*	*	*	*
11:00	39	61	*	*	*	*	*	*	*	*	*	39	61	*	*	*	*
Total	6407	6463	0	0	0	0	0	0	0	0	0	6407	6463	0	0	0	0
Day	12870		0		0		0		0			12870		0		0	
AM Peak	08:00	11:00	-	-	-	-	-	-	-	-	-	08:00	11:00	-	-	-	-
Vol.	634	382	-	-	-	-	-	-	-	-	-	634	382	-	-	-	-
PM Peak	12:00	16:00	-	-	-	-	-	-	-	-	-	12:00	16:00	-	-	-	-
Vol.	461	831	-	-	-	-	-	-	-	-	-	461	831	-	-	-	-

Comb. Total	12870	12203	12850	12937	13699	25793	10468	8570
ADT	ADT 11,942	AADT 11,942						

Fairgrounds Road

Traffic Volumes

Transportation Data Corporation

Fairgrounds Road just south of
 #141 Beer/Mushroom Co. Driveway
 City, State: S. Kingstown, RI
 Client: Crossman/Paul Bannon

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

05983Avolume
 Site Code: 2973

Start Time	4/7/2025 Mon	4/8/2025 Tue	4/9/2025 Wed	4/10/2025 Thu	4/11/2025 Fri	Weekday Average	4/12/2025 Sat	4/13/2025 Sun
12:00 AM	*	19	18	19	19	19	12	5
01:00	*	2	5	1	3	3	2	3
02:00	*	0	0	0	0	0	3	1
03:00	*	1	0	0	0	0	1	0
04:00	*	8	9	7	5	7	2	3
05:00	*	81	97	93	91	90	3	1
06:00	*	54	99	126	107	96	12	5
07:00	*	83	102	96	98	95	29	10
08:00	*	86	106	123	107	106	30	23
09:00	*	67	104	99	119	97	43	34
10:00	*	74	73	79	73	75	44	49
11:00	*	69	76	83	89	79	45	33
12:00 PM	*	96	102	113	125	109	43	51
01:00	*	129	111	122	106	117	41	31
02:00	*	119	128	121	123	123	40	29
03:00	*	144	153	148	146	148	36	33
04:00	*	159	134	145	138	144	35	38
05:00	*	73	85	64	62	71	26	28
06:00	*	44	51	43	41	45	15	15
07:00	*	34	32	25	35	32	23	13
08:00	*	21	46	29	36	33	9	11
09:00	*	9	13	14	11	12	10	11
10:00	*	15	17	15	16	16	7	8
11:00	*	10	17	9	18	14	3	3
Total	0	1397	1578	1574	1568		514	438
Percentage	0.0%	91.2%	103.1%	102.8%	102.4%		33.6%	28.6%
AM Peak	-	08:00	08:00	06:00	09:00	-	11:00	10:00
Vol.	-	86	106	126	119	-	45	49
PM Peak	-	16:00	15:00	15:00	15:00	-	12:00	12:00
Vol.	-	159	153	148	146	-	43	51

Transportation Data Corporation

Fairgrounds Road just south of
 #141 Beer/Mushroom Co. Driveway
 City, State: S. Kingstown, RI
 Client: Crossman/Paul Bannon

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

05983Avolume
 Site Code: 2973

Start Time	4/14/2025 Mon	4/15/2025 Tue	4/16/2025 Wed	4/17/2025 Thu	4/18/2025 Fri	Weekday Average	4/19/2025 Sat	4/20/2025 Sun
12:00 AM	1	*	*	*	*	1	*	*
01:00	0	*	*	*	*	0	*	*
02:00	0	*	*	*	*	0	*	*
03:00	2	*	*	*	*	2	*	*
04:00	7	*	*	*	*	7	*	*
05:00	71	*	*	*	*	71	*	*
06:00	63	*	*	*	*	63	*	*
07:00	82	*	*	*	*	82	*	*
08:00	83	*	*	*	*	83	*	*
09:00	73	*	*	*	*	73	*	*
10:00	57	*	*	*	*	57	*	*
11:00	85	*	*	*	*	85	*	*
12:00 PM	100	*	*	*	*	100	*	*
01:00	79	*	*	*	*	79	*	*
02:00	113	*	*	*	*	113	*	*
03:00	136	*	*	*	*	136	*	*
04:00	93	*	*	*	*	93	*	*
05:00	51	*	*	*	*	51	*	*
06:00	28	*	*	*	*	28	*	*
07:00	23	*	*	*	*	23	*	*
08:00	22	*	*	*	*	22	*	*
09:00	17	*	*	*	*	17	*	*
10:00	14	*	*	*	*	14	*	*
11:00	7	*	*	*	*	7	*	*
Total	1207	0	0	0	0		0	0
Percentage	100.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%
AM Peak	11:00	-	-	-	-	-	-	-
Vol.	85	-	-	-	-	-	-	-
PM Peak	15:00	-	-	-	-	-	-	-
Vol.	136	-	-	-	-	-	-	-
Total		1397	1578					

Transportation Data Corporation

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Fairgrounds Road just south of
#141 Beer/Mushroom Co. Driveway
City, State: S. Kingstown, RI
Client: Crossman/Paul Bannon

05983A volume
Site Code: 2973

Start Time	4/7/2025		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	17	2	17	1	19	0	18	1	18	1	12	0	2	3
01:00	*	*	1	1	4	1	1	0	2	1	2	1	0	2	1	2
02:00	*	*	0	0	0	0	0	0	0	0	0	0	0	3	0	1
03:00	*	*	0	1	0	0	0	0	0	0	0	0	1	0	0	0
04:00	*	*	4	4	6	3	5	2	2	3	4	3	2	0	2	1
05:00	*	*	8	73	14	83	11	82	12	79	11	79	1	2	1	0
06:00	*	*	20	34	48	51	63	63	49	58	45	52	7	5	4	1
07:00	*	*	54	29	67	35	59	37	58	40	60	35	19	10	9	1
08:00	*	*	55	31	67	39	74	49	69	38	66	39	27	3	16	7
09:00	*	*	35	32	53	51	56	43	71	48	54	44	27	16	22	12
10:00	*	*	41	33	39	34	48	31	44	29	43	32	25	19	26	23
11:00	*	*	44	25	42	34	45	38	45	44	44	35	25	20	20	13
12:00 PM	*	*	39	57	46	56	58	55	60	65	51	58	23	20	21	30
01:00	*	*	68	61	58	53	65	57	52	54	61	56	21	20	18	13
02:00	*	*	62	57	58	70	62	59	70	53	63	60	21	19	17	12
03:00	*	*	86	58	91	62	89	59	84	62	88	60	14	22	14	19
04:00	*	*	77	82	73	61	74	71	74	64	74	70	18	17	14	24
05:00	*	*	39	34	41	44	31	33	32	30	36	35	13	13	11	17
06:00	*	*	11	33	26	25	22	21	24	17	21	24	6	9	10	5
07:00	*	*	16	18	10	22	5	20	17	18	12	20	9	14	7	6
08:00	*	*	8	13	20	26	14	15	13	23	14	19	3	6	3	8
09:00	*	*	4	5	5	8	7	7	5	6	5	6	4	6	3	8
10:00	*	*	4	11	3	14	3	12	5	11	4	12	2	5	3	5
11:00	*	*	9	1	13	4	9	0	16	2	12	2	1	2	2	1
Total	0	0	702	695	801	777	820	754	822	746	788	743	281	233	226	212
Day	0		1397		1578		1574		1568		1531		514		438	
AM Peak	-	-	08:00	05:00	07:00	05:00	08:00	05:00	09:00	05:00	08:00	05:00	08:00	11:00	10:00	10:00
Vol.	-	-	55	73	67	83	74	82	71	79	66	79	27	20	26	23
PM Peak	-	-	15:00	16:00	15:00	14:00	15:00	16:00	15:00	12:00	15:00	16:00	12:00	15:00	12:00	12:00
Vol.	-	-	86	82	91	70	89	71	84	65	88	70	23	22	21	30

Transportation Data Corporation

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Fairgrounds Road just south of
#141 Beer/Mushroom Co. Driveway
City, State: S. Kingstown, RI
Client: Crossman/Paul Bannon

05983Avolume
Site Code: 2973

Start Time	4/14/2025		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun		
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	
12:00 AM	0	1	*	*	*	*	*	*	*	*	*	0	1	*	*	*	*
01:00	0	0	*	*	*	*	*	*	*	*	*	0	0	*	*	*	*
02:00	0	0	*	*	*	*	*	*	*	*	*	0	0	*	*	*	*
03:00	1	1	*	*	*	*	*	*	*	*	*	1	1	*	*	*	*
04:00	3	4	*	*	*	*	*	*	*	*	*	3	4	*	*	*	*
05:00	8	63	*	*	*	*	*	*	*	*	*	8	63	*	*	*	*
06:00	28	35	*	*	*	*	*	*	*	*	*	28	35	*	*	*	*
07:00	47	35	*	*	*	*	*	*	*	*	*	47	35	*	*	*	*
08:00	56	27	*	*	*	*	*	*	*	*	*	56	27	*	*	*	*
09:00	44	29	*	*	*	*	*	*	*	*	*	44	29	*	*	*	*
10:00	33	24	*	*	*	*	*	*	*	*	*	33	24	*	*	*	*
11:00	48	37	*	*	*	*	*	*	*	*	*	48	37	*	*	*	*
12:00 PM	43	57	*	*	*	*	*	*	*	*	*	43	57	*	*	*	*
01:00	43	36	*	*	*	*	*	*	*	*	*	43	36	*	*	*	*
02:00	59	54	*	*	*	*	*	*	*	*	*	59	54	*	*	*	*
03:00	83	53	*	*	*	*	*	*	*	*	*	83	53	*	*	*	*
04:00	49	44	*	*	*	*	*	*	*	*	*	49	44	*	*	*	*
05:00	17	34	*	*	*	*	*	*	*	*	*	17	34	*	*	*	*
06:00	15	13	*	*	*	*	*	*	*	*	*	15	13	*	*	*	*
07:00	10	13	*	*	*	*	*	*	*	*	*	10	13	*	*	*	*
08:00	11	11	*	*	*	*	*	*	*	*	*	11	11	*	*	*	*
09:00	9	8	*	*	*	*	*	*	*	*	*	9	8	*	*	*	*
10:00	3	11	*	*	*	*	*	*	*	*	*	3	11	*	*	*	*
11:00	5	2	*	*	*	*	*	*	*	*	*	5	2	*	*	*	*
Total	615	592	0	0	0	0	0	0	0	0	0	615	592	0	0	0	0
Day	1207		0		0		0		0			1207		0		0	
AM Peak	08:00	05:00	-	-	-	-	-	-	-	-	-	08:00	05:00	-	-	-	-
Vol.	56	63	-	-	-	-	-	-	-	-	-	56	63	-	-	-	-
PM Peak	15:00	12:00	-	-	-	-	-	-	-	-	-	15:00	12:00	-	-	-	-
Vol.	83	57	-	-	-	-	-	-	-	-	-	83	57	-	-	-	-

Comb. Total	1207	1397	1578	1574	1568	2738	514	438
ADT	ADT 1,182	AADT 1,182						

Vehicle Speeds

Transportation Data Corporation

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Fairgrounds Road just south of
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City, State: S. Kingstown, RI
Client: Crossman/Paul Bannon

05983Aspeed
Site Code: 2973

Northbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
04/08/25	0	0	1	1	1	7	4	1	1	1	0	0	0	17
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	1	2	0	0	1	0	0	0	4
05:00	0	0	0	0	2	3	1	1	0	1	0	0	0	8
06:00	0	0	5	3	6	5	1	0	0	0	0	0	0	20
07:00	0	0	0	3	14	21	10	4	2	0	0	0	0	54
08:00	0	1	2	2	14	19	12	3	2	0	0	0	0	55
09:00	0	1	6	5	6	11	6	0	0	0	0	0	0	35
10:00	2	0	3	11	10	13	2	0	0	0	0	0	0	41
11:00	0	2	6	8	12	13	2	1	0	0	0	0	0	44
12 PM	0	0	3	6	12	10	5	2	1	0	0	0	0	39
13:00	0	2	8	19	16	17	3	1	1	1	0	0	0	68
14:00	0	1	4	5	20	20	9	1	1	1	0	0	0	62
15:00	0	1	4	4	24	36	13	4	0	0	0	0	0	86
16:00	0	0	3	8	34	25	7	0	0	0	0	0	0	77
17:00	0	0	0	4	10	14	7	3	0	1	0	0	0	39
18:00	0	0	2	0	3	2	4	0	0	0	0	0	0	11
19:00	0	0	0	0	5	9	2	0	0	0	0	0	0	16
20:00	0	0	0	0	2	1	1	3	1	0	0	0	0	8
21:00	0	0	0	0	1	2	0	1	0	0	0	0	0	4
22:00	0	0	0	1	0	2	0	1	0	0	0	0	0	4
23:00	0	0	0	0	4	4	0	1	0	0	0	0	0	9
Total	2	8	47	81	196	235	91	27	9	6	0	0	0	702

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Client: Crossman/Paul Bannon

05983Aspeed
Site Code: 2973

Northbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
04/09/25	0	0	0	0	1	8	5	1	2	0	0	0	0	17
01:00	0	0	0	0	2	1	1	0	0	0	0	0	0	4
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	2	0	3	0	0	0	0	0	1	0	6
05:00	0	0	0	1	2	9	2	0	0	0	0	0	0	14
06:00	2	0	7	14	12	9	4	0	0	0	0	0	0	48
07:00	0	0	3	9	14	20	18	2	0	1	0	0	0	67
08:00	0	1	1	14	12	28	10	0	1	0	0	0	0	67
09:00	0	0	2	12	16	16	7	0	0	0	0	0	0	53
10:00	0	0	3	2	12	16	6	0	0	0	0	0	0	39
11:00	0	2	5	9	14	7	5	0	0	0	0	0	0	42
12 PM	0	0	3	10	16	9	7	1	0	0	0	0	0	46
13:00	0	1	5	18	16	9	5	3	1	0	0	0	0	58
14:00	0	1	7	6	14	20	8	2	0	0	0	0	0	58
15:00	1	0	0	13	28	32	10	7	0	0	0	0	0	91
16:00	1	0	3	14	19	26	9	1	0	0	0	0	0	73
17:00	0	1	1	3	10	13	9	4	0	0	0	0	0	41
18:00	0	0	3	0	3	5	8	5	2	0	0	0	0	26
19:00	0	0	0	2	4	1	3	0	0	0	0	0	0	10
20:00	0	0	1	5	3	9	1	1	0	0	0	0	0	20
21:00	0	0	0	0	3	1	1	0	0	0	0	0	0	5
22:00	0	0	0	0	2	1	0	0	0	0	0	0	0	3
23:00	0	0	0	1	2	6	2	2	0	0	0	0	0	13
Total	4	6	44	135	205	249	121	29	6	1	0	1	0	801

Transportation Data Corporation

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Client: Crossman/Paul Bannon

