

**Rhode Island Department of Administration (RIDOA),
Rhode Island Water Resources Board (WRB) & Division of
Capital Asset Management & Maintenance (DCAMM)**



**Roadway Inventory and Assessment
Big River Management Area
Coventry and West Greenwich, RI**

Date: June 19, 2023

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Part 1 – Introduction

The Big River Management Area (BRMA) is comprised of 8,400 Acres of land in the towns of West Greenwich, Coventry, and Exeter, Rhode Island under the jurisdiction of the Rhode Island Water Resources Board (WRB) and the Division of Capital Asset Management & Maintenance (DCAMM). The land consists of potential water supply resources that are currently designated as open space. Within the boundaries of the BRMA are roadways that serve the local and statewide transportation network.

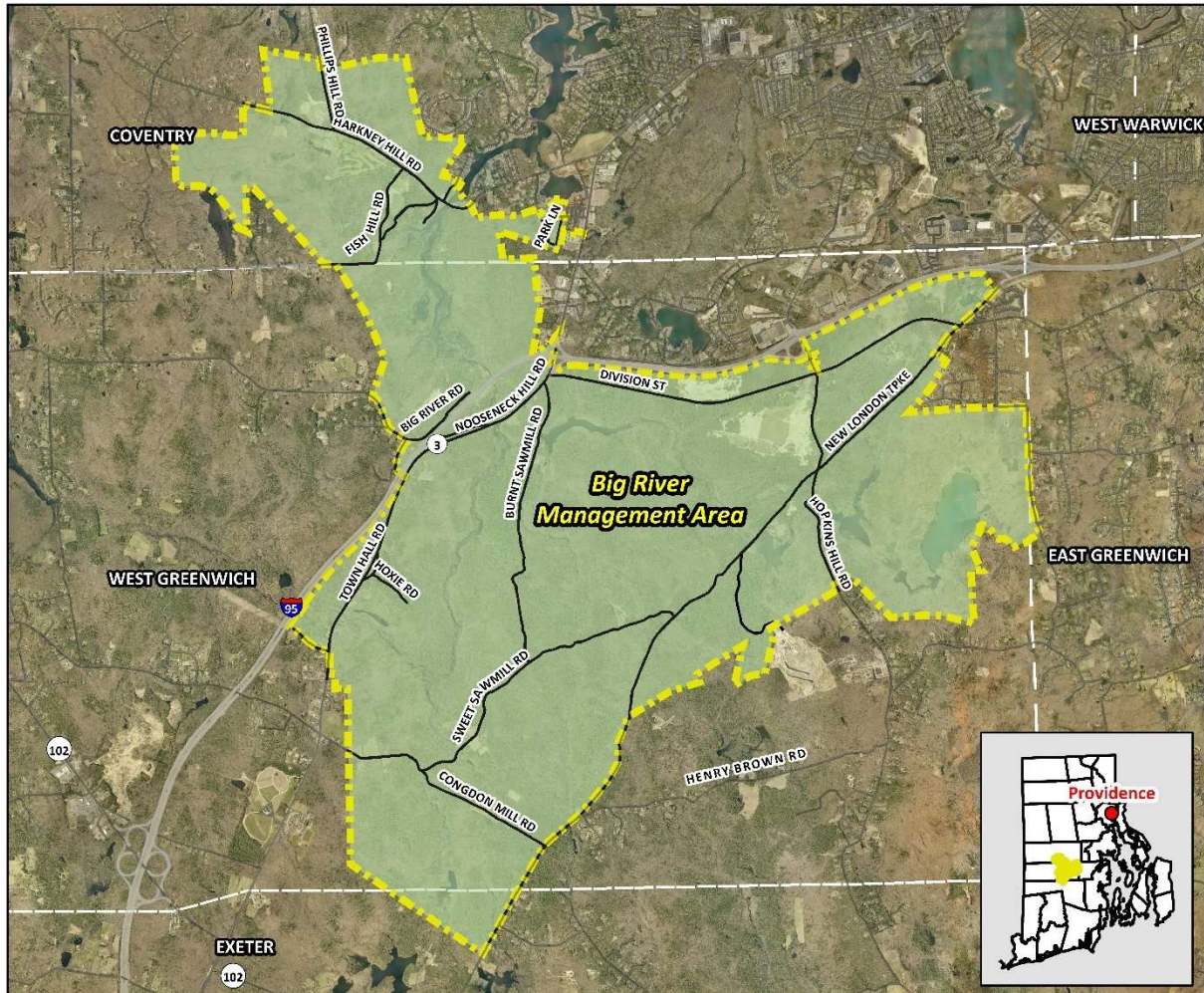


Figure 1: The Big River Management area includes 8,400 acres in West Greenwich and Coventry. The land was acquired in 1964 to develop a water supply reservoir. It has been set aside for use as open space until needed.

The roadways within the BRMA reflect the local and regional roadway network that predates interstate 95, which bisects the study area. Many of the roadway layouts go back to the State's early history. The New London Turnpike, for example, was established in the early 1800's as a direct connection between Providence and New London Connecticut and is considered one of the earliest highways in the country.

DCAMM and WRB retained the services of BETA Group, Inc. (BETA) to perform an inventory, condition assessment, and traffic study to determine an approach to maintaining the existing BRMA roadway network.

This comprehensive study was undertaken with the goal of establishing an extensive database of roadway surface conditions to produce a prioritized list of improvements. The Pavement Management Program (PMP) is a planning tool intended to provide the foundation to manage BRMA's roadway resources by combining professional engineering metrics with local institutional knowledge. The end goal of this condition assessment is to develop a prioritized Capital Improvement Plan (CIP) to help maintain BRMA's roadway network. The findings of this report may be used to identify and prioritize pavement repair and resurfacing projects within the project area over the next several years.



New London Turnpike at Park & Ride north of Division Road



Burnt Sawmill Road South of Nooseneck Hill Road



Fish Hill Road south of Harkney Hill Road



Congdon Mill Road at Sweet Sawmill Road

The assessment of roadways within the BRMA project Area consists of three components:

- 1) Pavement surface condition assessment
- 2) Roadway prioritization using roadway classification, traffic volume and other usage characteristics
- 3) Capital improvement planning and program updates

Part 2 – Pavement Surface Condition Assessment

2.1 Overview

Pavement management is based on the predictable roadway deterioration over time. This theory allows for pavement managers to perform timely maintenance to be performed, which extends the roadway's life and avoids more costly and extensive structural repairs. A key aspect of pavement management, as illustrated by the Pavement Deterioration Curve, is the recognition that roadways deteriorate in an accelerated fashion at specific times in the roadway lifecycle (See Figure 2). Understanding this concept allows opportune decisions that yield the most cost-effective results.

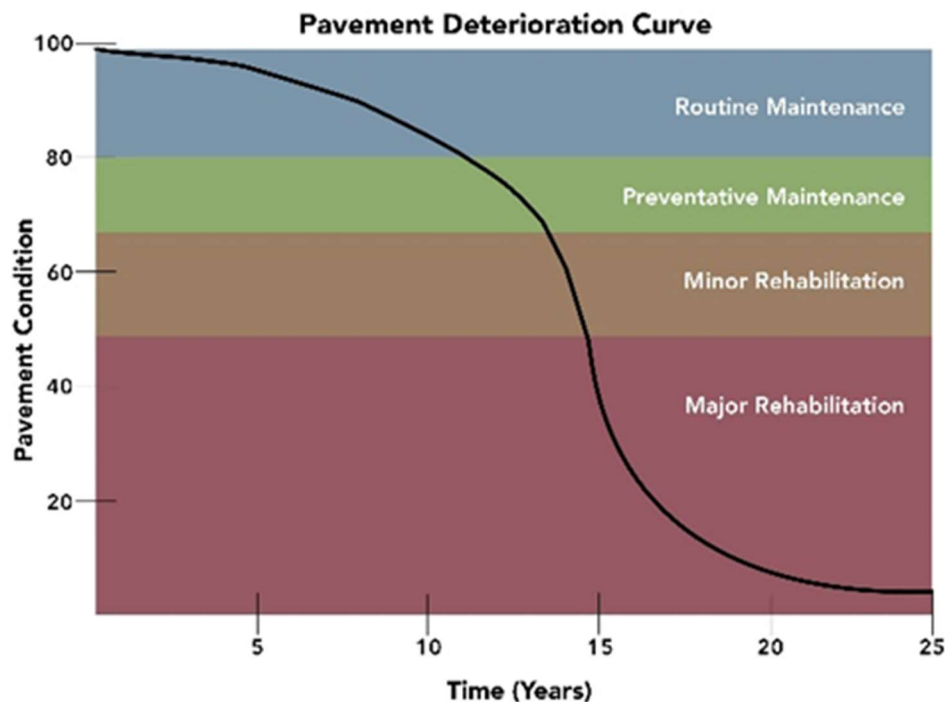


Figure 2: The Pavement Deterioration Curve shows the lifecycle of a typical bituminous asphalt roadway

Implementing a PMP involves identification of the road network, evaluation of its surface conditions, and specification of its maintenance practices and associated repair costs. Pavement condition data is compiled to facilitate the calculation of a Road Surface Rating (RSR) for each roadway segment. This range includes a possible low value of 0 for a road characterized by a high severity of distress, and a possible maximum value of 100 for a road with no visible defects. Ultimately, the RSR value allows each roadway segment to be placed into a planning level repair category with an associated estimated improvement cost.