05983Aspeed
Site Code: 2973

Northbound

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
04/10/25	0	0	0	1	1	4	5	4	3	1	0	0	0	19
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	1	1	1	2	0	0	0	0	0	0	5
05:00	0	0	0	1	5	3	1	0	0	1	0	0	0	11
06:00	1	2	11	16	14	12	5	1	1	0	0	0	0	63
07:00	0	0	7	3	12	19	11	6	1	0	0	0	0	59
08:00	1	0	3	6	21	30	12	1	0	0	0	0	0	74
09:00	1	0	4	10	17	20	3	1	0	0	0	0	0	56
10:00	1	2	3	8	9	16	9	0	0	0	0	0	0	48
11:00	0	1	4	6	11	13	7	3	0	0	0	0	0	45
12 PM	1	0	2	5	26	15	6	2	1	0	0	0	0	58
13:00	0	0	7	17	20	14	4	2	1	0	0	0	0	65
14:00	0	0	4	12	15	18	8	2	3	0	0	0	0	62
15:00	5	3	6	12	26	21	14	2	0	0	0	0	0	89
16:00	0	0	0	7	30	28	8	0	1	0	0	0	0	74
17:00	0	2	3	3	9	6	5	3	0	0	0	0	0	31
18:00	0	0	1	4	4	10	1	1	0	1	0	0	0	22
19:00	0	0	1	0	2	1	1	0	0	0	0	0	0	5
20:00	0	0	0	1	6	3	3	1	0	0	0	0	0	14
21:00	0	0	0	1	1	2	2	1	0	0	0	0	0	7
22:00	0	0	0	1	0	1	1	0	0	0	0	0	0	3
23:00	0	0	0	2	2	3	1	1	0	0	0	0	0	9
Total	10	10	56	118	232	240	109	31	11	3	0	0	0	820

Transportation Data Corporation

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City, State: S. Kingstown, RI
Client: Crossman/Paul Bannon

05983Aspeed
Site Code: 2973

Northbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
04/11/25	0	0	0	1	1	4	9	2	1	0	0	0	0	18
01:00	0	0	0	1	0	0	1	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	1	0	0	1	0	0	0	0	2
05:00	0	0	1	5	2	3	1	0	0	0	0	0	0	12
06:00	1	1	9	16	17	5	0	0	0	0	0	0	0	49
07:00	0	1	2	9	9	22	10	4	1	0	0	0	0	58
08:00	0	0	5	7	19	22	14	1	1	0	0	0	0	69
09:00	1	0	4	10	27	25	4	0	0	0	0	0	0	71
10:00	0	0	5	7	15	14	2	1	0	0	0	0	0	44
11:00	0	1	2	8	10	19	5	0	0	0	0	0	0	45
12 PM	1	1	8	15	25	6	2	2	0	0	0	0	0	60
13:00	1	0	4	16	13	13	3	1	1	0	0	0	0	52
14:00	1	0	3	14	24	13	13	1	0	1	0	0	0	70
15:00	0	0	3	8	32	28	8	5	0	0	0	0	0	84
16:00	2	0	2	21	28	14	5	1	1	0	0	0	0	74
17:00	0	0	1	1	5	14	9	1	1	0	0	0	0	32
18:00	0	0	0	1	7	9	6	1	0	0	0	0	0	24
19:00	0	0	0	1	6	10	0	0	0	0	0	0	0	17
20:00	1	1	0	2	2	4	3	0	0	0	0	0	0	13
21:00	0	0	0	1	4	0	0	0	0	0	0	0	0	5
22:00	0	0	0	1	2	1	0	1	0	0	0	0	0	5
23:00	0	0	1	0	5	3	5	2	0	0	0	0	0	16
Total	8	5	50	145	253	230	100	23	7	1	0	0	0	822

Transportation Data Corporation

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Fairgrounds Road just south of
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Client: Crossman/Paul Bannon

05983Aspeed
Site Code: 2973

Northbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
04/12/25	0	0	0	0	1	4	3	1	2	1	0	0	0	12
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	1	0	1	0	0	0	0	0	2
05:00	0	0	0	0	0	0	0	1	0	0	0	0	0	1
06:00	0	0	0	1	2	2	1	1	0	0	0	0	0	7
07:00	0	0	1	3	4	10	0	1	0	0	0	0	0	19
08:00	0	0	1	1	5	7	9	2	2	0	0	0	0	27
09:00	0	0	0	2	4	12	7	1	1	0	0	0	0	27
10:00	0	1	2	3	8	9	2	0	0	0	0	0	0	25
11:00	0	0	1	0	12	6	6	0	0	0	0	0	0	25
12 PM	0	1	0	3	5	9	2	3	0	0	0	0	0	23
13:00	0	0	2	3	3	6	5	2	0	0	0	0	0	21
14:00	0	0	0	0	6	6	8	1	0	0	0	0	0	21
15:00	0	1	0	2	4	5	2	0	0	0	0	0	0	14
16:00	0	0	0	3	5	7	3	0	0	0	0	0	0	18
17:00	0	0	0	4	3	3	2	1	0	0	0	0	0	13
18:00	0	0	0	0	1	3	1	1	0	0	0	0	0	6
19:00	0	0	0	1	1	3	4	0	0	0	0	0	0	9
20:00	0	0	0	1	2	0	0	0	0	0	0	0	0	3
21:00	0	0	0	0	1	3	0	0	0	0	0	0	0	4
22:00	0	0	0	0	1	1	0	0	0	0	0	0	0	2
23:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	3	8	27	69	97	55	16	5	1	0	0	0	281

Transportation Data Corporation

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Client: Crossman/Paul Bannon

05983Aspeed
Site Code: 2973

Northbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
04/13/25	0	0	0	1	1	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	2	0	0	0	0	0	0	0	2
05:00	0	0	0	0	0	0	0	1	0	0	0	0	0	1
06:00	0	0	0	1	1	1	0	1	0	0	0	0	0	4
07:00	0	0	0	2	2	4	1	0	0	0	0	0	0	9
08:00	0	0	1	0	5	6	3	0	1	0	0	0	0	16
09:00	0	0	1	1	6	8	5	0	0	1	0	0	0	22
10:00	0	0	1	1	4	17	3	0	0	0	0	0	0	26
11:00	0	0	0	0	2	8	7	3	0	0	0	0	0	20
12 PM	0	0	0	4	3	7	5	2	0	0	0	0	0	21
13:00	0	0	0	0	2	11	5	0	0	0	0	0	0	18
14:00	0	0	0	3	3	7	4	0	0	0	0	0	0	17
15:00	0	0	2	3	4	5	0	0	0	0	0	0	0	14
16:00	1	0	0	2	4	4	1	2	0	0	0	0	0	14
17:00	0	0	0	0	5	3	3	0	0	0	0	0	0	11
18:00	0	1	0	1	1	6	1	0	0	0	0	0	0	10
19:00	0	0	1	1	4	0	1	0	0	0	0	0	0	7
20:00	0	0	0	1	2	0	0	0	0	0	0	0	0	3
21:00	0	1	0	1	0	1	0	0	0	0	0	0	0	3
22:00	0	0	0	1	2	0	0	0	0	0	0	0	0	3
23:00	0	0	0	0	1	1	0	0	0	0	0	0	0	2
Total	1	2	6	23	53	91	39	9	1	1	0	0	0	226

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Northbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
04/14/25	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:00	0	0	0	1	1	1	0	0	0	0	0	0	0	3
05:00	0	0	0	0	2	3	1	1	0	1	0	0	0	8
06:00	1	0	0	3	9	13	2	0	0	0	0	0	0	28
07:00	0	0	0	3	9	22	8	4	1	0	0	0	0	47
08:00	0	1	2	7	15	21	9	1	0	0	0	0	0	56
09:00	0	1	6	5	12	15	3	2	0	0	0	0	0	44
10:00	0	0	1	4	15	11	2	0	0	0	0	0	0	33
11:00	0	0	5	1	17	20	5	0	0	0	0	0	0	48
12 PM	0	1	1	5	16	14	5	1	0	0	0	0	0	43
13:00	0	0	5	2	11	18	2	4	1	0	0	0	0	43
14:00	1	0	1	7	19	18	8	3	2	0	0	0	0	59
15:00	1	0	1	5	24	34	13	3	1	1	0	0	0	83
16:00	0	0	1	3	18	16	9	2	0	0	0	0	0	49
17:00	0	0	0	2	4	8	2	1	0	0	0	0	0	17
18:00	0	0	0	0	4	5	5	1	0	0	0	0	0	15
19:00	0	0	0	1	0	4	3	2	0	0	0	0	0	10
20:00	0	0	0	1	0	5	3	0	1	1	0	0	0	11
21:00	0	1	0	0	4	3	0	1	0	0	0	0	0	9
22:00	0	0	0	2	0	1	0	0	0	0	0	0	0	3
23:00	0	0	0	0	2	1	1	0	1	0	0	0	0	5
Total	3	4	23	52	183	233	81	26	7	3	0	0	0	615
Grand Total	28	38	234	581	1191	1375	596	161	46	16	0	1	0	4267

15th Percentile : 27 MPH
50th Percentile : 35 MPH
85th Percentile : 41 MPH
95th Percentile : 45 MPH

Statistics Mean Speed(Average) : 35 MPH
10 MPH Pace Speed : 31-40 MPH
Number in Pace : 2566
Percent in Pace : 60.1%
Number of Vehicles > 30 MPH : 3386
Percent of Vehicles > 30 MPH : 79.4%

Transportation Data Corporation

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

Fairgrounds Road just south of
#141 Beer/Mushroom Co. Driveway

City, State: S. Kingstown, RI

Client: Crossman/Paul Bannon

05983Aspeed
Site Code: 2973

Southbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
04/08/25	0	0	1	0	0	0	0	1	0	0	0	0	0	2
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:00	0	0	0	1	2	0	0	1	0	0	0	0	0	4
05:00	2	0	9	29	17	10	4	2	0	0	0	0	0	73
06:00	3	1	2	12	10	6	0	0	0	0	0	0	0	34
07:00	0	0	0	1	15	9	2	2	0	0	0	0	0	29
08:00	0	1	2	7	9	8	3	1	0	0	0	0	0	31
09:00	0	0	3	6	16	6	1	0	0	0	0	0	0	32
10:00	0	1	4	7	14	6	1	0	0	0	0	0	0	33
11:00	0	1	3	3	9	7	2	0	0	0	0	0	0	25
12 PM	0	2	5	9	26	15	0	0	0	0	0	0	0	57
13:00	0	1	8	15	18	17	1	1	0	0	0	0	0	61
14:00	0	0	0	12	21	17	5	0	1	1	0	0	0	57
15:00	0	0	2	16	21	16	2	1	0	0	0	0	0	58
16:00	1	0	10	20	25	17	7	2	0	0	0	0	0	82
17:00	0	0	0	3	13	12	5	1	0	0	0	0	0	34
18:00	0	0	1	3	10	12	6	1	0	0	0	0	0	33
19:00	0	0	0	5	3	6	4	0	0	0	0	0	0	18
20:00	0	0	1	4	4	3	1	0	0	0	0	0	0	13
21:00	0	0	0	1	0	2	1	0	0	0	0	1	0	5
22:00	0	0	0	1	7	1	1	1	0	0	0	0	0	11
23:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	6	7	51	155	241	172	46	14	1	1	0	1	0	695

Transportation Data Corporation

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Fairgrounds Road just south of
#141 Beer/Mushroom Co. Driveway
City, State: S. Kingstown, RI
Client: Crossman/Paul Bannon
Southbound

05983Aspeed
Site Code: 2973

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
04/09/25	0	0	0	0	1	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	3	0	0	0	0	0	0	0	0	3
05:00	0	0	1	25	31	18	5	0	1	2	0	0	0	83
06:00	0	1	1	17	20	12	0	0	0	0	0	0	0	51
07:00	1	0	1	8	10	9	6	0	0	0	0	0	0	35
08:00	1	0	0	12	18	4	3	1	0	0	0	0	0	39
09:00	2	1	3	19	15	9	1	1	0	0	0	0	0	51
10:00	0	0	2	8	14	10	0	0	0	0	0	0	0	34
11:00	0	2	4	9	13	6	0	0	0	0	0	0	0	34
12 PM	1	4	8	9	18	12	4	0	0	0	0	0	0	56
13:00	0	0	0	6	29	14	4	0	0	0	0	0	0	53
14:00	0	1	4	13	25	18	4	3	2	0	0	0	0	70
15:00	0	0	1	15	17	23	6	0	0	0	0	0	0	62
16:00	0	1	7	16	28	8	1	0	0	0	0	0	0	61
17:00	1	1	4	6	13	13	3	3	0	0	0	0	0	44
18:00	0	0	0	0	9	13	1	1	1	0	0	0	0	25
19:00	0	0	2	5	8	6	1	0	0	0	0	0	0	22
20:00	0	1	0	7	9	7	2	0	0	0	0	0	0	26
21:00	0	0	2	1	3	2	0	0	0	0	0	0	0	8
22:00	0	0	0	1	4	7	2	0	0	0	0	0	0	14
23:00	0	0	0	0	1	2	1	0	0	0	0	0	0	4
Total	6	12	40	177	289	194	44	9	4	2	0	0	0	777

Transportation Data Corporation

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Fairgrounds Road just south of
#141 Beer/Mushroom Co. Driveway

City, State: S. Kingstown, RI

Client: Crossman/Paul Bannon

05983Aspeed
Site Code: 2973

Southbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
04/10/25	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	2	0	0	0	0	0	0	0	0	2
05:00	0	0	5	21	30	14	8	3	0	1	0	0	0	82
06:00	0	0	2	17	25	15	3	1	0	0	0	0	0	63
07:00	1	0	7	6	9	13	1	0	0	0	0	0	0	37
08:00	1	0	2	9	27	4	5	1	0	0	0	0	0	49
09:00	1	0	9	15	11	7	0	0	0	0	0	0	0	43
10:00	1	3	1	6	13	6	1	0	0	0	0	0	0	31
11:00	0	1	6	7	8	11	5	0	0	0	0	0	0	38
12 PM	0	0	2	21	17	13	2	0	0	0	0	0	0	55
13:00	0	0	3	18	21	14	1	0	0	0	0	0	0	57
14:00	0	0	2	9	20	19	7	1	0	1	0	0	0	59
15:00	1	0	2	16	24	15	0	1	0	0	0	0	0	59
16:00	0	4	8	9	26	17	7	0	0	0	0	0	0	71
17:00	0	0	2	4	14	10	3	0	0	0	0	0	0	33
18:00	0	1	0	0	12	6	1	0	1	0	0	0	0	21
19:00	0	0	1	4	10	5	0	0	0	0	0	0	0	20
20:00	0	0	1	6	5	1	1	1	0	0	0	0	0	15
21:00	0	0	0	1	1	4	0	0	0	0	1	0	0	7
22:00	0	0	2	1	2	3	3	1	0	0	0	0	0	12
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	9	55	170	277	177	48	9	1	2	1	0	0	754

Transportation Data Corporation

Mario Perone, mperone1@verizon.net
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Fairgrounds Road just south of
#141 Beer/Mushroom Co. Driveway
City, State: S. Kingstown, RI
Client: Crossman/Paul Bannon
Southbound

05983Aspeed
Site Code: 2973

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
04/11/25	0	0	0	0	0	1	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	1	1	0	1	0	0	0	0	0	0	3
05:00	1	0	2	28	29	13	4	1	1	0	0	0	0	79
06:00	0	0	1	21	24	9	3	0	0	0	0	0	0	58
07:00	1	1	5	6	15	8	3	1	0	0	0	0	0	40
08:00	0	0	1	12	18	3	3	1	0	0	0	0	0	38
09:00	0	1	6	18	14	8	1	0	0	0	0	0	0	48
10:00	1	0	4	5	10	6	3	0	0	0	0	0	0	29
11:00	0	0	6	16	13	6	3	0	0	0	0	0	0	44
12 PM	1	0	8	16	23	16	1	0	0	0	0	0	0	65
13:00	0	0	1	12	28	8	3	2	0	0	0	0	0	54
14:00	1	0	6	9	17	12	5	1	1	0	1	0	0	53
15:00	4	1	4	19	15	15	3	0	1	0	0	0	0	62
16:00	0	3	9	14	18	17	3	0	0	0	0	0	0	64
17:00	0	0	2	4	9	13	1	0	1	0	0	0	0	30
18:00	0	0	1	3	6	4	2	0	1	0	0	0	0	17
19:00	0	0	1	0	8	7	1	1	0	0	0	0	0	18
20:00	0	1	3	4	9	6	0	0	0	0	0	0	0	23
21:00	0	0	0	2	2	1	1	0	0	0	0	0	0	6
22:00	1	0	1	3	3	2	1	0	0	0	0	0	0	11
23:00	0	0	1	0	1	0	0	0	0	0	0	0	0	2
Total	10	7	62	193	263	156	42	7	5	0	1	0	0	746

Transportation Data Corporation

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Fairgrounds Road just south of
#141 Beer/Mushroom Co. Driveway
City, State: S. Kingstown, RI
Client: Crossman/Paul Bannon

05983Aspeed
Site Code: 2973

Southbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
04/12/25	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	1	1	0	0	0	0	0	0	0	0	2
02:00	0	0	1	0	2	0	0	0	0	0	0	0	0	3
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	1	1	0	0	0	0	0	0	0	0	2
06:00	0	0	0	0	2	3	0	0	0	0	0	0	0	5
07:00	0	0	0	1	5	4	0	0	0	0	0	0	0	10
08:00	0	0	0	0	2	0	1	0	0	0	0	0	0	3
09:00	0	0	0	0	7	6	2	0	1	0	0	0	0	16
10:00	0	0	0	5	5	7	2	0	0	0	0	0	0	19
11:00	0	0	0	3	7	7	3	0	0	0	0	0	0	20
12 PM	0	0	0	3	11	4	2	0	0	0	0	0	0	20
13:00	0	1	1	4	7	4	2	1	0	0	0	0	0	20
14:00	0	1	1	3	6	7	1	0	0	0	0	0	0	19
15:00	0	1	0	3	10	5	2	1	0	0	0	0	0	22
16:00	0	0	0	2	3	9	3	0	0	0	0	0	0	17
17:00	0	0	0	2	7	3	1	0	0	0	0	0	0	13
18:00	0	0	0	0	5	3	1	0	0	0	0	0	0	9
19:00	0	0	0	2	5	4	3	0	0	0	0	0	0	14
20:00	0	0	0	1	4	1	0	0	0	0	0	0	0	6
21:00	0	0	1	1	2	1	0	1	0	0	0	0	0	6
22:00	0	0	0	1	2	1	0	0	1	0	0	0	0	5
23:00	0	0	0	1	0	1	0	0	0	0	0	0	0	2
Total	0	3	4	34	94	70	23	3	2	0	0	0	0	233

Transportation Data Corporation

Mario Perone, mperone1@verizon.net
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Fairgrounds Road just south of
#141 Beer/Mushroom Co. Driveway

City, State: S. Kingstown, RI

Client: Crossman/Paul Bannon

05983Aspeed
Site Code: 2973

Southbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
04/13/25	0	0	0	1	1	1	0	0	0	0	0	0	0	3
01:00	0	0	0	0	2	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00	0	0	0	0	2	2	2	1	0	0	0	0	0	7
09:00	0	0	0	3	4	4	1	0	0	0	0	0	0	12
10:00	0	0	1	3	6	13	0	0	0	0	0	0	0	23
11:00	0	0	0	1	7	4	1	0	0	0	0	0	0	13
12 PM	0	0	0	0	15	10	4	1	0	0	0	0	0	30
13:00	0	0	1	0	5	4	2	0	0	0	1	0	0	13
14:00	0	0	0	2	6	4	0	0	0	0	0	0	0	12
15:00	0	0	0	2	10	4	1	1	0	1	0	0	0	19
16:00	0	1	0	4	9	7	1	2	0	0	0	0	0	24
17:00	0	0	1	1	9	5	0	1	0	0	0	0	0	17
18:00	0	0	0	0	3	1	0	1	0	0	0	0	0	5
19:00	0	0	0	1	3	1	1	0	0	0	0	0	0	6
20:00	0	0	2	1	3	1	0	1	0	0	0	0	0	8
21:00	0	0	1	1	2	4	0	0	0	0	0	0	0	8
22:00	0	0	0	1	0	4	0	0	0	0	0	0	0	5
23:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	1	1	7	21	88	71	13	8	0	1	1	0	0	212

Transportation Data Corporation

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Fairgrounds Road just south of
#141 Beer/Mushroom Co. Driveway
City, State: S. Kingstown, RI
Client: Crossman/Paul Bannon
Southbound

05983Aspeed
Site Code: 2973

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
04/14/25	0	0	0	0	1	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	1	0	0	0	0	0	0	1
04:00	0	0	0	3	1	0	0	0	0	0	0	0	0	4
05:00	1	0	3	11	33	9	5	1	0	0	0	0	0	63
06:00	0	0	1	6	11	11	5	1	0	0	0	0	0	35
07:00	0	0	4	3	15	11	1	0	1	0	0	0	0	35
08:00	0	0	2	3	10	9	2	1	0	0	0	0	0	27
09:00	0	0	2	7	11	8	1	0	0	0	0	0	0	29
10:00	0	0	4	3	5	12	0	0	0	0	0	0	0	24
11:00	0	1	5	4	14	11	1	1	0	0	0	0	0	37
12 PM	0	3	3	8	21	16	5	1	0	0	0	0	0	57
13:00	0	4	0	9	15	7	1	0	0	0	0	0	0	36
14:00	1	1	4	8	25	11	4	0	0	0	0	0	0	54
15:00	1	3	4	5	23	12	5	0	0	0	0	0	0	53
16:00	0	1	0	2	15	20	4	2	0	0	0	0	0	44
17:00	0	1	0	4	14	9	6	0	0	0	0	0	0	34
18:00	0	0	0	1	2	7	3	0	0	0	0	0	0	13
19:00	0	0	0	2	4	6	0	1	0	0	0	0	0	13
20:00	0	0	0	3	4	1	2	0	1	0	0	0	0	11
21:00	0	4	0	3	0	1	0	0	0	0	0	0	0	8
22:00	0	0	1	2	5	2	1	0	0	0	0	0	0	11
23:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	3	18	35	87	229	163	47	8	2	0	0	0	0	592
Grand Total	31	57	254	837	1481	1003	263	58	15	6	3	1	0	4009

15th Percentile : 26 MPH
50th Percentile : 32 MPH
85th Percentile : 38 MPH
95th Percentile : 42 MPH

Statistics Mean Speed(Average) : 33 MPH
10 MPH Pace Speed : 31-40 MPH
Number in Pace : 2484
Percent in Pace : 62.0%
Number of Vehicles > 30 MPH : 2830
Percent of Vehicles > 30 MPH : 70.6%

A

Intersection Turning Movement Counts

Kingstown Road at Fairgrounds Road

Kingstown Road at Fairgrounds Road

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

N/S: Fairgrounds Road
 E/W: Kingstown Road (Route 138)
 City, State: S. Kingstown, RI
 Client: Crossman/P. Bannon

File Name : 05983A
 Site Code : 2973
 Start Date : 4/9/2025
 Page No : 1

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

Start Time	Fairgrounds Road From North				Kingstown Road (Route 138) From East				Fairgrounds Road From South				Kingstown Road (Route 138) From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	0	0	7	0	1	50	11	0	15	1	2	0	12	110	1	0	210
07:15 AM	0	4	6	0	0	55	6	0	15	4	4	0	8	143	0	0	245
07:30 AM	0	2	13	0	2	58	9	0	17	0	4	0	10	191	0	0	306
07:45 AM	0	0	12	0	9	98	9	0	19	2	6	0	4	174	2	0	335
Total	0	6	38	0	12	261	35	0	66	7	16	0	34	618	3	0	1096
08:00 AM	1	1	20	0	3	70	9	0	14	0	5	0	4	164	0	0	291
08:15 AM	1	1	20	0	9	67	8	0	12	1	1	0	5	151	0	0	276
08:30 AM	0	1	16	0	4	62	9	0	24	1	9	0	7	198	1	0	332
08:45 AM	0	0	10	0	8	82	18	0	19	0	3	0	5	163	0	0	308
Total	2	3	66	0	24	281	44	0	69	2	18	0	21	676	1	0	1207
Grand Total	2	9	104	0	36	542	79	0	135	9	34	0	55	1294	4	0	2303
Apprch %	1.7	7.8	90.4	0	5.5	82.5	12	0	75.8	5.1	19.1	0	4.1	95.6	0.3	0	
Total %	0.1	0.4	4.5	0	1.6	23.5	3.4	0	5.9	0.4	1.5	0	2.4	56.2	0.2	0	
Cars & Peds	1	9	102	0	36	509	62	0	127	8	27	0	47	1255	4	0	2187
% Cars & Peds	50	100	98.1	0	100	93.9	78.5	0	94.1	88.9	79.4	0	85.5	97	100	0	95
Trucks & Buses	1	0	2	0	0	33	17	0	8	1	7	0	8	39	0	0	116
% Trucks & Buses	50	0	1.9	0	0	6.1	21.5	0	5.9	11.1	20.6	0	14.5	3	0	0	5
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

Start Time	Fairgrounds Road From North					Kingstown Road (Route 138) From East					Fairgrounds Road From South					Kingstown Road (Route 138) From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	12	0	12	9	98	9	0	116	19	2	6	0	27	4	174	2	0	180	335
08:00 AM	1	1	20	0	22	3	70	9	0	82	14	0	5	0	19	4	164	0	0	168	291
08:15 AM	1	1	20	0	22	9	67	8	0	84	12	1	1	0	14	5	151	0	0	156	276
08:30 AM	0	1	16	0	17	4	62	9	0	75	24	1	9	0	34	7	198	1	0	206	332
Total Volume	2	3	68	0	73	25	297	35	0	357	69	4	21	0	94	20	687	3	0	710	1234
% App. Total	2.7	4.1	93.2	0		7	83.2	9.8	0		73.4	4.3	22.3	0		2.8	96.8	0.4	0		
PHF	.500	.750	.850	.000	.830	.694	.758	.972	.000	.769	.719	.500	.583	.000	.691	.714	.867	.375	.000	.862	.921
Cars & Peds	1	3	67	0	71	25	276	27	0	328	67	3	16	0	86	14	664	3	0	681	1166
% Cars & Peds	50.0	100	98.5	0	97.3	100	92.9	77.1	0	91.9	97.1	75.0	76.2	0	91.5	70.0	96.7	100	0	95.9	94.5
Trucks & Buses	1	0	1	0	2	0	21	8	0	29	2	1	5	0	8	6	23	0	0	29	68
% Trucks & Buses	50.0	0	1.5	0	2.7	0	7.1	22.9	0	8.1	2.9	25.0	23.8	0	8.5	30.0	3.3	0	0	4.1	5.5
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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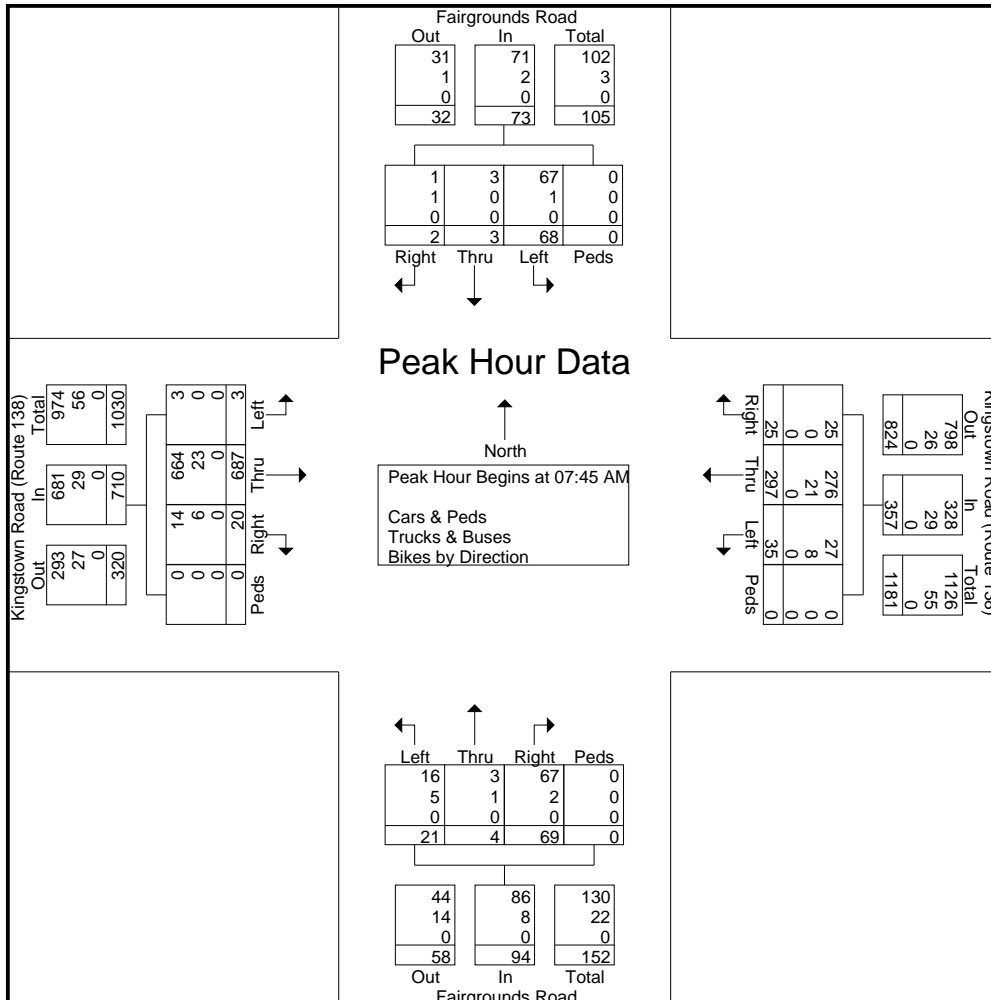
Mario Perone, mperone1@verizon.net

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N/S: Fairgrounds Road
 E/W: Kingstown Road (Route 138)
 City, State: S. Kingstown, RI
 Client: Crossman/P. Bannon

File Name : 05983A
 Site Code : 2973
 Start Date : 4/9/2025
 Page No : 1

Start Time	Fairgrounds Road From North					Kingstown Road (Route 138) From East					Fairgrounds Road From South					Kingstown Road (Route 138) From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	12	0	12	9	98	9	0	116	19	2	6	0	27	4	174	2	0	180	335
08:00 AM	1	1	20	0	22	3	70	9	0	82	14	0	5	0	19	4	164	0	0	168	291
08:15 AM	1	1	20	0	22	9	67	8	0	84	12	1	1	0	14	5	151	0	0	156	276
08:30 AM	0	1	16	0	17	4	62	9	0	75	24	1	9	0	34	7	198	1	0	206	332
Total Volume	2	3	68	0	73	25	297	35	0	357	69	4	21	0	94	20	687	3	0	710	1234
% App. Total	2.7	4.1	93.2	0		7	83.2	9.8	0		73.4	4.3	22.3	0		2.8	96.8	0.4	0		
PHF	.500	.750	.850	.000	.830	.694	.758	.972	.000	.769	.719	.500	.583	.000	.691	.714	.867	.375	.000	.862	.921
Cars & Peds	1	3	67	0	71	25	276	27	0	328	67	3	16	0	86	14	664	3	0	681	1166
% Cars & Peds	50.0	100	98.5	0	97.3	100	92.9	77.1	0	91.9	97.1	75.0	76.2	0	91.5	70.0	96.7	100	0	95.9	94.5
Trucks & Buses	1	0	1	0	2	0	21	8	0	29	2	1	5	0	8	6	23	0	0	29	68
% Trucks & Buses	50.0	0	1.5	0	2.7	0	7.1	22.9	0	8.1	2.9	25.0	23.8	0	8.5	30.0	3.3	0	0	4.1	5.5
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: Fairgrounds Road
 E/W: Kingstown Road (Route 138)
 City, State: S. Kingstown, RI
 Client: Crossman/P. Bannon