2.2 Surface Condition Assessment – Paved Roadways

The roadway survey in BRMA, consisting of paved and gravel roadways, was completed in the Spring of 2022. A total of **26.09** centerline miles specified by the DCAMM are included in the study area and serve as the basis of this report. The following assessment follows industry standards for calculated 0-100 condition scores. The condition score of roadways does not account for underlying pavement structure or other features beneath or beyond the roadway surface.

2.2.1 Roadway Classification

The roadways within the BRMA include roadways that fall within the State’s official functional classifications including arterial, collector, local, and dead-end categories¹. BETA observed several roadway segments identified with a functional classification within the project area that did not reflect the current function. For the purposes of this evaluation, BETA has modified the roadway classification as follows (See Figure 3).

- Primary Roadways – Provide mobility and access to higher-order roadways
- Secondary Roadways – Provide direct access to properties and other local collector streets
- Local Roadways – Provide direct access to properties
- Inaccessible Roads – Provide emergency or maintenance access to interiors of public conservation land

2.2.2 Inspection Categories

Field inspections of BRMA roadways consisted of two approaches: automated inspections using LiDAR and visual inspections using experienced field personnel.

Automated inspections utilized a LiDAR sensor mounted on a vehicle. As the vehicle traveled each roadway, a 3D-digital point cloud was developed and all roadway assets within a 50’ radius of the LiDAR sensor were scanned and populated. As part of the data collection, images were captured, georeferenced and timestamped at 20’ intervals along each section of vehicle-accessible roadway.

Of the 26.09 road miles, only 18.48 (~70%) were accessible by vehicle for LiDAR scanning. Of these 18.5 accessible miles, 16.7 miles were assessed using the Road Surface Rating (RSR) scale, 1-100. Accessible gravel roads (1.77 mi) and roads coded as inaccessible (7.87 mi.) were evaluated manually, and representative photographs were captured.

¹ <https://www.dot.ri.gov/documents/maps/Functionalmap.pdf>

Accessible Paved Roadways in Study Area	Segment	Roadway Class (Modified)	Total Length (mi.)	ADT	Accessible Roadways (LiDAR)			Inaccessible Roadways (Visual)		
					Paved (mi.)	Gravel (mi.)	Total Length (mi.)	Paved (mi.)	Gravel (mi.)	Total Length (mi.)
NOOSENECK HILL ROAD	All	Primary	2.81	4,925	2.81		2.81			0.00
HARKNEY HILL ROAD	All	Primary	1.68	1,540	1.68		1.68			0.00
DIVISION STREET	All	Primary	2.82	3,800	2.82		2.82			0.00
HOPKINS HILL ROAD	All	Secondary	1.53	2,425	1.53		1.53			0.00
NEW LONDON TURNPIKE	1,2,3,9,10	Secondary	1.40	420	1.40		1.40			0.00
WEAVER HILL ROAD	All	Secondary	0.65	1,945	0.65		0.65			0.00
FISH HILL ROAD	All	Secondary	1.01	-	1.01		1.01			0.00
CONGDON MILL ROAD	All	Secondary	1.53	515	1.53		1.53			0.00
PHILLIPS HILL ROAD	All	Local	0.48	-	0.48		0.48			0.00
PINE TREE ROAD	All	Local	0.16	-	0.16		0.16			0.00
TOWN HALL ROAD	All	Local	0.22	-	0.22		0.22			0.00
QUARRY ACCESS	All	Local	0.82	-	0.82		0.82			0.00
LINDA DRIVE	All	Local	0.29	-	0.29		0.29			0.00
GRACE AVENUE	All	Local	0.05	-	0.05		0.05			0.00
GRDNR MATTESON LANE	All	Local	0.28	-	0.28		0.28			0.00
PARK LANE	All	Local	0.24	-	0.24		0.24			0.00
NEW LONDON TURNPIKE	7	Local	1.55	420	0.73	0.82	1.55			0.00
BURNT SAWMILL ROAD	1	Local	0.30	-		0.30	0.30			0.00
HOXIE ROAD	All	Local	0.30	-		0.30	0.30			0.00
KITTS CORNER ROAD	All	Local	0.35	-		0.35	0.35			0.00
NEW LONDON TURNPIKE	4,5,6	n/a	2.62	420			0.00		2.62	2.62
ARROWHEAD ROAD	All	n/a	0.20	-			0.00		0.20	0.20
BIG RIVER ROAD	All	n/a	0.55	-			0.00		0.55	0.55
BURNT SAWMILL ROAD	2	n/a	1.62	-			0.00		1.62	1.62
PHILLIPS ROAD	All	n/a	0.49	-			0.00		0.49	0.49
SWEET SAWMILL ROAD	All	n/a	2.11	-			0.00		2.11	2.11
TOTALS			26.07		16.71	1.77	18.48	0.00	7.59	7.59

Table 1: Roadways within the study area included Primary, Secondary, and Local Roads. Vehicle-accessible paved roadways were evaluated using the LiDAR approach. Inaccessible roadways were visually inspected.

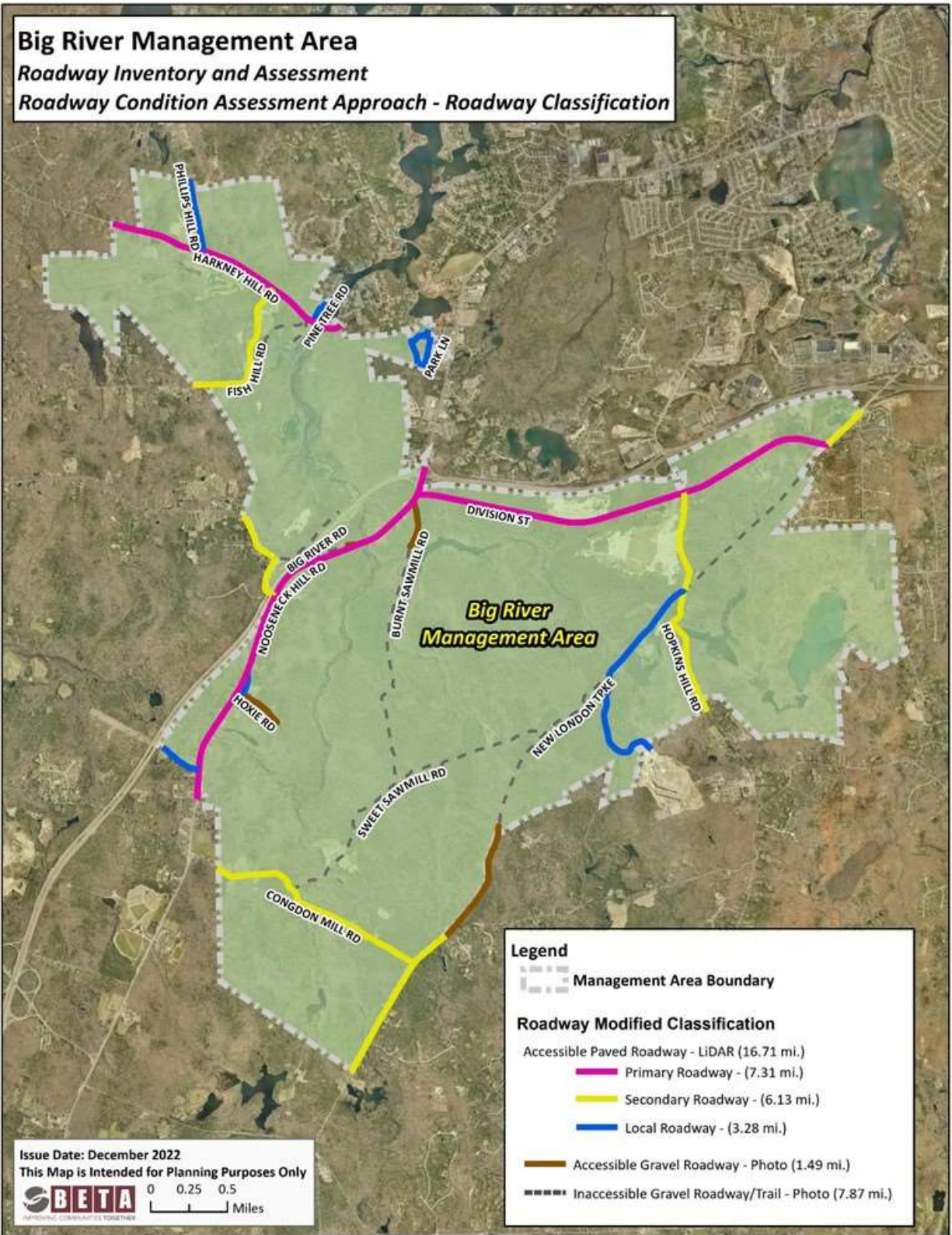


Figure 3: BETA developed a modified roadway classification to reflect updated usage patterns. Access to Project Area roads varied and determined the approach to assessing condition