File Name : 05983AA
 Site Code : 2973
 Start Date : 4/9/2025
 Page No : 1

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

Start Time	Fairgrounds Road From North				Kingstown Road (Route 138) From East				Fairgrounds Road From South				Kingstown Road (Route 138) From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
03:00 PM	0	0	7	0	13	150	15	0	16	0	9	0	8	91	0	0	309
03:15 PM	1	0	7	0	8	145	20	0	10	0	5	0	2	102	0	0	300
03:30 PM	0	2	6	0	11	172	8	0	19	8	40	0	4	124	0	0	394
03:45 PM	3	2	5	0	14	174	14	0	12	5	9	0	5	111	0	0	354
Total	4	4	25	0	46	641	57	0	57	13	63	0	19	428	0	0	1357
04:00 PM	1	0	6	0	14	171	23	0	19	2	21	0	2	110	1	0	370
04:15 PM	2	1	17	0	15	217	12	0	17	1	11	0	0	95	0	0	388
04:30 PM	3	0	8	0	10	208	19	0	9	3	6	0	2	114	0	0	382
04:45 PM	1	1	6	0	9	174	10	0	13	2	4	0	5	108	0	0	333
Total	7	2	37	0	48	770	64	0	58	8	42	0	9	427	1	0	1473
05:00 PM	1	0	7	0	15	191	19	0	15	1	7	0	1	99	1	0	357
05:15 PM	0	0	4	0	16	154	7	0	6	2	4	0	5	100	0	0	298
05:30 PM	0	1	9	0	4	149	7	0	8	1	2	0	1	111	0	0	293
05:45 PM	1	0	7	0	9	122	6	0	8	0	1	0	1	101	2	0	258
Total	2	1	27	0	44	616	39	0	37	4	14	0	8	411	3	0	1206
Grand Total	13	7	89	0	138	2027	160	0	152	25	119	0	36	1266	4	0	4036
Apprch %	11.9	6.4	81.7	0	5.9	87.2	6.9	0	51.4	8.4	40.2	0	2.8	96.9	0.3	0	
Total %	0.3	0.2	2.2	0	3.4	50.2	4	0	3.8	0.6	2.9	0	0.9	31.4	0.1	0	
Cars & Peds	11	7	88	0	133	1991	138	0	147	24	112	0	30	1246	4	0	3931
% Cars & Peds	84.6	100	98.9	0	96.4	98.2	86.2	0	96.7	96	94.1	0	83.3	98.4	100	0	97.4
Trucks & Buses	2	0	1	0	2	35	21	0	5	0	7	0	6	18	0	0	97
% Trucks & Buses	15.4	0	1.1	0	1.4	1.7	13.1	0	3.3	0	5.9	0	16.7	1.4	0	0	2.4
Bikes by Direction	0	0	0	0	3	1	1	0	0	1	0	0	0	2	0	0	8
% Bikes by Direction	0	0	0	0	2.2	0	0.6	0	0	4	0	0	0	0.2	0	0	0.2

Start Time	Fairgrounds Road From North					Kingstown Road (Route 138) From East					Fairgrounds Road From South					Kingstown Road (Route 138) From West					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 03:30 PM																						
03:30 PM	0	2	6	0	8	11	172	8	0	191	19	8	40	0	67	4	124	0	0	128	394	
03:45 PM	3	2	5	0	10	14	174	14	0	202	12	5	9	0	26	5	111	0	0	116	354	
04:00 PM	1	0	6	0	7	14	171	23	0	208	19	2	21	0	42	2	110	1	0	113	370	
04:15 PM	2	1	17	0	20	15	217	12	0	244	17	1	11	0	29	0	95	0	0	95	388	
Total Volume	6	5	34	0	45	54	734	57	0	845	67	16	81	0	164	11	440	1	0	452	1506	
% App. Total	13.3	11.1	75.6	0	6.4	86.9	6.7	0	40.9	9.8	49.4	0	2.4	97.3	0.2	0						
PHF	.500	.625	.500	.000	.563	.900	.846	.620	.000	.866	.882	.500	.506	.000	.612	.550	.887	.250	.000	.883	.956	
Cars & Peds	5	5	34	0	44	53	722	43	0	818	66	16	78	0	160	7	434	1	0	442	1464	
% Cars & Peds	83.3	100	100	0	97.8	98.1	98.4	75.4	0	96.8	98.5	100	96.3	0	97.6	63.6	98.6	100	0	97.8	97.2	
Trucks & Buses	1	0	0	0	1	0	11	14	0	25	1	0	3	0	4	4	6	0	0	10	40	
% Trucks & Buses	16.7	0	0	0	2.2	0	1.5	24.6	0	3.0	1.5	0	3.7	0	2.4	36.4	1.4	0	0	2.2	2.7	
Bikes by Direction	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
% Bikes by Direction	0	0	0	0	0	1.9	0.1	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0.1	

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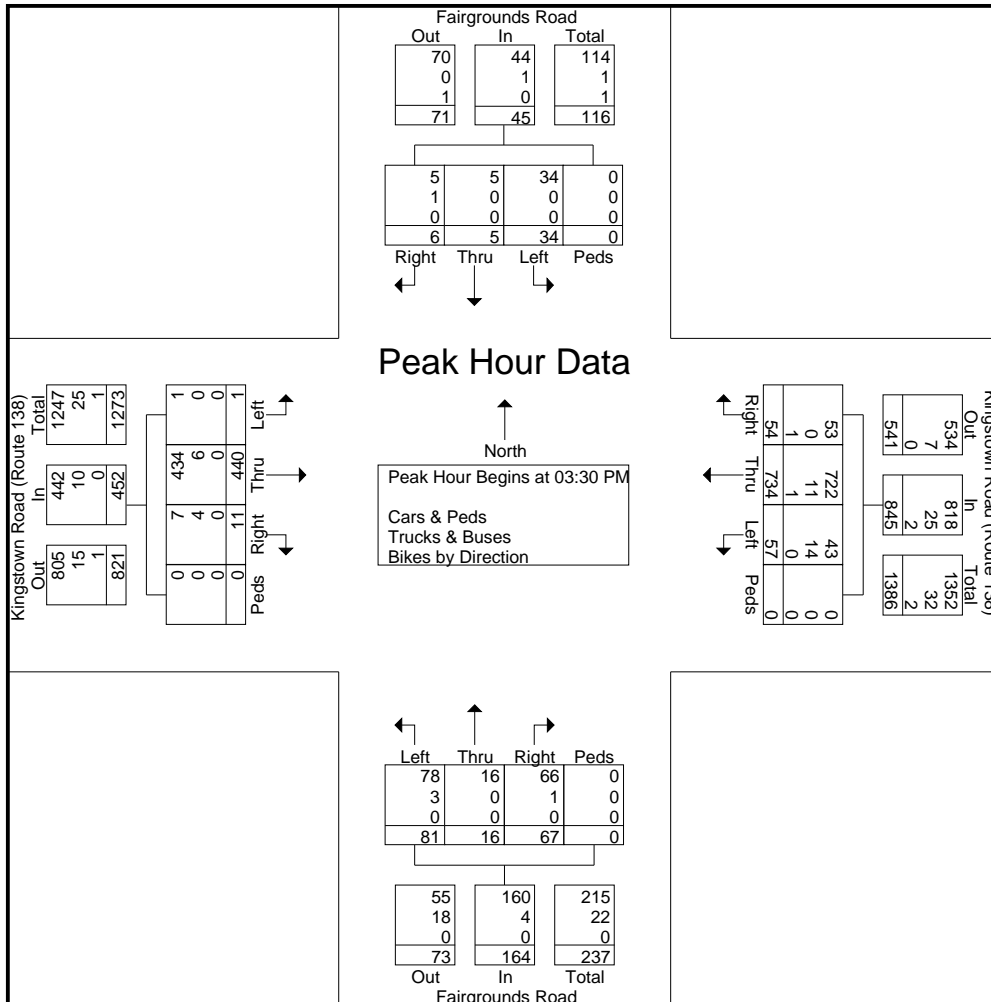
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 City, State: S. Kingstown, RI
 Client: Crossman/P. Bannon

File Name : 05983AA
 Site Code : 2973
 Start Date : 4/9/2025
 Page No : 1

Start Time	Fairgrounds Road From North					Kingstown Road (Route 138) From East					Fairgrounds Road From South					Kingstown Road (Route 138) From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	0	2	6	0	8	11	172	8	0	191	19	8	40	0	67	4	124	0	0	128	394
03:45 PM	3	2	5	0	10	14	174	14	0	202	12	5	9	0	26	5	111	0	0	116	354
04:00 PM	1	0	6	0	7	14	171	23	0	208	19	2	21	0	42	2	110	1	0	113	370
04:15 PM	2	1	17	0	20	15	217	12	0	244	17	1	11	0	29	0	95	0	0	95	388
Total Volume	6	5	34	0	45	54	734	57	0	845	67	16	81	0	164	11	440	1	0	452	1506
% App. Total	13.3	11.1	75.6	0		6.4	86.9	6.7	0		40.9	9.8	49.4	0		2.4	97.3	0.2	0		
PHF	.500	.625	.500	.000	.563	.900	.846	.620	.000	.866	.882	.500	.506	.000	.612	.550	.887	.250	.000	.883	.956
Cars & Peds	5	5	34	0	44	53	722	43	0	818	66	16	78	0	160	7	434	1	0	442	1464
% Cars & Peds	83.3	100	100	0	97.8	98.1	98.4	75.4	0	96.8	98.5	100	96.3	0	97.6	63.6	98.6	100	0	97.8	97.2
Trucks & Buses	1	0	0	0	1	0	11	14	0	25	1	0	3	0	4	4	6	0	0	10	40
% Trucks & Buses	16.7	0	0	0	2.2	0	1.5	24.6	0	3.0	1.5	0	3.7	0	2.4	36.4	1.4	0	0	2.2	2.7
Bikes by Direction	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
% Bikes by Direction	0	0	0	0	0	1.9	0.1	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0.1



APPENDIX B – Traffic Crash Data

January 2018 through December 2019 and January 2022 through December 2022

Kingstown Road at Fairgrounds Road

Kingstown Road at Liberty Lane

Fairgrounds Road

Kingstown Road (Route 138)

(Source: Norpak 2023 TIS prepared by BETA)

Crash Data Summary

	Year			Total	Average per Year
	2018	2019	2022		
Intersections					
Kingstown Road at Fairgrounds Road	4	4	2	10	3
Fairgrounds Road at Liberty Lane	0	0	1	1	0
Roadways					
Fairgrounds Road	3	0	0	3	1
Kingstown Road	0	1	0	1	0
Total	7	5	3	15	5

Kingstown Road at Fairgrounds Road

	2018	2019	2022	Total	Percent
Collision Type					
Rear End	4	3	1	8	80%
Angle	0	1	0	1	10%
Head-On	0	0	0	0	0%
Pedestrian	0	0	0	0	0%
Sideswipe, Same Direction	0	0	0	0	0%
Sideswipe, Opposite Direction	0	0	0	0	0%
Rear-to-Side	0	0	0	0	0%
Rear-to-Rear	0	0	0	0	0%
Collision with Object	0	0	1	1	10%
Collision with Deer	0	0	0	0	0%
Other	0	0	0	0	0%
Unknown	0	0	0	0	0%
Crash Severity					
Property	0	0	0	0	0%
Injury	0	0	0	0	0%
Fatal	0	0	0	0	0%
Light Condition					
Daylight	3	4	2	9	90%
Dawn	0	0	0	0	0%
Dusk	0	0	0	0	0%
Dark - Lighted	1	0	0	1	10%
Dark - Not Lighted	0	0	0	0	0%
Dark - Unknown Lighting	0	0	0	0	0%
Other	0	0	0	0	0%
Unknown	0	0	0	0	0%
Road Condition					
Dry	2	2	2	6	60%
Wet	2	2	0	4	40%
Snow	0	0	0	0	0%
Slush	0	0	0	0	0%
Ice/Frost	0	0	0	0	0%
Water	0	0	0	0	0%
Sand	0	0	0	0	0%
Mud, Dirt, Gravel	0	0	0	0	0%
Oil	0	0	0	0	0%
Other	0	0	0	0	0%
Unknown	0	0	0	0	0%
Hour of Day					
6:00 AM - 9:00 AM	1	2	0	3	30%
9:00 AM - 3:00 PM	2	2	1	5	50%
3:00 PM - 6:00 PM	1	0	0	1	10%
6:00 PM - 6:00 AM	0	0	1	1	10%
Total Crashes:	4	4	2	10	