2.2.3 Automated Condition Assessment - Methodology

Data collection was performed by a motor vehicle with mounted sensor using LiDAR, GPS, and high-resolution cameras to generate a high-quality digital map of the environment. This digital map includes hundreds of measurements per square foot of the surrounding physical infrastructure, including, the pavement surface, signs, sidewalks, and more. Camera imagery of the roads traveled was also captured.

The collected sensor data was then analyzed with data processing algorithms that identify specific pavement distresses in the 3D LiDAR and 2D image data. This information was used to calculate a 0-100 RSR related to the condition of the pavement based on the types of distresses identified and their size/severity. The methodology used to generate the pavement scores by the software was derived from understanding how similar types of distresses, distress extent, distress severity, and road geometry influences pavement ratings across a dataset that includes thousands of miles of data.

The result of applying this learned relationship is an automated score that correlates with the industry standard *ASTM D 6433 – 20 Roadway Surface Rating (RSR)* and includes several of the common asphalt distresses along with other specialized information and methods to assess the pavement. The following pavement distresses are considered by the software and their area size/severity are compared against the area of the road:

- *Alligator Cracking*
- *Edge Cracking*
- *Longitudinal and Transverse Cracking*
- *Patching and Utility Cuts*
- *Block Cracking*

The following pavement distresses are considered by the software and the 3D LiDAR pavement geometry and was compared against the surface profile of a newly paved road:

- *Bumps and Sags*
- *Depression*
- *Potholes*
- *Rutting*
- *Shoving*
- *Swells*

This automated scoring process has been evaluated on thousands of miles of New England road conditions and provides an objective measurement of pavement conditions that can be used to prioritize maintenance and repair operations.

2.2.4 Automated Condition Assessment – Quality Control

Once the field data collection was completed, proprietary algorithms and Ai machine learning technology were run to identify pavement surface distresses such as cracks, potholes, seals, patches, and pavement oxidation. Based on the frequency of these point distresses, an RSR was calculated for each roadway segment. A composite of the segment scores from all related segments provides a composite score for the overall roadway. BETA then conducted a review of the data to ensure similar scoring in range and accuracy to determine final analysis and reporting.

2.3 Surface Condition Assessment – Accessible Gravel Roadways

There are 1.8 miles of publicly accessible gravel roadways within the project area. Gravel roadways are not assigned an RSR due to the surface conditions varying seasonally, and a different set of maintenance techniques are required. For these roadways, photos obtained and spatially located at 20-foot intervals to document the baseline conditions at this point in time. Photos are geospatially located and available through the data hosting service (BETA's ManageMyRoads.com)

2.4 Surface Condition Assessment – Inaccessible Gravel Roadways/Paths

There are 7.9 miles of gravel roadways and paths within the project area. Inaccessible roadways and paths are not assigned a RSR due to the surface conditions varying seasonally, and a different set of maintenance techniques are required. For these roads and paths, photos were taken at irregular intervals to document the baseline conditions at this point in time. Photos are geospatially located and available through the data hosting service (See Appendix C).

2.5 Summary of Findings

2.5.1 Surface Condition Results - Accessible Roadways

Once the RSR for each segment of paved roadway is determined a composite score for each roadway is calculated. A summary of composite RSR scoring is shown in **Table 2** (pg. 9). The overall RSR for BRMA's paved roadway network is **69.23**.

The RSR is used to determine a range of maintenance practices that may be appropriate to restore the pavement surface condition to a RSR 100 status. **Table 3** (pg. 12) describes the banding of maintenance treatments that are appropriate for a given range of RSR scoring. As part of the pavement management planning process, these repair strategies and associated unit costs are defined to develop a repair backlog. BRMA's Backlog Summary is shown in **Table 4** (pg. 13). This analysis summarizes the mileage of roadway that falls within each suggested repair category as well as the estimated cost based to complete the recommended maintenance or repair.

Unit costs are based on current local bid pricing for performing similar pavement improvement operations within each banding category. Due to recent volatility in supply chain and materials costs, a 25% contingency has been added to each cost estimate. The calculated estimate represents the total cost required to perform needed repairs at this point in time. The resulting backlog summary is intended to be used as a planning tool for improving or maintaining the condition of the Big River roadway network.

Accessible Paved Roadways in Study Area	Roadway Class (Modified)	Total Length (mi.)	Composite RSR
DIVISION STREET	Primary	2.82	70.67
HARKNEY HILL ROAD	Primary	1.68	69.71
NOOSENECK HILL ROAD	Primary	2.81	66.14
CONGDON MILL ROAD	Secondary	1.53	61.08
FISH HILL ROAD	Secondary	1.01	56.32
HOPKINS HILL ROAD	Secondary	1.53	72.77
NEW LONDON TURNPIKE	Secondary	1.40	66.88
WEAVER HILL ROAD	Secondary	0.65	87.30
GRACE AVENUE	Local	0.05	94.56
GRDNR MATTESON LANE	Local	0.28	94.56
LINDA DRIVE	Local	0.29	91.98
NEW LONDON TURNPIKE	Local	0.73	67.88
PARK LANE	Local	0.24	94.56
PHILLIPS HILL ROAD	Local	0.48	61.56
PINE TREE ROAD	Local	0.16	69.56
QUARRY ACCESS	Local	0.82	79.56
TOWN HALL ROAD	Local	0.22	76.49
TOTALS		16.71	69.23

Table 2: The Composite RSR is the compilation of the condition of each roadway segment based on the automated approach. 16.7 miles of accessible, paved roadway segments were assessed using LiDAR.

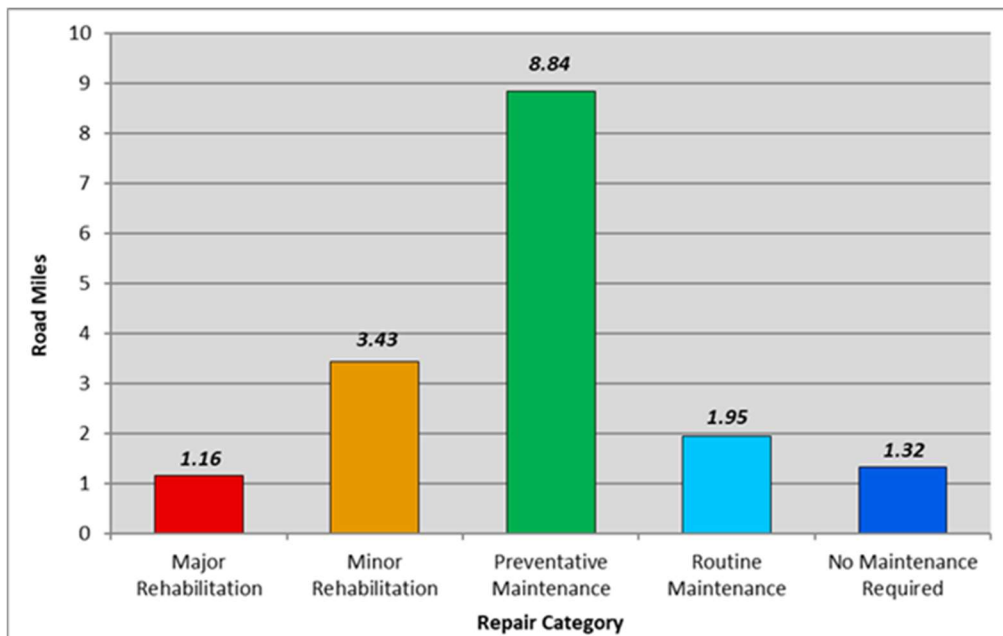


Figure 4: The distribution of repair methods recommended for the BRMA roadways

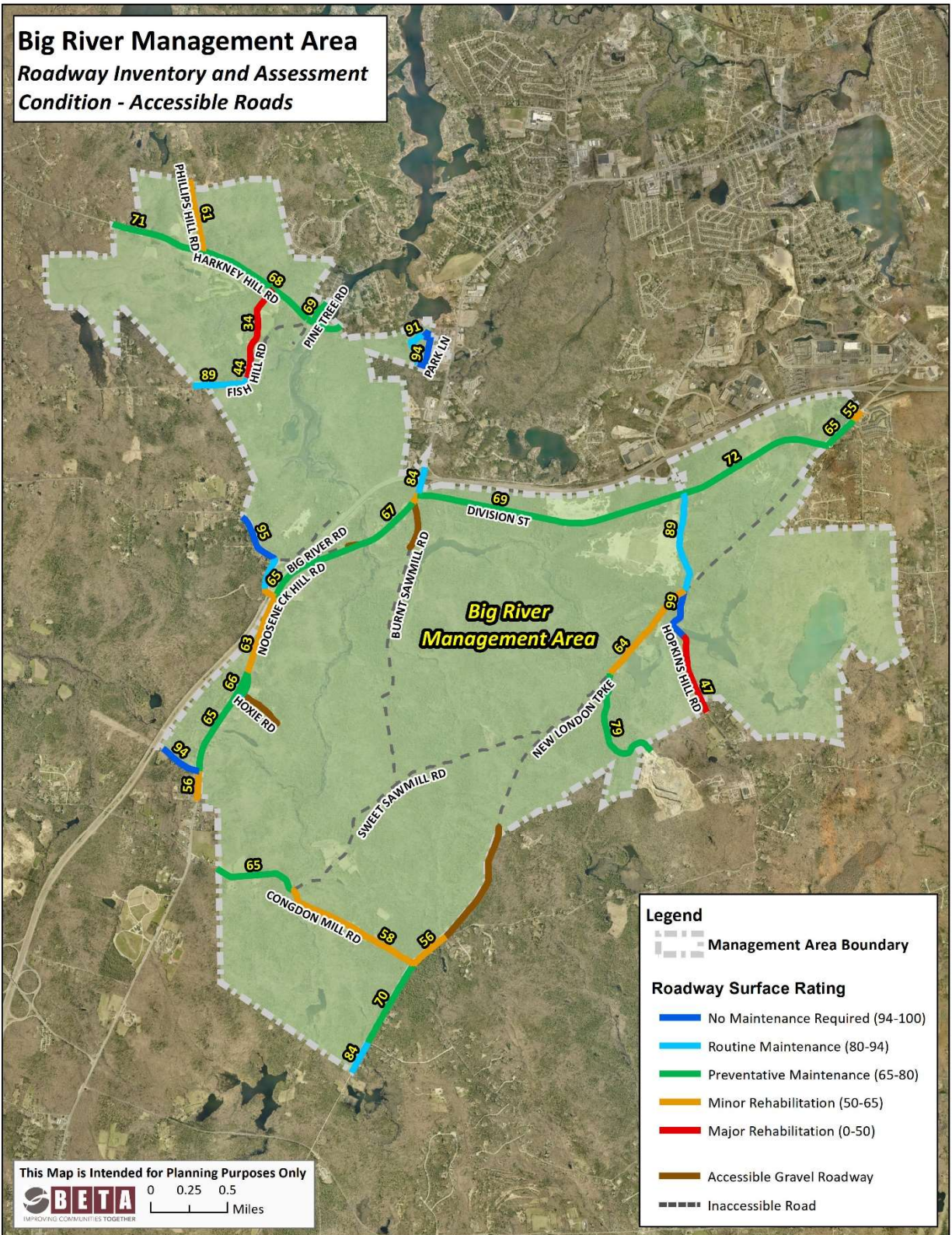


Figure 5: RSR scores the condition of roadways (0-100) based on the surface deficiencies. Pavement maintenance treatments are based on the RSR.

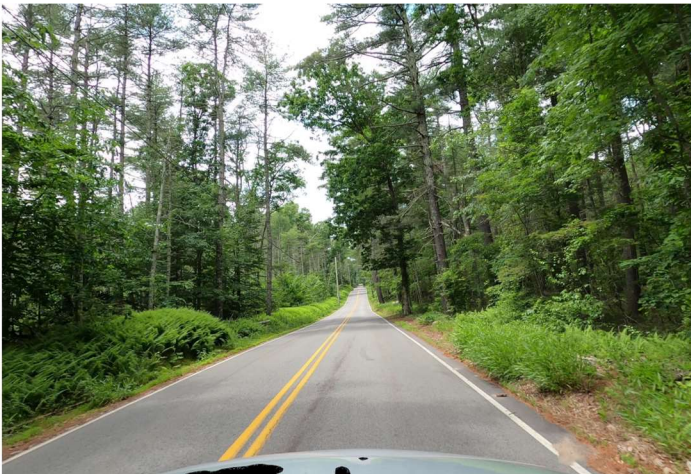
Surface Condition Scoring Examples



RSR: 99

Roadway Segment: Hopkins Hill Road - 02

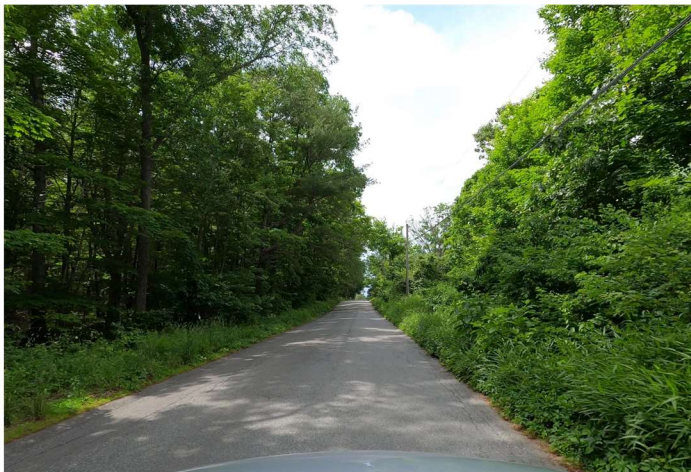
Recommendation: **No Maintenance**



RSR: 89

Roadway Segment: Fish Hill Road - 03

Recommendation: **Routine Maintenance**



RSR: 65

Roadway Segment: Congdon Mill Rd.-02

Recommendation: **Preventative Maintenance**



RSR: 55

Roadway Segment: New London Tpk.-10

Recommendation: **Minor Rehabilitation**



RSR: 44

Roadway Segment: Fish Hill Road - 02

Recommendation: **Major Rehabilitation**

Big River Management Area

Roadway Repair Categories and Banding

Repair Method	Banding Low Range	Banding High Range	Unit Cost per Sq.Yrd.	Life Expectancy (Years)
Major Rehabilitation				
Major Rehabilitation	0	50	\$50.00	20
Reconstruction			\$50.00	25
Full Depth Reclamation (FDR) - 5" HMA			\$40.80	20
Full Depth Reclamation (FDR) - 5" HMA (No Structures)			\$38.40	20
Full Depth Reclamation (FDR) - 4" HMA			\$36.00	20
Full Depth Reclamation (FDR) - 4" HMA (No Structures)			\$33.60	20
Partial Depth Reclamation (PDR)			\$31.68	18
Minor Rehabilitation				
Minor Rehabilitation	50	65	\$26.00	15
Mill and Overlay - 2.5"+			\$25.92	15
Cold-In-Place Recycling - 1.5" HMA			\$25.92	15
Cold-In-Place Recycling - 1.5" HMA (No Structures)			\$23.04	15
Mill and Overlay - 2"			\$20.16	12
Mill and Overlay - 1.5"			\$17.28	12
Hot-In-Place Recycling - 1" Top (Micro)			\$16.56	10
Shim and Overlay (HMA)			\$17.28	10
Shim and Microsurface			\$14.40	10
Ultra Thin Bonded Wearing Course			\$12.96	8
Preventative Maintenance				
Preventative Maintenance	65	80	\$10.00	7
Thin Overlay (HMA)			\$9.60	7
Cape Seal			\$7.20	7
Double Chip Seal			\$6.00	7
Rubber Asphalt Chip (20%)			\$6.00	7
Microsurface - Double (w/Fiber)			\$6.00	7
Microsurface - Single Lift			\$4.20	5
Routine Maintenance				
Routine Maintenance	80	94	\$0.75	3
Fog Seal			\$1.80	3
Crack Seal			\$0.60	3
Defer Maintenance				
No Maintenance Required	94	100	\$0.00	0