Fairgrounds Road at Liberty Lane

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

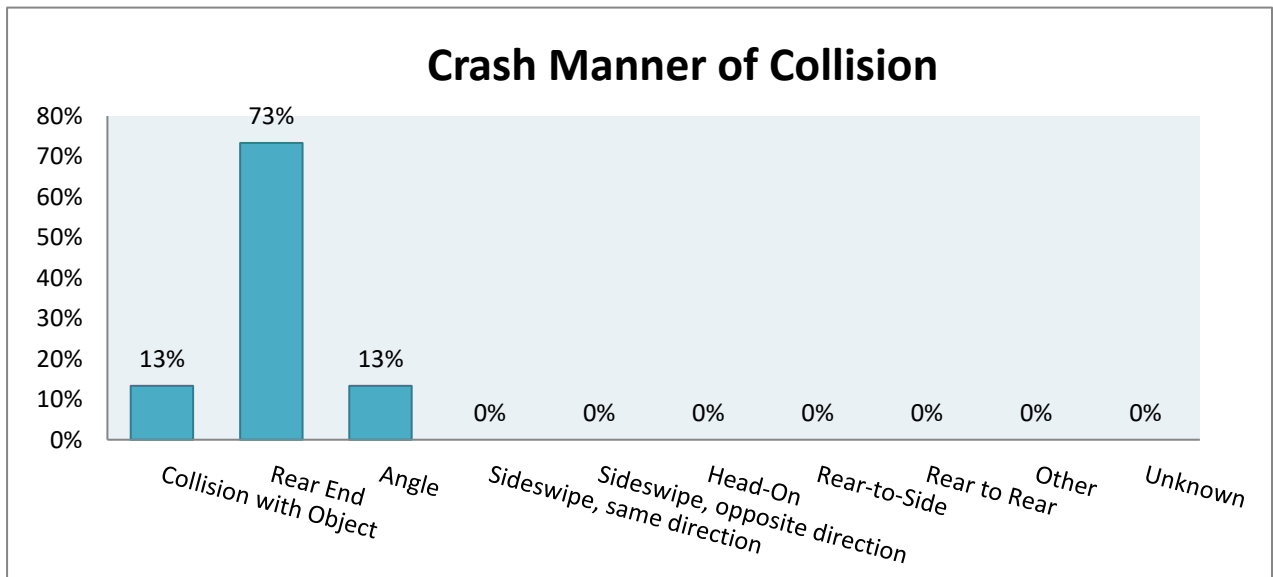
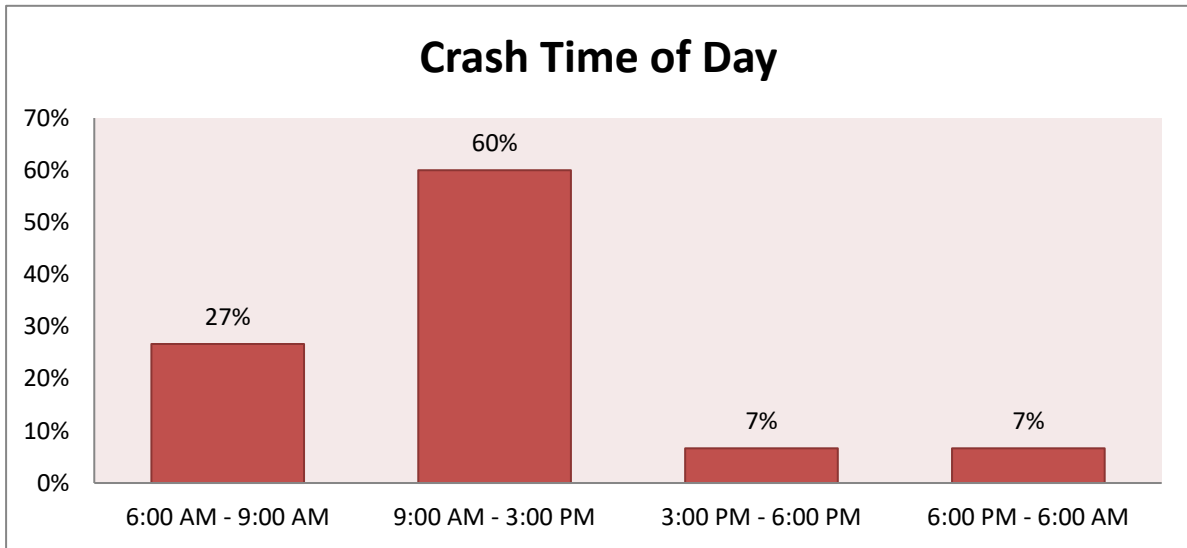
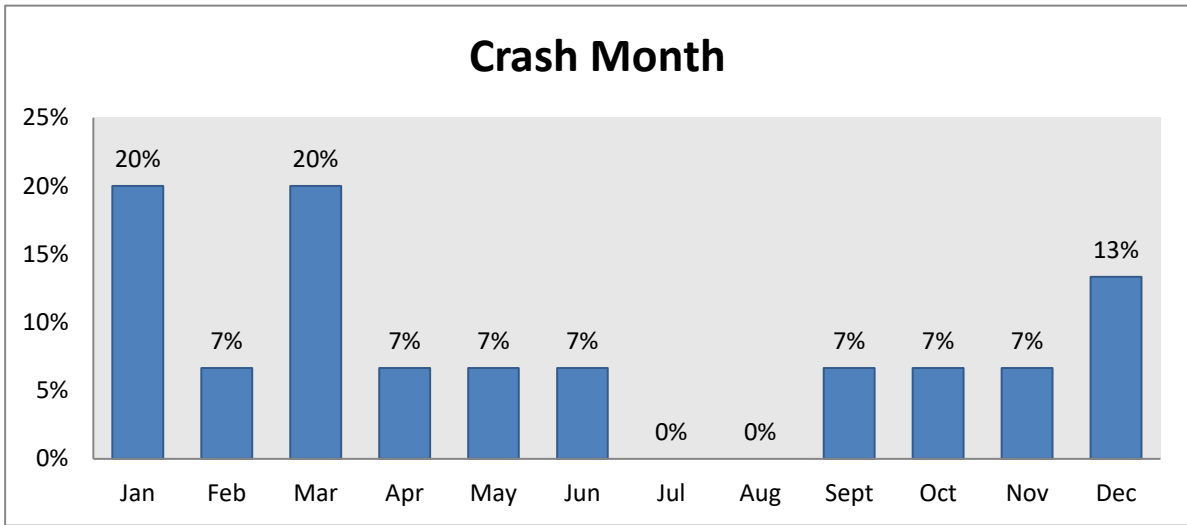
Kingstown Road

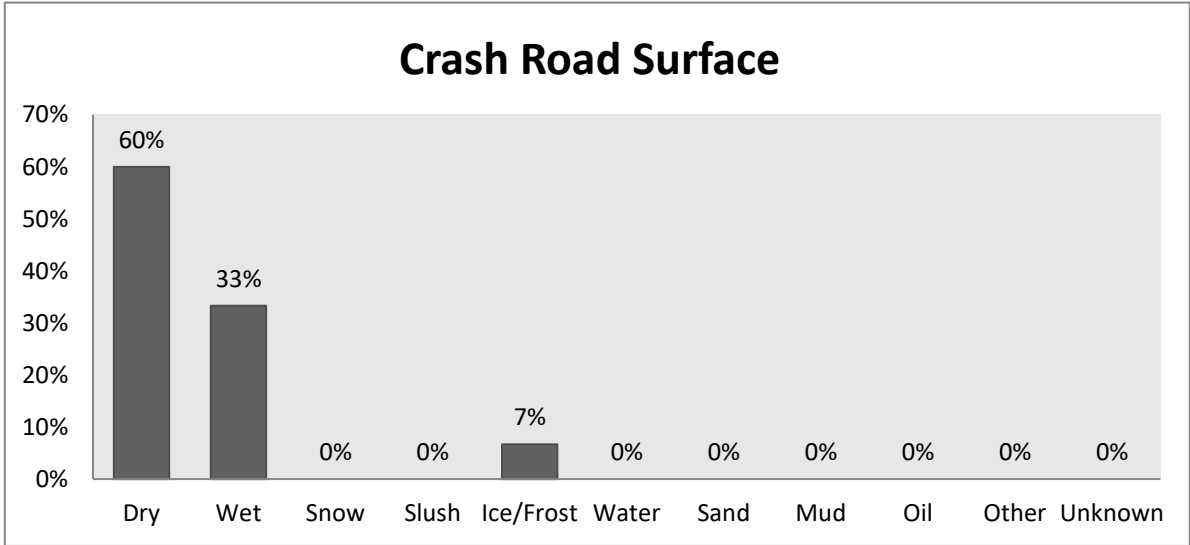
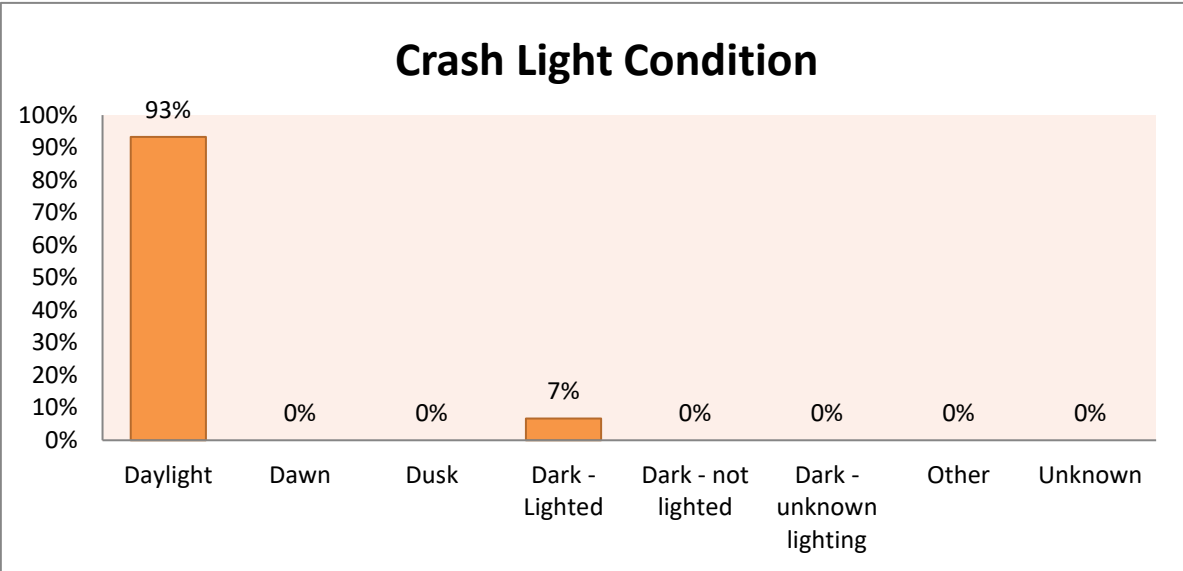
		2018	2019	2022	Total	Percent
Collision Type						
Rear End		0	1	0	1	100%
Angle		0	0	0	0	0%
Head-On		0	0	0	0	0%
Pedestrian		0	0	0	0	0%
Sideswipe, Same Direction		0	0	0	0	0%
Sideswipe, Opposite Direction		0	0	0	0	0%
Rear-to-Side		0	0	0	0	0%
Rear-to-Rear		0	0	0	0	0%
Collision with Object		0	0	0	0	0%
Collision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

Fairgrounds Road

	2018	2019	2022	Total	Percent
Collision Type					
Rear End	2	0	0	2	67%
Angle	1	0	0	1	33%
Head-On	0	0	0	0	0%
Pedestrian	0	0	0	0	0%
Sideswipe, Same Direction	0	0	0	0	0%
Sideswipe, Opposite Direction	0	0	0	0	0%
Rear-to-Side	0	0	0	0	0%
Rear-to-Rear	0	0	0	0	0%
Collision with Object	0	0	0	0	0%
Collision with Deer	0	0	0	0	0%
Other	0	0	0	0	0%
Unknown	0	0	0	0	0%
Crash Severity					
Property	0	0	0	0	0%
Injury	0	0	0	0	0%
Fatal	0	0	0	0	0%
Light Condition					
Daylight	3	0	0	3	100%
Dawn	0	0	0	0	0%
Dusk	0	0	0	0	0%
Dark - Lighted	0	0	0	0	0%
Dark - Not Lighted	0	0	0	0	0%
Dark - Unknown Lighting	0	0	0	0	0%
Other	0	0	0	0	0%
Unknown	0	0	0	0	0%
Road Condition					
Dry	3	0	0	3	100%
Wet	0	0	0	0	0%
Snow	0	0	0	0	0%
Slush	0	0	0	0	0%
Ice/Frost	0	0	0	0	0%
Water	0	0	0	0	0%
Sand	0	0	0	0	0%
Mud, Dirt, Gravel	0	0	0	0	0%
Oil	0	0	0	0	0%
Other	0	0	0	0	0%
Unknown	0	0	0	0	0%
Hour of Day					
6:00 AM - 9:00 AM	0	0	0	0	0%
9:00 AM - 3:00 PM	3	0	0	3	100%
3:00 PM - 6:00 PM	0	0	0	0	0%
6:00 PM - 6:00 AM	0	0	0	0	0%
Total Crashes:	3	0	0	3	

Crash Data Summary Charts





APPENDIX C – Trip Generation

ITE Trip Generation Summary

ITE Land Use Codes

ITE Land Use Code 221 – Multifamily Housing (Mid-Rise)

C

Trip Generation Summary

Trip Generation Summary

	<u>Description</u>	<u>Enter</u>	<u>Exit</u>	<u>Total</u>
<u>DAILY</u>				
ITE Land Use Code 221	Multifamily (Mid-Rise)	757	757	1,514
<u>AM PEAK HOUR</u>				
ITE Land Use Code 221	Multifamily (Mid-Rise)	31	102	133
<u>PM PEAK HOUR</u>				
ITE Land Use Code 221	Multifamily (Mid-Rise)	78	50	128

Calculations;

ITE Land Use Code 221 – Multifamily Housing (Mid-Rise)

Independent Variable (X) = Dwelling Units X = 327 T = Average Rate (X)

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

T = 4.54 (X)	Enter: 742
T = 4.54 (327)	Exit: 742
T = 1,484	Total 1,484

AM Peak *Directional Distribution 23% Entering, 77% Exiting*

T = 0.37 (X)	Enter: 28
T = 0.37 (327)	Exit: 93
T = 121	Total 121

PM Peak *Directional Distribution 61% Entering, 39% Exiting*

T = 0.39 (X)	Enter: 78
T = 0.39 (327)	Exit: 50
T = 128	Total 128

ITE Land Use Code 221 – Multifamily Housing (Mid-Rise)

Independent Variable (X) = Dwelling Units

X = 327

T = Fitted Curve Equation

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

$$T = 4.77 (X) - 46.46$$

$$T = 4.77 (327) - 46.46$$

$$T = 1,514$$

Enter: 757

Exit: 757

Total 1,514

AM Peak*Directional Distribution 23% Entering, 77% Exiting*

$$T = 0.44 (X) - 11.61$$

$$T = 0.44 (327) - 11.61$$

$$T = 133$$

Enter: 31

Exit: 102

Total 133

PM Peak*Directional Distribution 61% Entering, 39% Exiting*

$$T = 0.39 (X) + 0.34$$

$$T = 0.39 (327) + 0.34$$

$$T = 128$$

Enter: 78

Exit: 50

Total 128

C

ITE Land Use Code

ITE Land Use Code 221 – Multifamily Housing (Mid-Rise)

ITE Land Use Code 221 – Multifamily Housing (Mid-Rise)

Land Use: 221

Multifamily Housing (Mid-Rise)

Description

Mid-rise multifamily housing includes apartments and condominiums located in a building that has between four and 10 floors of living space. Access to individual dwelling units is through an outside building entrance, a lobby, elevator, and a set of hallways.

Multifamily housing (low-rise) (Land Use 220), multifamily housing (high-rise) (Land Use 222), off-campus student apartment (mid-rise) (Land Use 226), and mid-rise residential with ground-floor commercial (Land Use 231) are related land uses.

Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Additional Data

For the six sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.5 residents per occupied dwelling unit.

For the five sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96 percent of the total dwelling units were occupied.

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/>).

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), California, District of Columbia, Florida, Georgia, Illinois, Maryland, Massachusetts, Minnesota, Montana, New Jersey, New York, Ontario (CAN), Oregon, Utah, and Virginia.