Table 3: Within each banding category are specific treatments that represent available options to extend the useful life of the roadway surface and forms the basis of the cost-benefit assessment

ROADWAY SEGMENT	LOCATION	SEGMENT LENGTH (mi.)	RSR	REPAIR CATEGORY
FISH HILL RD-01	Coventry	0.51	34.38	Major Rehabilitation
FISH HILL RD-02	Coventry	0.12	44.38	Major Rehabilitation
HOPKINS HILL RD-03	W. Greenwich	0.53	47.38	Major Rehabilitation
NEW LONDON TPKE-10	W. Greenwich	0.08	55.38	Minor Rehabilitation
NEW LONDON TPKE-03	W. Greenwich	0.29	56.38	Minor Rehabilitation
NOOSENECK HILL RD-10	W. Greenwich	0.19	56.38	Minor Rehabilitation
CONGDON MILL RD-01	W. Greenwich	0.98	58.38	Minor Rehabilitation
NOOSENECK HILL RD-03	W. Greenwich	0.02	59.38	Minor Rehabilitation
PHILLIPS HILL RD	Coventry	0.48	61.38	Minor Rehabilitation
NOOSENECK HILL RD-07	W. Greenwich	0.53	63.38	Minor Rehabilitation
NEW LONDON TPKE-07	W. Greenwich	0.73	64.38	Minor Rehabilitation
NOOSENECK HILL RD-04	W. Greenwich	0.06	64.38	Minor Rehabilitation
WEAVER HILL RD-01	W. Greenwich	0.09	64.38	Minor Rehabilitation
CONGDON MILL RD-02	W. Greenwich	0.55	65.38	Preventative Maintenance
NEW LONDON TPKE-09	W. Greenwich	0.23	65.38	Preventative Maintenance
NOOSENECK HILL RD-06	W. Greenwich	0.67	65.38	Preventative Maintenance
NOOSENECK HILL RD-09	W. Greenwich	0.52	65.38	Preventative Maintenance
NOOSENECK HILL RD-08	W. Greenwich	0.20	66.38	Preventative Maintenance
NOOSENECK HILL RD-05	W. Greenwich	0.45	67.38	Preventative Maintenance
HARKNEY HILL RD-01	Coventry	0.20	68.38	Preventative Maintenance
HARKNEY HILL RD-03	Coventry	0.29	68.38	Preventative Maintenance
HARKNEY HILL RD-04	Coventry	0.52	68.38	Preventative Maintenance
DIVISION ST-01	W. Greenwich	1.78	69.38	Preventative Maintenance
PINE TREE RD	Coventry	0.16	69.38	Preventative Maintenance
NEW LONDON TPKE-02	W.Greenwich	0.59	70.38	Preventative Maintenance
HARKNEY HILL RD-02	Coventry	0.05	71.38	Preventative Maintenance
HARKNEY HILL RD-05	Coventry	0.62	71.38	Preventative Maintenance
DIVISION ST-02	W.Greenwich	1.04	72.38	Preventative Maintenance
TOWN HALL RD-01	W.Greenwich	0.15	74.38	Preventative Maintenance
QUARRY ACCESS	W. Greenwich	0.82	79.38	Preventative Maintenance
TOWN HALL RD-02	W. Greenwich	0.07	81.38	Routine Maintenance
NEW LONDON TPKE-01	W. Greenwich	0.22	84.38	Routine Maintenance
NOOSENECK HILL RD-01	W. Greenwich	0.13	84.38	Routine Maintenance
NOOSENECK HILL RD-02	W. Greenwich	0.04	84.38	Routine Maintenance
FISH HILL RD-03	Coventry	0.38	89.38	Routine Maintenance
HOPKINS HILL RD-01	W. Greenwich	0.65	89.38	Routine Maintenance
LINDA DR-02	Coventry	0.25	91.38	Routine Maintenance
WEAVER HILL RD-02	W. Greenwich	0.21	91.38	Routine Maintenance
GRACE AV	Coventry	0.05	94.38	No Maintenance Required
GRDNR MATTESON LN	W. Greenwich	0.28	94.38	No Maintenance Required
LINDA DR-01	Coventry	0.04	94.38	No Maintenance Required
PARK LN	Coventry	0.24	94.38	No Maintenance Required
WEAVER HILL RD-03	W. Greenwich	0.13	95.38	No Maintenance Required
WEAVER HILL RD-04	W. Greenwich	0.22	95.38	No Maintenance Required
HOPKINS HILL RD-02	W. Greenwich	0.35	99.38	No Maintenance Required
TOTAL ESTIMATED BACKLOG		16.71	69.23	

Table 4: BETA's roadway repair recommendation for paved roadway segments within the BRMA from worst to best RSR. Segment locations are shown in Figure 5

2.5.2 Surface Condition Results - Inaccessible Roadways

Inaccessible roadways within the project area consisted of Burnt Sawmill Road, Sweet Sawmill Road, Phillips Road and Segments of New London Turnpike which are restricted to vehicle access by either steel gates, boulders or other intentional barriers. These legacy roadways range from graded double track (8'+ wide) to single track (<4'-wide). The typical surface consists of loose or firm native gravel with occasional vegetative growth or debris.



Photos 2 and 3: (L) New London Turnpike dating back to 1835 once connected Providence to New London, CT and is considered one of the earliest highways in the US. Today this section, south of the quarry access road is restricted to vehicle access. (R) Steel Gates like this one at Sweet Sawmill Road and Congdon Hill Road restrict vehicle access to the interior of the BRMA.

Current uses observed include recreational pedestrian and bicycle user groups who access these facilities from formal and informal points along surrounding road network and within the BRMA property. The BRMA is a popular and well-known destination for mountain bikers and other outdoors enthusiasts.

Figure 6 on the following page shows the limits of the inaccessible roadways within the BRMA. Assessment of these roadways include photographs as shown and included in the appendix.