Source Numbers

168, 188, 204, 305, 306, 321, 818, 857, 862, 866, 901, 904, 910, 949, 951, 959, 963, 964, 966, 967, 969, 970, 1004, 1014, 1022, 1023, 1025, 1031, 1032, 1035, 1047, 1056, 1057, 1058, 1071, 1076

Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 11

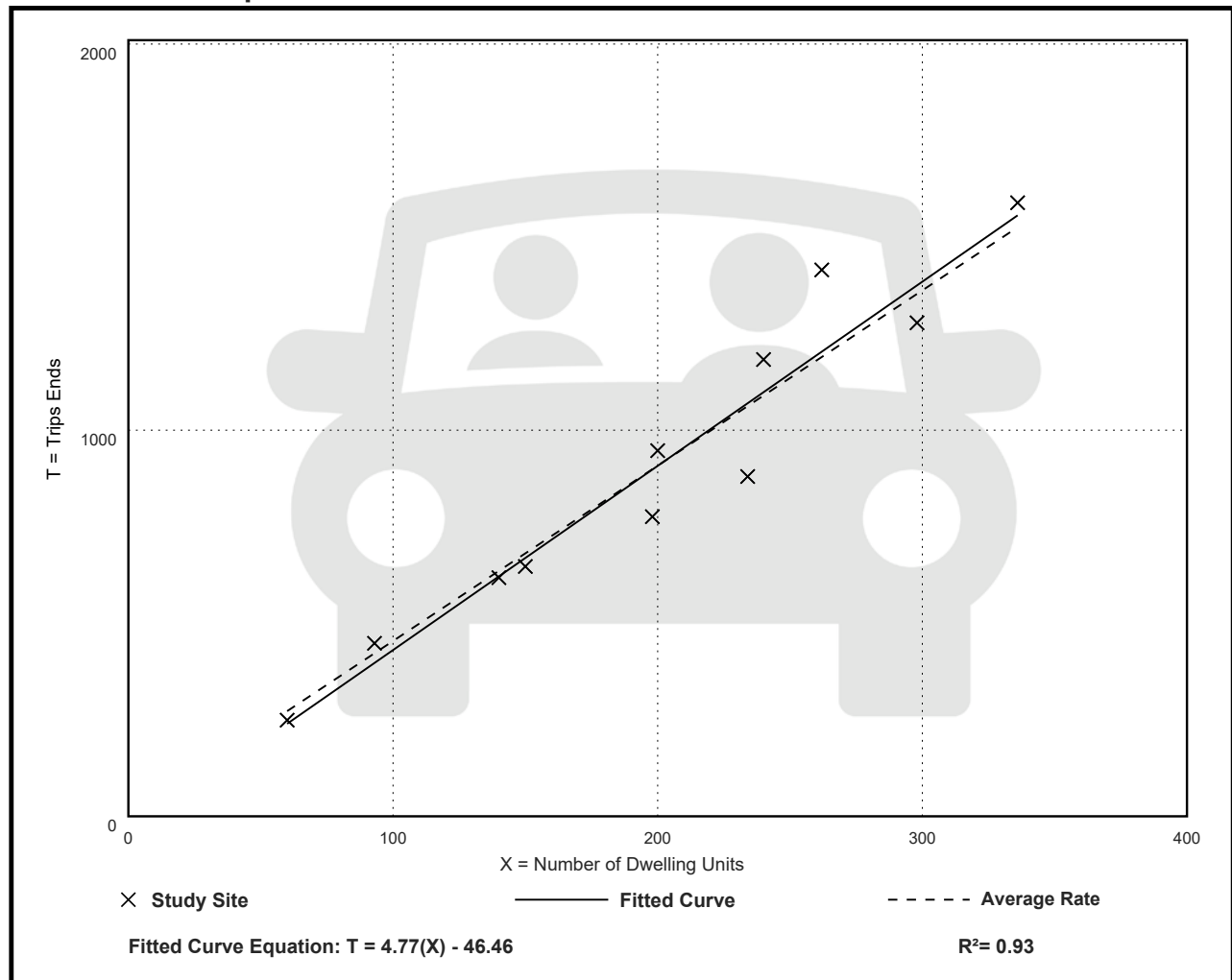
Avg. Num. of Dwelling Units: 201

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.54	3.76 - 5.40	0.51

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

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: 30

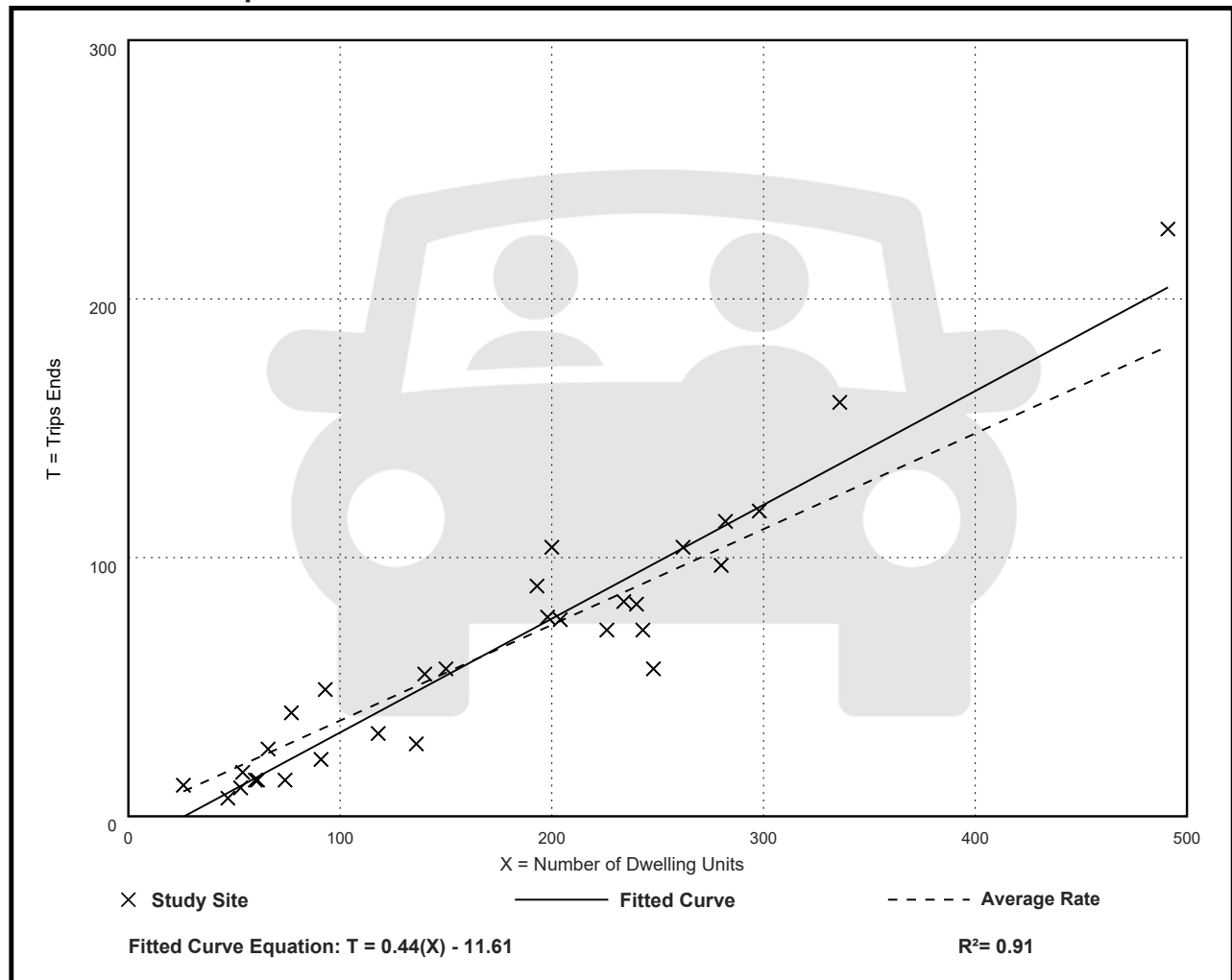
Avg. Num. of Dwelling Units: 173

Directional Distribution: 23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.37	0.15 - 0.53	0.09

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

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: 31

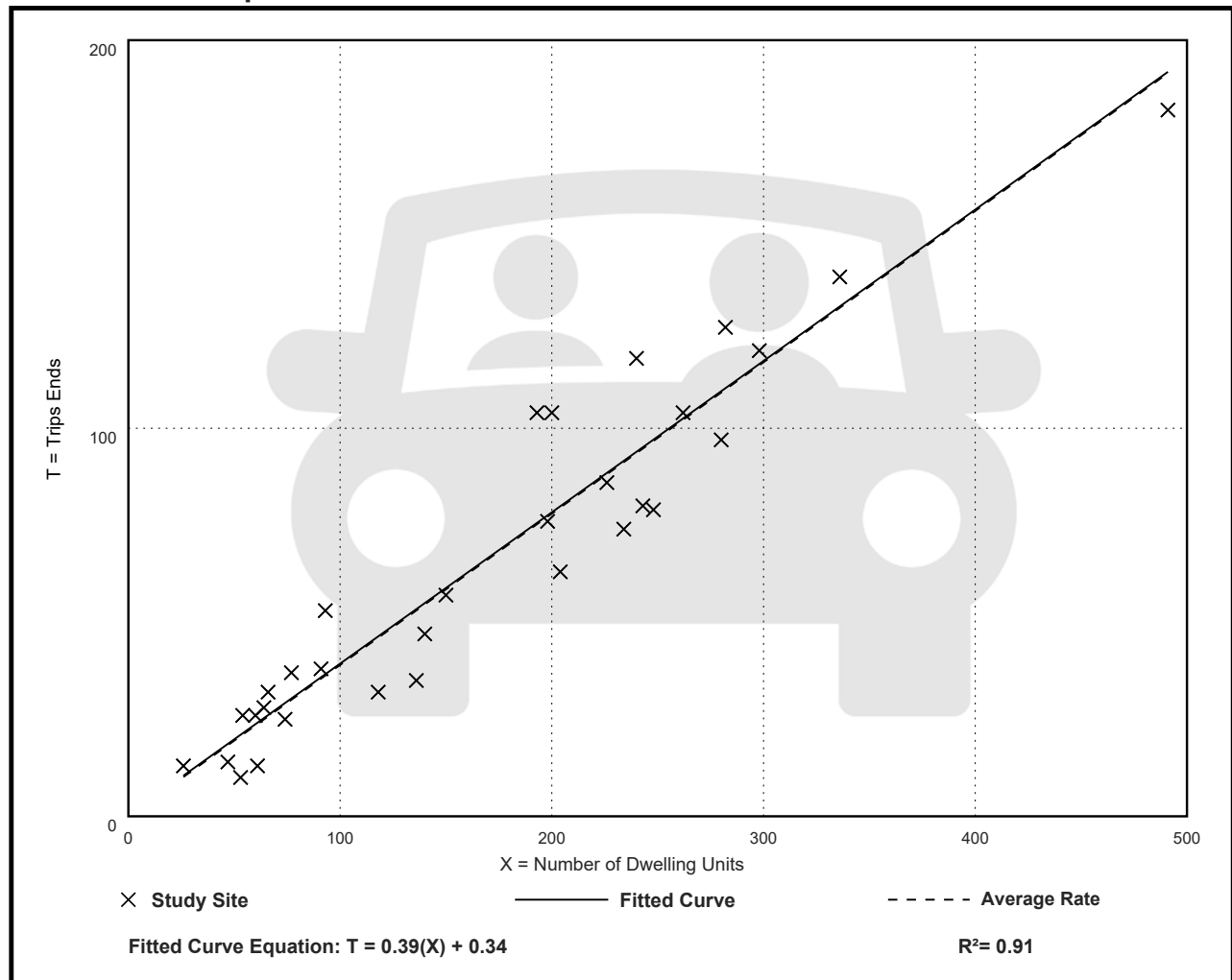
Avg. Num. of Dwelling Units: 169

Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.39	0.19 - 0.57	0.08

Data Plot and Equation



APPENDIX D – Operational Analysis

Existing Conditions

Kingstown Road at Fairgrounds Road

Future Build Conditions

Kingstown Road at Fairgrounds Road
Fairgrounds Road at Site Access Driveway

D

Existing Weekday AM / PM

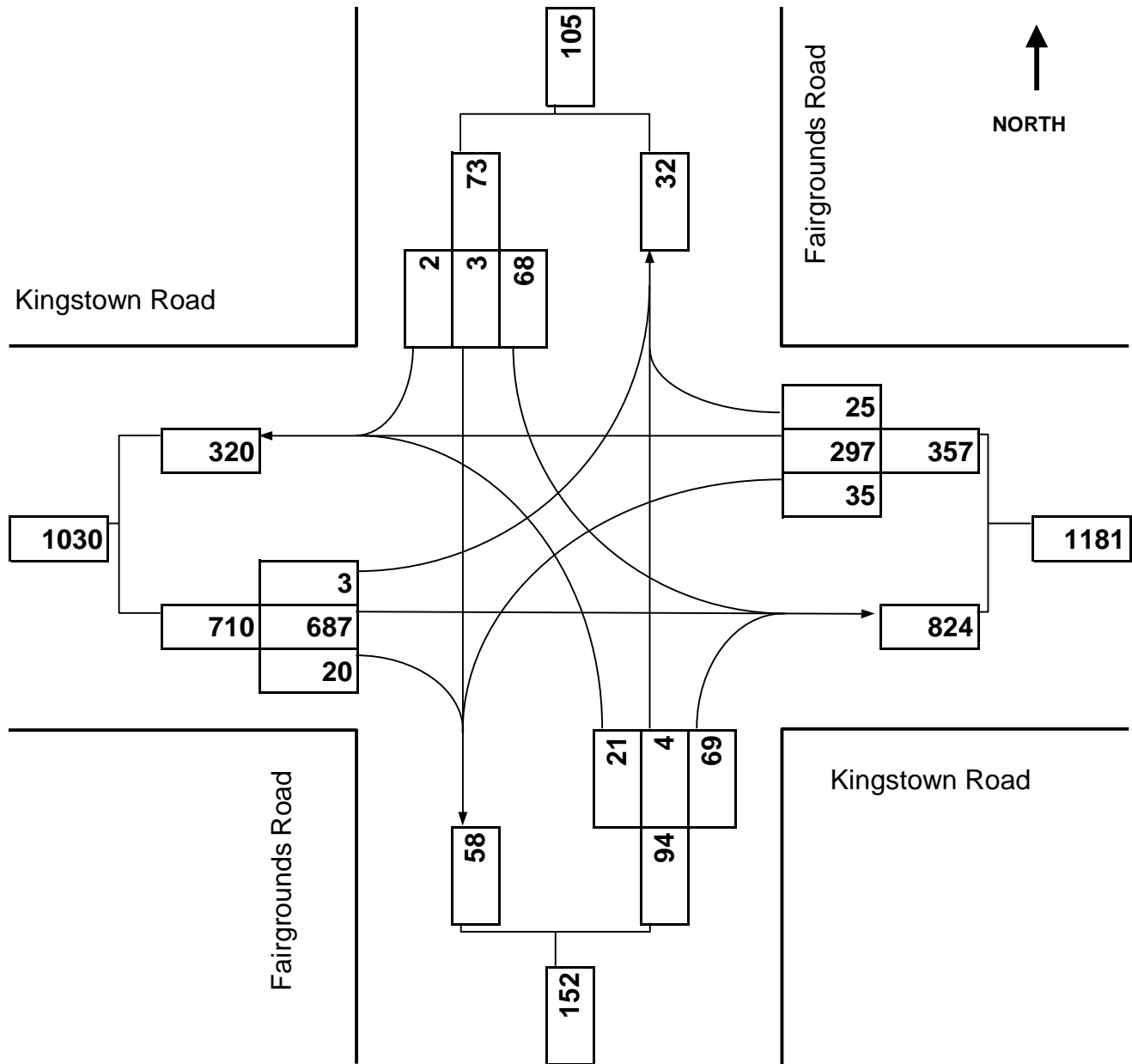
Kingstown Road at Fairgrounds Road

Kingstown Road at Fairgrounds Road



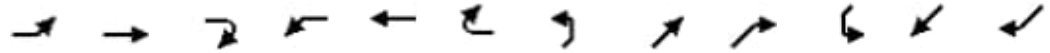
Turning Movement Diagram

Major Street:	Kingstown Road (Rte 138)	Minor Street:	Fairgrounds Road
City/Town:	South Kingstown	Day of Week:	Weekday
Reference No.:	2973	Peak Period:	7:45 - 8:45 AM
Existing:	AM Peak	Future:	n/a