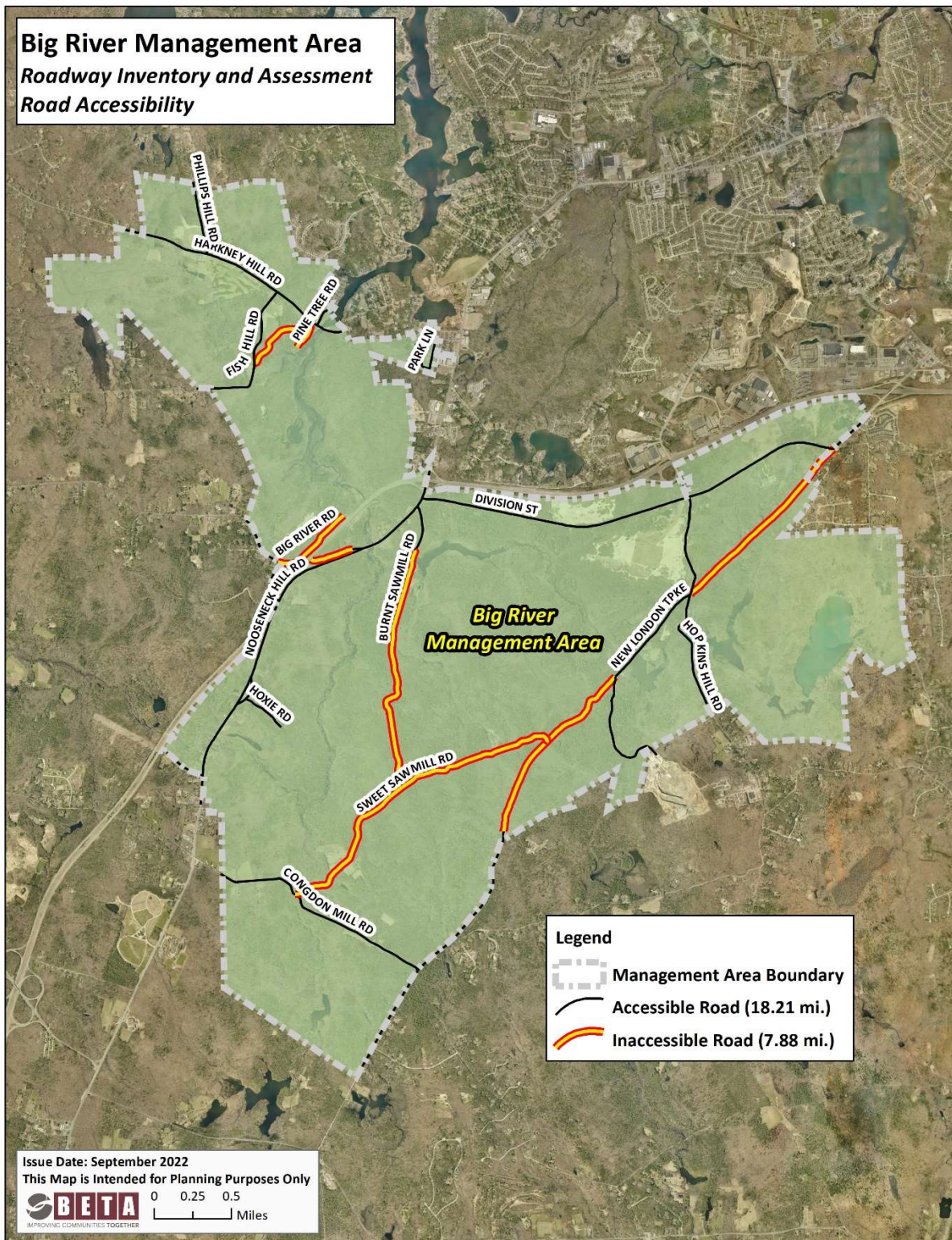


Figure 6: 7.59 miles of roadway were identified as inaccessible to vehicle traffic.

2.5.3 Surface Condition Results – Additional Observations

Figure 7 on the following page shows the locations where the following observations were made by BETA.



1) Location - Burnt Sawmill Road-02

Bridge is narrow and shows significant cracking along north-facing arch span.

Structure is concrete with a poor condition paved road surface. Width is approximately 10 ft.



2) Location - New London Turnpike-07

This location is a paved section with restricted vehicle access. Culvert is overwhelmed and water level is at the roadway surface. Jersey barriers along both sides of roadway indicate this is an ongoing problem. Possible beaver activity on south side of roadway at culvert was observed. Roadway experiences heavy truck traffic accessing private quarry operation.



3) Location - New London Turnpike-08

Seasonal flooding on New London Turnpike. This location is a gravel section with restricted vehicle access. Run-on from adjacent water feature was observed along a length of approximately 200 feet. Observations were made in June and September 2022 during an unusually dry period.

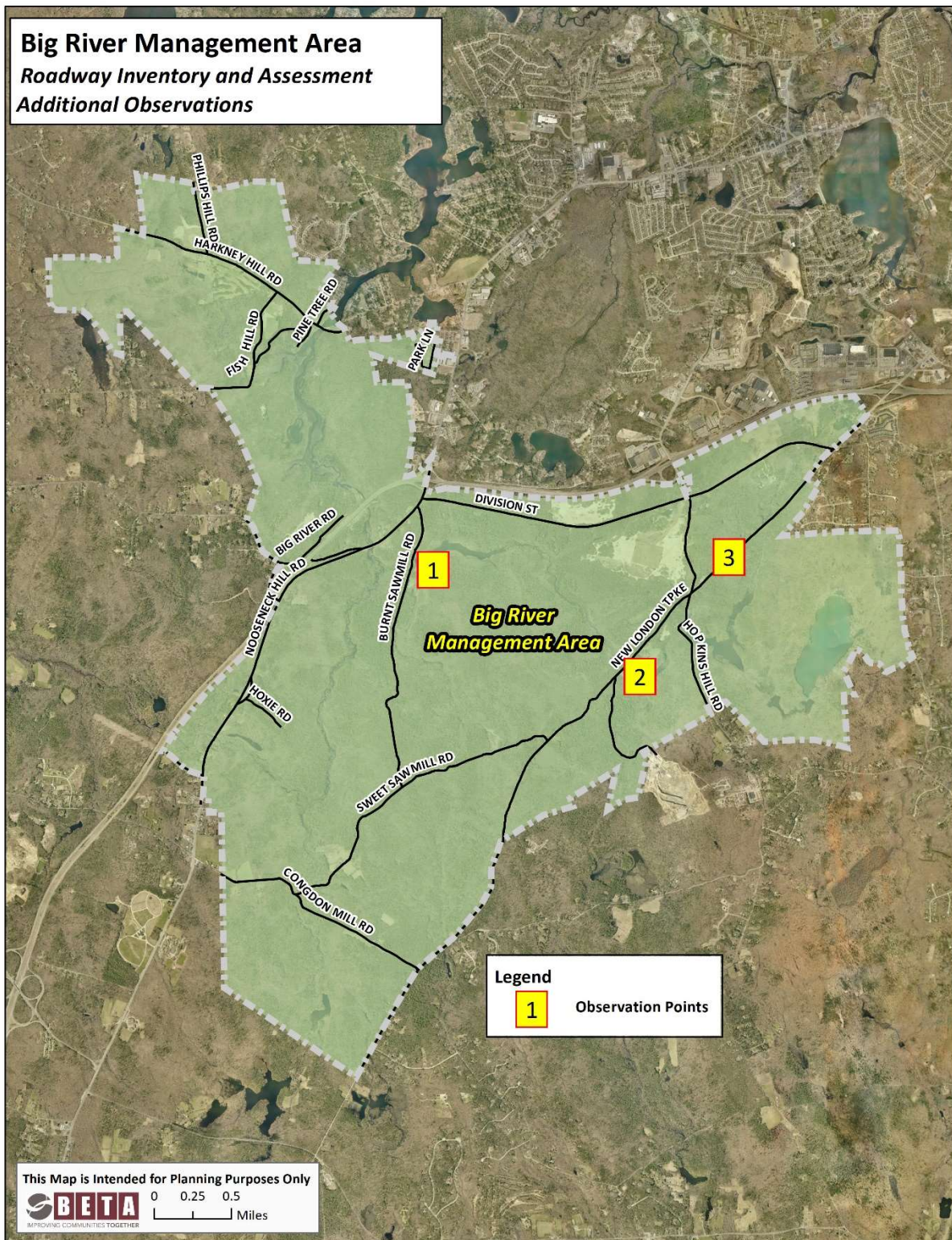


Figure 7: Additional Observations include seasonal flooding, and aging structures.

Part 3 – Transportation and Traffic

3.1 Roadways

Roadways providing access to and through the BRMA as identified in the Pavement Management section of this report, vary in cross section and function. Regional access to the area is provided via Interstate Route 95 which bisects the BRMA property. Full interchanges are available on New London Turnpike to the north and Nooseneck Hill Road (Route 3) to the south along the Route 95 corridor. Division Street via New London Turnpike, Nooseneck Hill Road and Harkney Hill Road (Route 118) are the primary arterials providing access to the BRMA from the north, south and west respectively. Route 3 and Division Street make up much of the roadway mileage within the project area and provide access to the local roads with frontage to the undeveloped lands that make up the BRMA. These local roads include Congdon Mill Road, New London Turnpike and Hopkins Hill Road in the south and Weaver Hill Road and Fish Hill Road to the north.

Existing traffic flow characteristics for the roadways were developed from a traffic counting program completed by BETA in July 2022 that would represent the higher yearly traffic demand period for this rural area that provides recreational opportunities. Traffic volume data was collected along major routes within the BRMA identified as Primary and Secondary Roadways that provide mobility and linkage to and within the BRMA. These roadways, whether town or state owned, are vital routes providing access through the BRMA owned land. Local roads consisting of dead-end streets or those servicing only a few properties were not counted as they service minimal daily traffic, provide limited mobility, and would not provide any relevant information in the study.

The data collection included Automatic Traffic Recorder (ATR) counts at ten locations to establish daily traffic volumes along the network of roadways within the BRMA. These locations were established to provide data along the main routes entering and providing access through the management area as defined above. Intersection Turning Movement Counts were completed at five locations to define daily intersection peak hour traffic conditions in an effort to understand demands at key junctions to and within the BRMA (See Figure 8).

The daily data collection program included the placement of the ATR's for seven days along the following roadways;

Roadway Segment	Roadway Class (Modified)	Number of Lanes
Nooseneck Hill Road (Route 3)	Primary	4
Division Street (east)	Primary	2
Division Street (west)	Primary	2
Harkney Hill Road	Primary	2
New London Turnpike	Secondary	2
Hopkins Hill Road (north)	Secondary	2
Hopkins Hill Road (south)	Secondary	2
Weaver Hill Road	Secondary	2
Fish Hill Road	Secondary	2
Congdon Mill Road	Secondary	2

Table 5: Functional class of roadways within the study area

Based upon review of the ATR data collected, and as presented in **Table 6**, Harkney Hill Road which provides access to the BRMA from the northwest, services the highest daily volume of traffic at 7,000 vehicles per day followed by Nooseneck Hill Road (Route 3) situated to the southwest at 4,925 vpd. Division Street, providing east/west linkage between Nooseneck Hill Road and New London Turnpike, services 3,800 between Hopkins Hill Road and New London Turnpike, and 2,400 to the west closer to Route 3. Hopkins Hill Road providing access to the interstate from the south and east through the BRMA services 2,225 vpd, while Weaver Hill Road providing similar access to the interstate but from the north and west services 1,945 vpd. The lower volumes roadways are located in the western section of the BRMA including Fish Hill Road that services 300 vehicles per day (vpd) as well as the southern section of the BRMA including Congdon Mill Road and the paved section of New London Turnpike that service 515 and 420 vpd respectively.

ATR Location #	Roadway	Daily (vpd)	AM Peak (vph)	PM Peak (vph)
A	Division Street (east)	3,800	200	360
B	Division Street (west)	2,375	140	235
C	New London Turnpike	420	25	40
D	Nooseneck Hill Road (Route 3)	4,925	265	435
E	Congdon Mill Road	515	35	50
F	Hopkins Hill Road (north)	2,425	150	270
G	Hopkins Hill Road (south)	1,540	110	180
H	Harkney Hill Road	7,000	430	660
I	Weaver Hill Road	1,945	120	165
J	Fish Hill Road	300	25	25

Table 6: Automatic Traffic Recorders (ATRs) collected Volume data along roadways segments at key locations (See Figure 8)

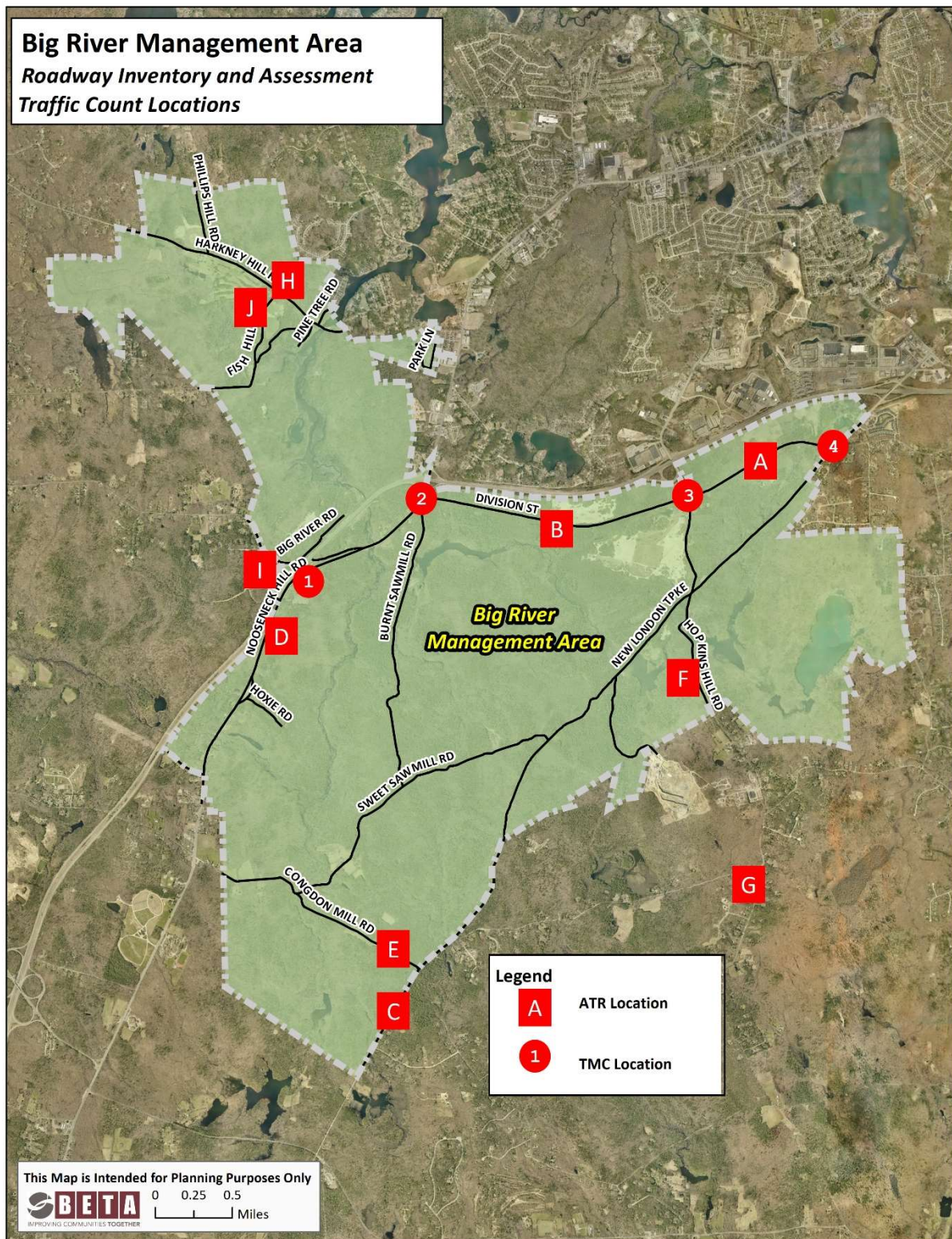


Figure 8: Traffic counts were conducted throughout the study area including Automatic Traffic Recording (ATR) and Turn Movement Counts (TMC)

3.2 Intersections

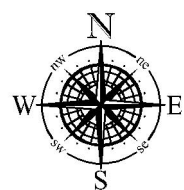
There were four intersections identified for assessment within the BRMA, all of which are located at the junction of primary routes as previously identified (See Figure 9). Data was also obtained at one additional intersection outside of the BRMA to help identify traffic distributions from the north along the major corridors but was not reviewed further as part of this study. The intersections under study provide important connections, linking primary routes within the BRMA and are a vital part of the roadway infrastructure available for property and regional access. Two intersections are located along Nooseneck Hill Road and two along Division Street. The two junctions along the Route 3 corridor include Weaver Hill Road and Division Street. Both intersections are minor, 3-Way junctions with Stop control on the minor side street approaches. The two along Division Street include Hopkins Hill Road and New London Turnpike. The Hopkins Hill Road intersection is a four-way configuration with Stop control on all approaches. The Division Street intersection with New London Turnpike is a three-way junction with Stop control on New London Turnpike, which provides an interchange access to Interstate 95 to the immediate north.

The manual turning movement counts (TMC) were obtained at the key intersections as indicated within the project area. Data was obtained at five locations during the morning and afternoon peak traffic conditions from 6:30 to 9:30 AM and 3:30 to 6:30 PM. The data collection was completed at the following locations:

- Division Street at New London Turnpike
- Division Street at Hopkins Hill Road
- Division Street at Nooseneck Hill Road (Route 3)
- Nooseneck Hill Road (Route 3) at Harkney Hill Road
- Nooseneck Hill Road (Route 3) at Weaver Hill Road