The Lofts

South Kingstown, RI



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		+		+	+			+			+	
Traffic Volume (vph)	3	687	20	35	297	25	21	4	69	68	3	2
Future Volume (vph)	3	687	20	35	297	25	21	4	69	68	3	2
Satd. Flow (prot)	0	1824	0	1467	1763	0	0	1559	0	0	1765	0
Flt Permitted		0.999		0.950				0.906			0.781	
Satd. Flow (perm)	0	1822	0	1467	1763	0	0	1428	0	0	1443	0
Satd. Flow (RTOR)		2			9			75			1	
Lane Group Flow (vph)	0	772	0	38	350	0	0	102	0	0	79	0
Turn Type	Perm	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2						8			4		
Total Split (s)	46.0	46.0		21.0	67.0		26.0	26.0		26.0	26.0	
Total Lost Time (s)		6.0		6.0	6.0			6.0			6.0	
Act Effct Green (s)		43.1		7.6	50.7			9.7			9.8	
Actuated g/C Ratio		0.64		0.11	0.75			0.14			0.14	
v/c Ratio		0.66		0.23	0.26			0.38			0.38	
Control Delay (s/veh)		18.0		35.6	4.8			16.5			34.7	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay (s/veh)		18.0		35.6	4.8			16.5			34.7	
LOS		B		D	A			B			C	
Approach Delay (s/veh)		18.0			7.8			16.5			34.7	
Approach LOS		B			A			B			C	
Queue Length 50th (ft)		270		17	47			11			34	
Queue Length 95th (ft)		#578		47	97			54			76	
Internal Link Dist (ft)		513			766			1711			1234	
Turn Bay Length (ft)				300								
Base Capacity (vph)		1137		343	1527			497			451	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.68		0.11	0.23			0.21			0.18	

Intersection Summary

Cycle Length: 93
 Actuated Cycle Length: 67.7
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.66
 Intersection Signal Delay (s/veh): 15.9 Intersection LOS: B
 Intersection Capacity Utilization 60.5% ICU Level of Service B
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 7: Fairgrounds Road

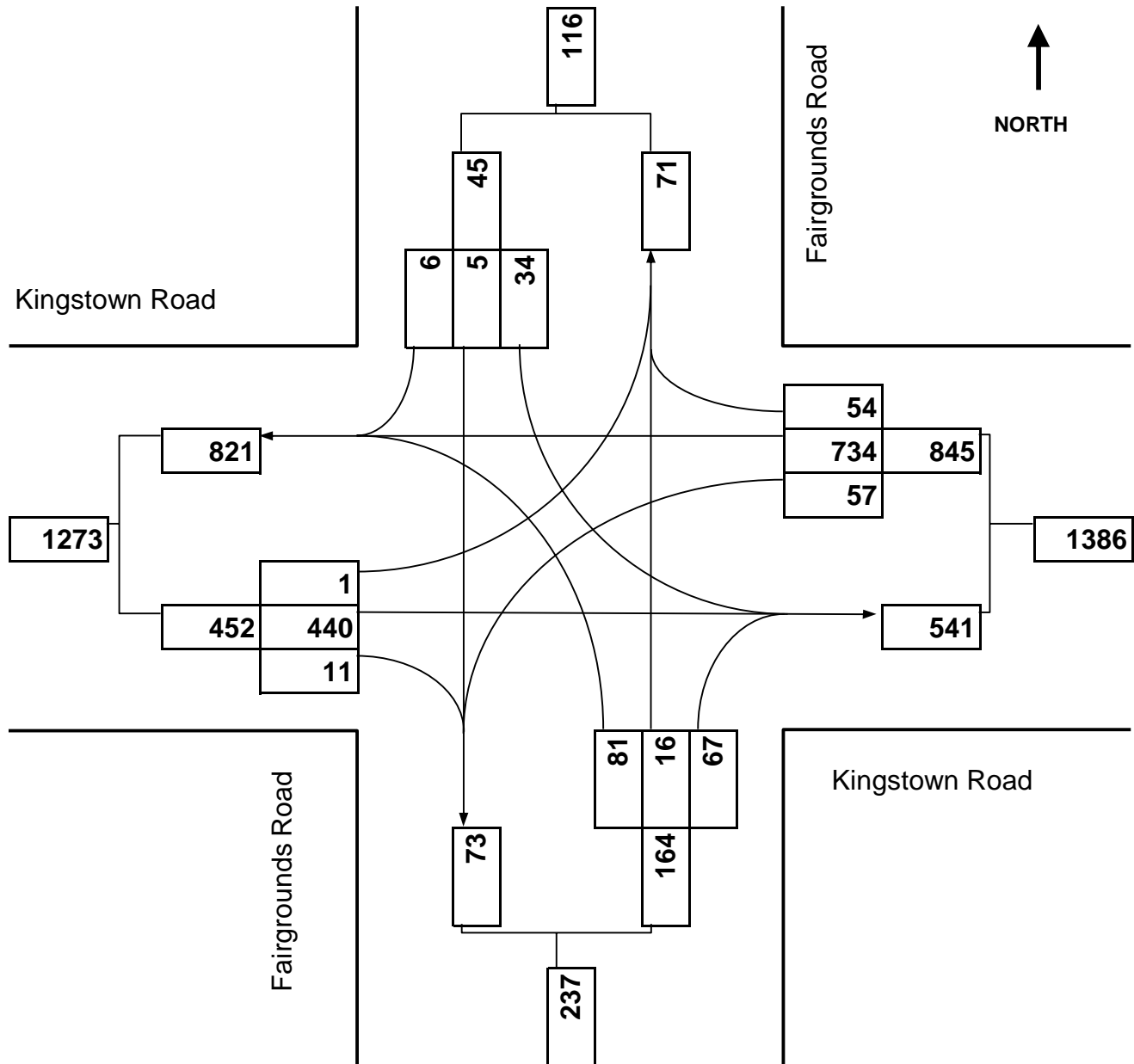


Existing 2025 Conditions
 Timing Plan: AM Peak



Turning Movement Diagram

Major Street:	Kingstown Road (Rte 138)	Minor Street:	Fairgrounds Road
City/Town:	South Kingstown	Day of Week:	Weekday
Reference No.:	2973	Peak Period:	3:30 - 4:30 PM
Existing:	PM Peak	Future:	n/a



The Lofts

South Kingstown, RI



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		+		+	+			+			+	
Traffic Volume (vph)	1	440	11	57	734	54	81	16	67	34	5	6
Future Volume (vph)	1	440	11	57	734	54	81	16	67	34	5	6
Satd. Flow (prot)	0	1859	0	1444	1847	0	0	1705	0	0	1760	0
Flt Permitted		0.999		0.950				0.820			0.707	
Satd. Flow (perm)	0	1857	0	1444	1847	0	0	1432	0	0	1292	0
Satd. Flow (RTOR)		2			8			34			6	
Lane Group Flow (vph)	0	476	0	60	830	0	0	173	0	0	47	0
Turn Type	Perm	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2						8			4		
Total Split (s)	46.0	46.0		21.0	67.0		26.0	26.0		26.0	26.0	
Total Lost Time (s)		6.0		6.0	6.0			6.0			6.0	
Act Effct Green (s)		29.4		8.5	37.9			12.0			12.0	
Actuated g/C Ratio		0.47		0.14	0.61			0.19			0.19	
v/c Ratio		0.55		0.31	0.74			0.57			0.19	
Control Delay (s/veh)		17.9		33.0	14.0			28.1			23.6	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay (s/veh)		17.9		33.0	14.0			28.1			23.6	
LOS		B		C	B			C			C	
Approach Delay (s/veh)		17.9			15.3			28.1			23.6	
Approach LOS		B			B			C			C	
Queue Length 50th (ft)		139		20	181			44			12	
Queue Length 95th (ft)		299		68	408			131			48	
Internal Link Dist (ft)		467			766			1711			1234	
Turn Bay Length (ft)				300								
Base Capacity (vph)		1251		364	1693			504			439	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.38		0.16	0.49			0.34			0.11	

Intersection Summary

Cycle Length: 93

Actuated Cycle Length: 62.6

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay (s/veh): 17.7

Intersection LOS: B

Intersection Capacity Utilization 65.4%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 7: Fairgrounds Road



Existing 2025 Conditions

Timing Plan: PM Peak

D

Future Build Weekday AM / PM

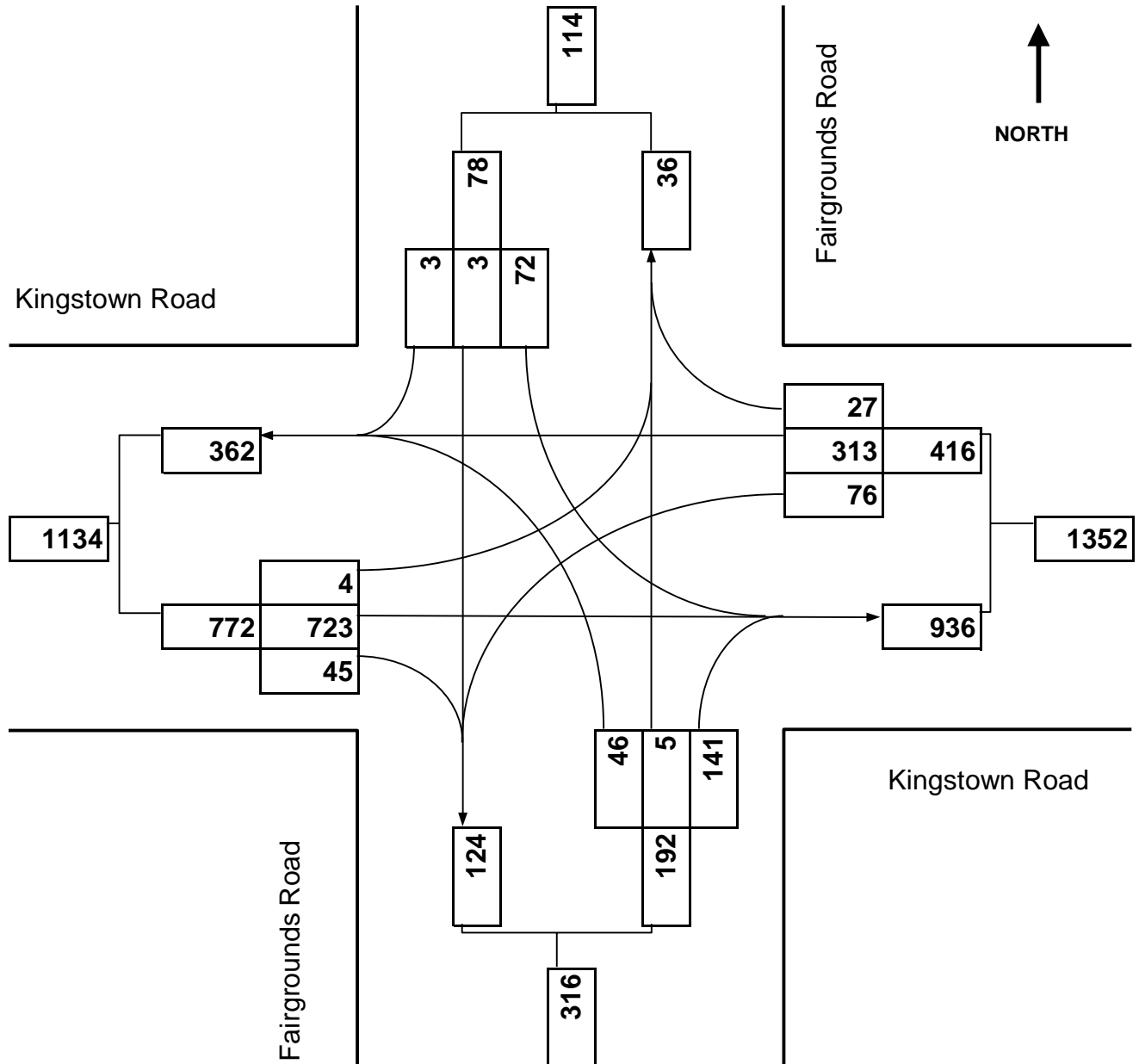
Kingstown Road at Fairgrounds Road
Fairgrounds Road at Site Access Road

Kingstown Road at Fairgrounds Road



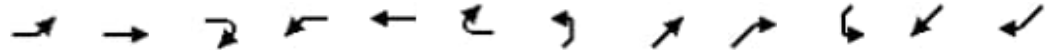
Turning Movement Diagram

Major Street:	Kingstown Road (Rte 138)	Minor Street:	Fairgrounds Road
City/Town:	South Kingstown	Day of Week:	Weekday
Reference No.:	2973	Peak Period:	AM Peak
Existing:	n/a	Future:	Build



The Lofts

South Kingstown, RI

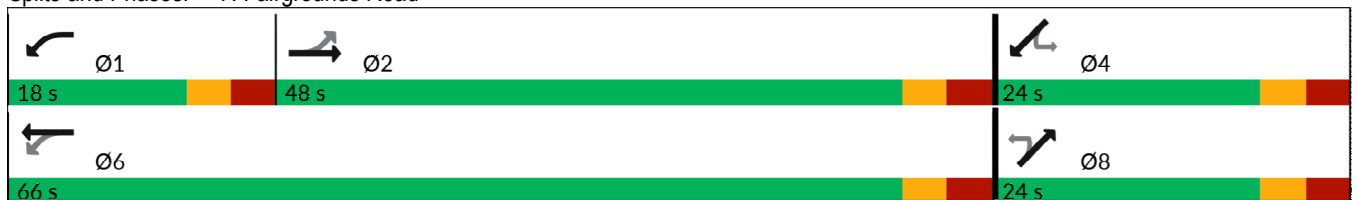


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		+		+	+			+			+	
Traffic Volume (vph)	4	723	45	76	313	27	46	5	141	72	3	3
Future Volume (vph)	4	723	45	76	313	27	46	5	141	72	3	3
Satd. Flow (prot)	0	1821	0	1641	1763	0	0	1619	0	0	1744	0
Flt Permitted		0.999		0.252				0.902			0.485	
Satd. Flow (perm)	0	1819	0	435	1763	0	0	1478	0	0	885	0
Satd. Flow (RTOR)		5			10			139			2	
Lane Group Flow (vph)	0	839	0	83	369	0	0	208	0	0	84	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6			8			4		
Total Split (s)	48.0	48.0		18.0	66.0		24.0	24.0		24.0	24.0	
Total Lost Time (s)		6.0		6.0	6.0			6.0			6.0	
Act Effct Green (s)		42.4		52.4	52.4			11.8			11.8	
Actuated g/C Ratio		0.55		0.68	0.68			0.15			0.15	
v/c Ratio		0.83		0.20	0.30			0.60			0.61	
Control Delay (s/veh)		26.1		5.9	5.9			19.5			49.6	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay (s/veh)		26.1		5.9	5.9			19.5			49.6	
LOS		C		A	A			B			D	
Approach Delay (s/veh)		26.1			5.9			19.5			49.6	
Approach LOS		C			A			B			D	
Queue Length 50th (ft)		333		11	57			31			38	
Queue Length 95th (ft)		#678		30	119			96			86	
Internal Link Dist (ft)		480			850			1711			1234	
Turn Bay Length (ft)				300								
Base Capacity (vph)		1018		490	1402			459			213	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.82		0.17	0.26			0.45			0.39	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 76.5
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay (s/veh): 20.7
 Intersection LOS: C
 Intersection Capacity Utilization 81.9%
 ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 7: Fairgrounds Road

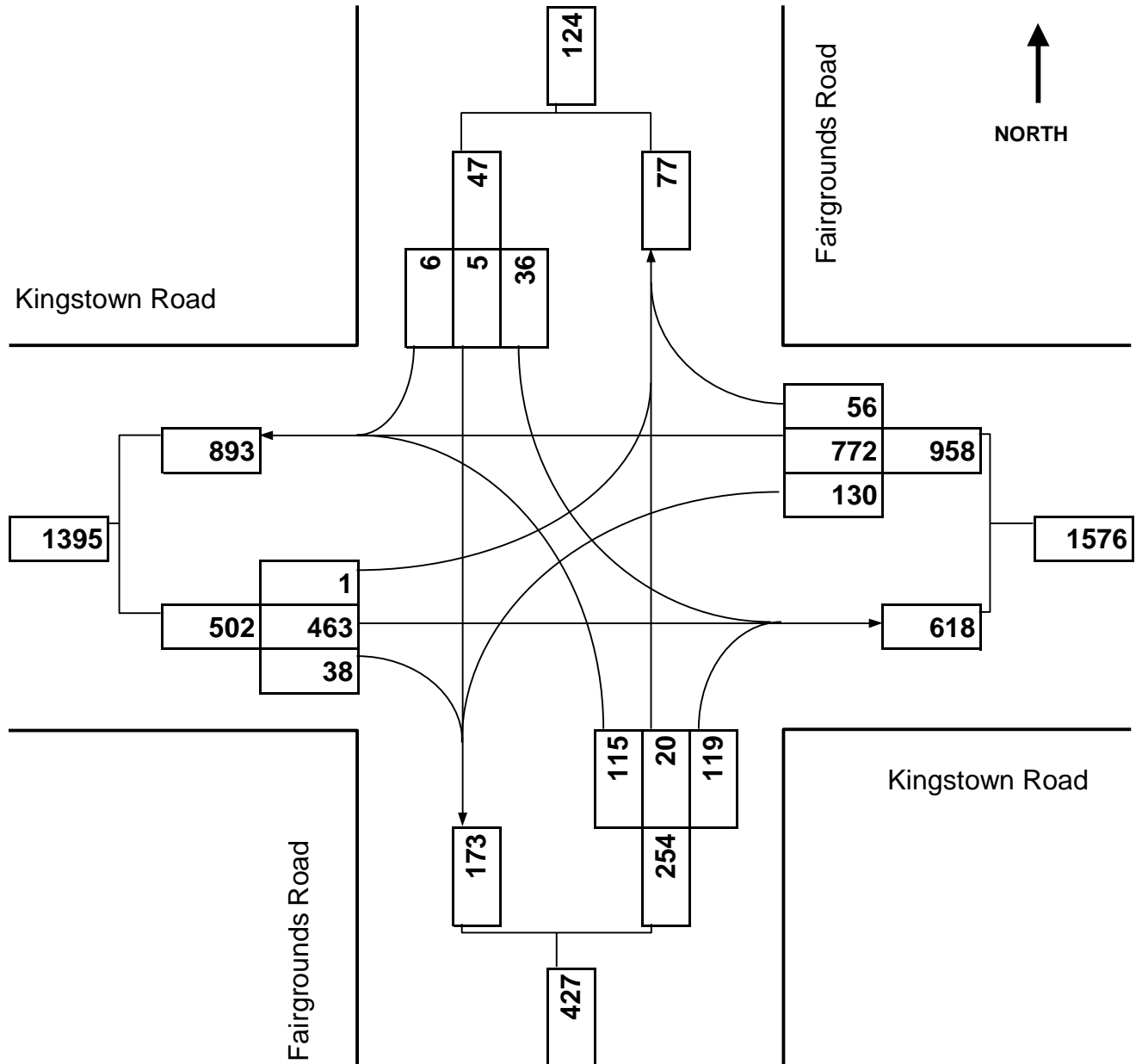


Future 2030 Build Conditions
 Timing Plan: AM Peak Optimized



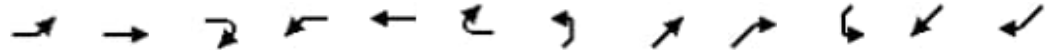
Turning Movement Diagram

Major Street:	Kingstown Road (Rte 138)	Minor Street:	Fairgrounds Road
City/Town:	South Kingstown	Day of Week:	Weekday
Reference No.:	2973	Peak Period:	PM Peak
Existing:	n/a	Future:	Build



The Lofts

South Kingstown, RI



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		+		+	+			+			+	
Traffic Volume (vph)	1	463	38	130	772	56	115	20	119	36	5	6
Future Volume (vph)	1	463	38	130	772	56	115	20	119	36	5	6
Satd. Flow (prot)	0	1850	0	1626	1847	0	0	1702	0	0	1764	0
Flt Permitted		0.999		0.298				0.831			0.656	
Satd. Flow (perm)	0	1848	0	510	1847	0	0	1446	0	0	1202	0
Satd. Flow (RTOR)		6			8			52			6	
Lane Group Flow (vph)	0	528	0	137	872	0	0	267	0	0	49	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6			8			4		
Total Split (s)	37.0	37.0		18.0	55.0		25.0	25.0		25.0	25.0	
Total Lost Time (s)		6.0		6.0	6.0			6.0			6.0	
Act Effct Green (s)		26.3		37.3	37.3			14.6			14.6	
Actuated g/C Ratio		0.41		0.58	0.58			0.23			0.23	
v/c Ratio		0.70		0.31	0.82			0.73			0.18	
Control Delay (s/veh)		23.8		8.5	18.5			33.3			22.6	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay (s/veh)		23.8		8.5	18.5			33.3			22.6	
LOS		C		A	B			C			C	
Approach Delay (s/veh)		23.8			17.1			33.3			22.6	
Approach LOS		C			B			C			C	
Queue Length 50th (ft)		183		23	250			80			14	
Queue Length 95th (ft)		327		49	446			#201			45	
Internal Link Dist (ft)		445			766			1711			1234	
Turn Bay Length (ft)				300								
Base Capacity (vph)		948		513	1423			485			378	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.56		0.27	0.61			0.55			0.13	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 64.6
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay (s/veh): 21.5 Intersection LOS: C
 Intersection Capacity Utilization 100.4% ICU Level of Service G
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 7: Fairgrounds Road



Future 2030 Build Conditions
 Timing Plan: PM Peak - Optimized

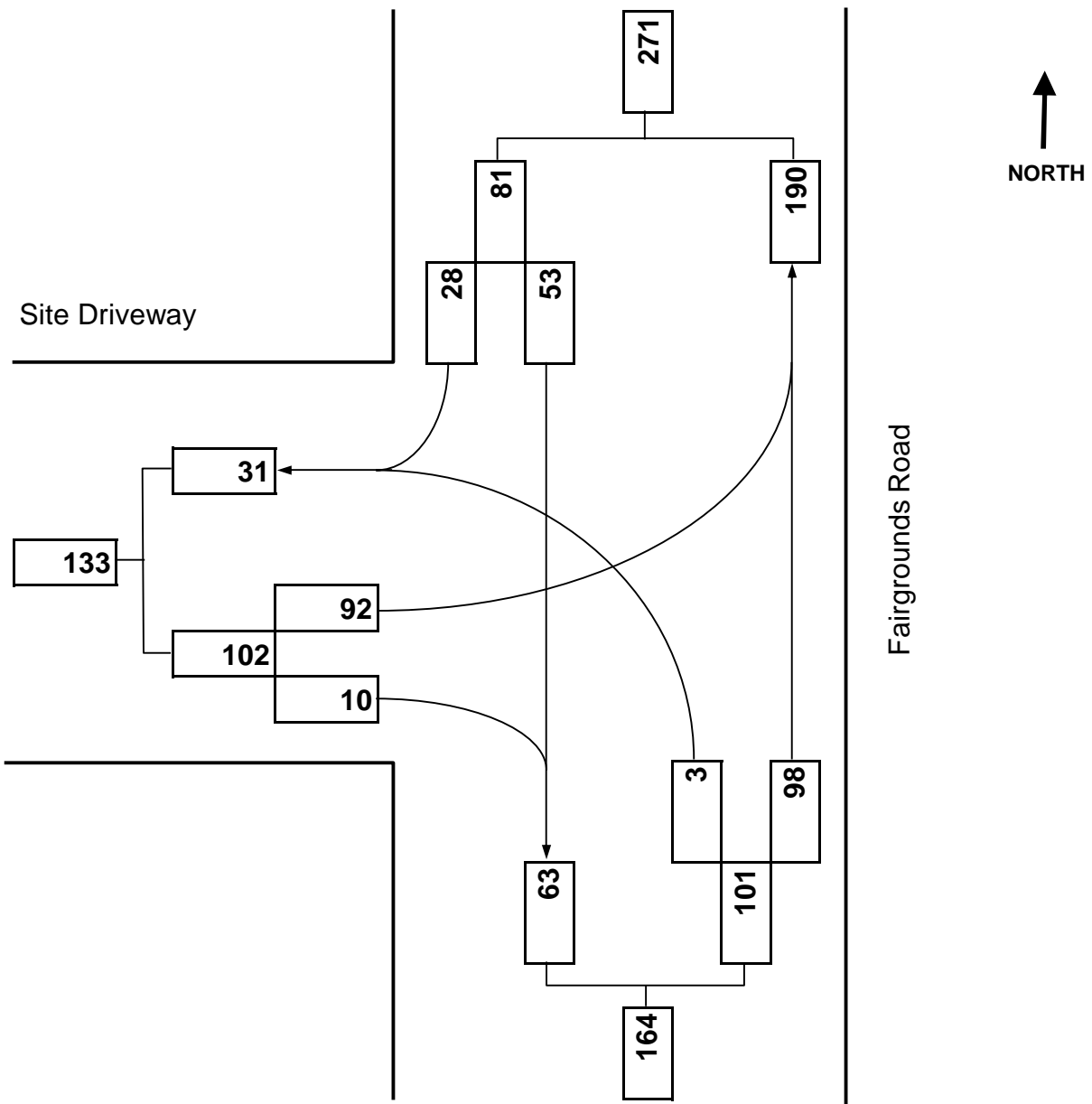
Fairgrounds Road at Site Access Road



Turning Movement Diagram

Major Street:	Fairgrounds Road
City/Town:	South Kingstown
Reference No.:	2973
Existing:	n/a

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



Intersection

Int Delay, s/veh 3.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	4		4	
Traffic Vol, veh/h	3	98	53	28	92	10
Future Vol, veh/h	3	98	53	28	92	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	107	58	30	100	11

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	88	0	-	0	186 73
Stage 1	-	-	-	-	73 -
Stage 2	-	-	-	-	113 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1508	-	-	-	803 989
Stage 1	-	-	-	-	950 -
Stage 2	-	-	-	-	912 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1508	-	-	-	801 989
Mov Cap-2 Maneuver	-	-	-	-	801 -
Stage 1	-	-	-	-	948 -
Stage 2	-	-	-	-	912 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.22	0	10.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	53	-	-	-	817
HCM Lane V/C Ratio	0.002	-	-	-	0.136
HCM Ctrl Dly (s/v)	7.4	0	-	-	10.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.5

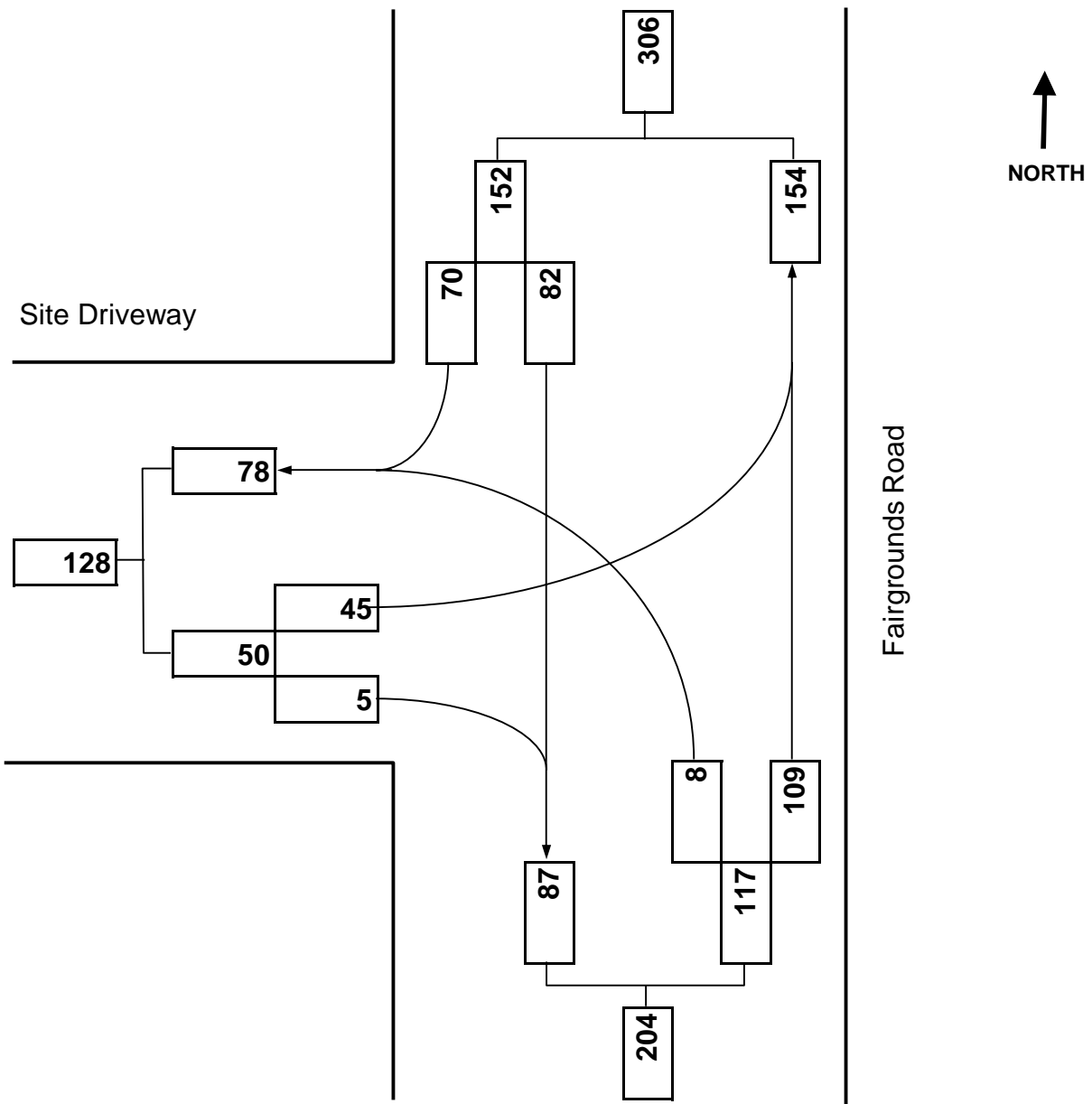
Future 2030 Build Conditions
 Timing Plan: AM Peak



Turning Movement Diagram

Major Street:	Fairgrounds Road
City/Town:	South Kingstown
Reference No.:	2973
Existing:	n/a

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



Intersection

Int Delay, s/veh 1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	4		4	
Traffic Vol, veh/h	8	109	82	70	45	5
Future Vol, veh/h	8	109	82	70	45	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	115	86	74	47	5

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	160	0	-	0	255 123
Stage 1	-	-	-	-	123 -
Stage 2	-	-	-	-	132 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1419	-	-	-	734 928
Stage 1	-	-	-	-	902 -
Stage 2	-	-	-	-	895 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1419	-	-	-	729 928
Mov Cap-2 Maneuver	-	-	-	-	729 -
Stage 1	-	-	-	-	897 -
Stage 2	-	-	-	-	895 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.52	0	10.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	123	-	-	-	745
HCM Lane V/C Ratio	0.006	-	-	-	0.071
HCM Ctrl Dly (s/v)	7.6	0	-	-	10.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2