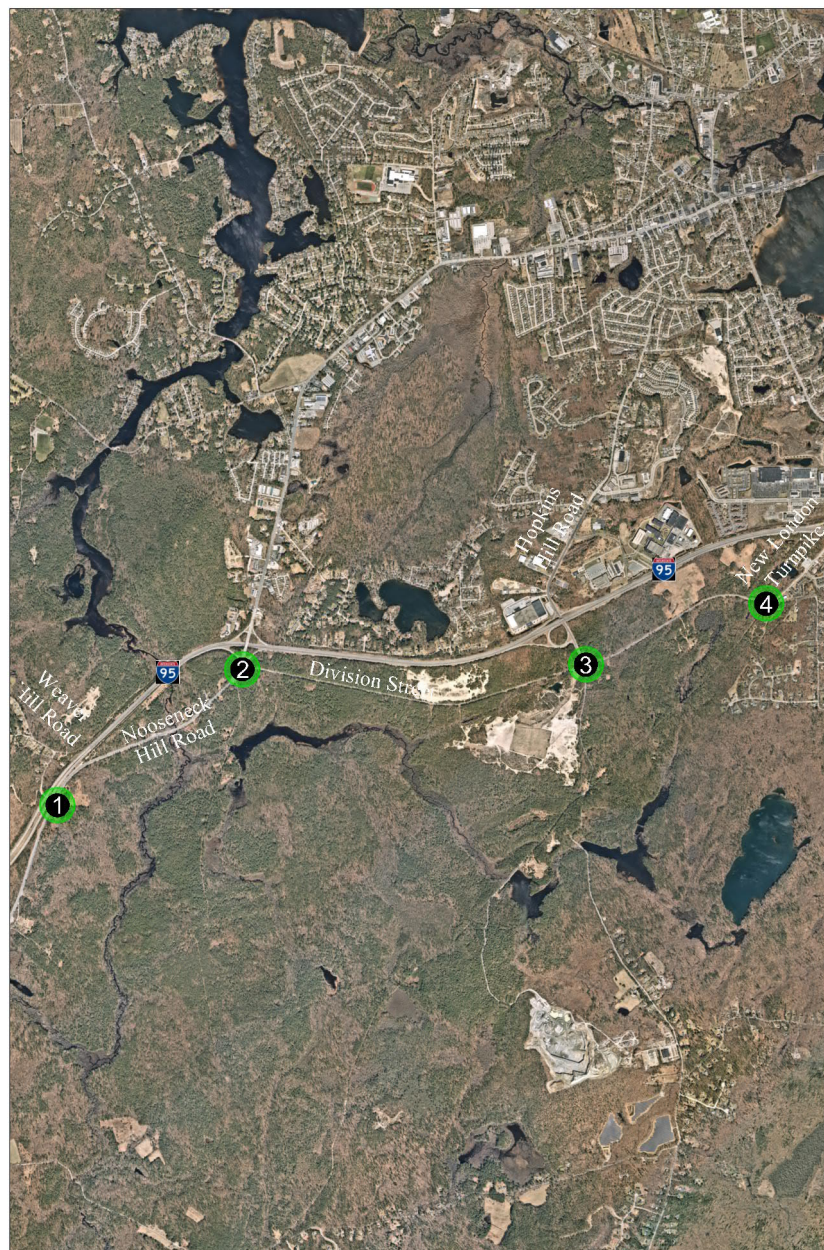
Based upon the TMC data, peak hour traffic conditions were established at the study intersections. Reviewing the intersections along Nooseneck Hill Road, the morning peak hour occurs between 7:30 and 8:30 AM along the segment between Weaver Hill Road and Division Street, with Route 3 servicing approximately 435 vehicles (300 NB/135 SB). During this period Weaver Hill Road to the south services 145 vehicles (115 EB/30 WB) and Division Street to the north accommodates 140 vehicles (110 EB/30 WB) per hour. The PM Peak hour was found to occur between 4:00 and 5:00 PM along the segment between Weaver Hill Road and Division Street, with Route 3 servicing approximately 575 vehicles (245 NB/330 SB). During this period Weaver Hill Road to the south services 155 vehicles (60 EB/95 WB) and Division Street to the north accommodates 235 vehicles (80 EB/155 WB) per hour.

Reviewing the intersections on Division Street which generally runs east/west to the south and parallel to I-95, the morning peak hour was also determined to occur between 7:30 and 8:30 AM along the segment between Hopkins Hill Road and New London Turnpike. Division Street services approximately 240 vehicles (170 EB/70 WB), and during this period Hopkins Hill Road to the west services 200 vehicles (95 NB/105



Big River Management Area WEST GREENWICH, RHODE ISLAND

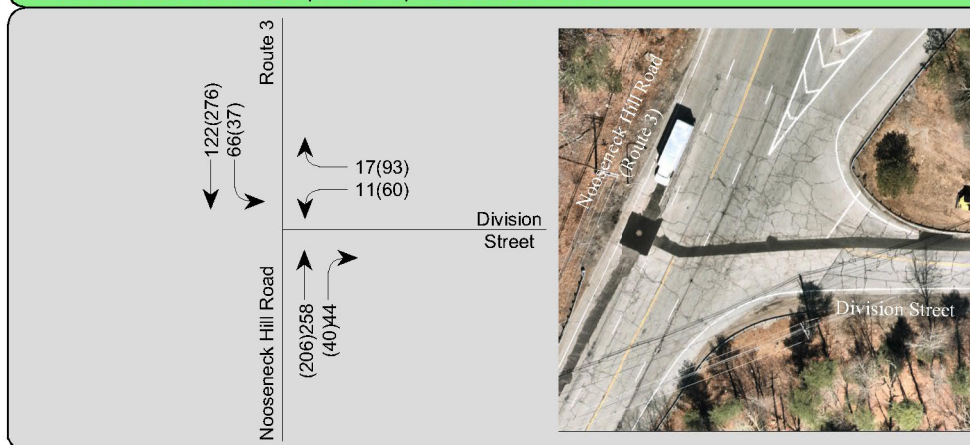
Figure - Existing Peak Hour Traffic Volumes



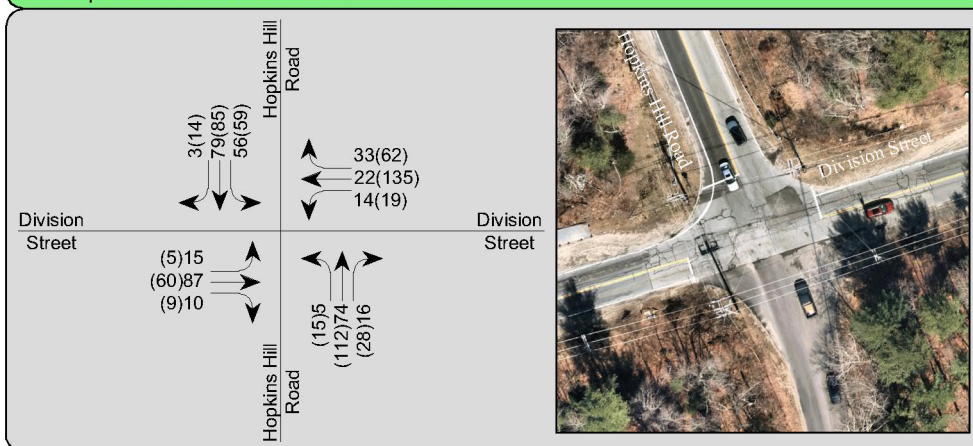
1 Nooseneck Hill Road (Route 3) at Weaver Hill Road



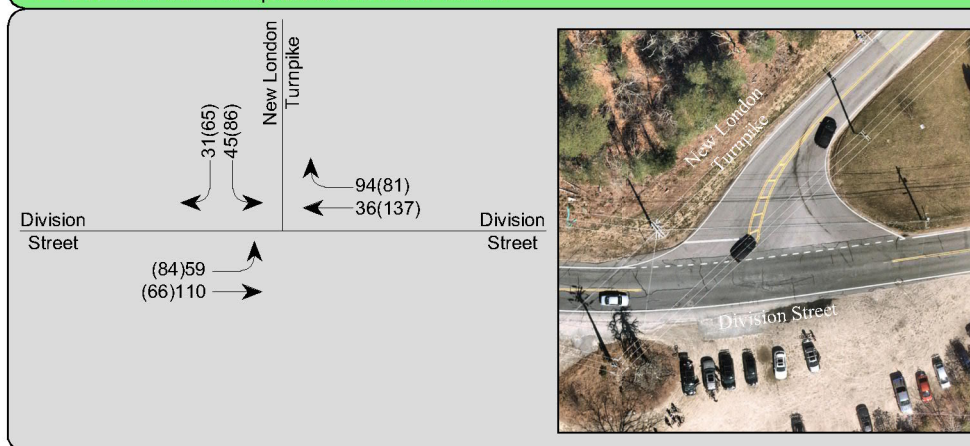
2 Nooseneck Hill Road (Route 3) at Division Street



3 Hopkins Hill Road at Division Street



4 New London Turnpike at Division Street



LEGEND:

- TURN LANE
- XXX AM PEAK VOLUMES (7:30 TO 8:30)
- (XXX) PM PEAK VOLUMES (4:00 TO 5:00)
- STUDY INTERSECTION
- TRAFFIC SIGNAL

FIGURE 9

SB) south of Division Street, and 260 vehicles (120 NB/140 SB) north of Division Street. Also, during this morning period New London Turnpike to the east accommodates 230 vehicles (155 NB/75 SB) per hour. The PM Peak hour was found to occur between 4:00 and 5:00 PM with Division Street servicing approximately 360 vehicles (145 EB/215 WB). During this period Hopkins Hill Road to the west services 270 vehicles (155 NB/115 SB) south of Division Street and 340 vehicles (180 NB/160 SB) north of Division Street. Also, during this morning period New London Turnpike to the east accommodates 320 vehicles (165 NB/155 SB) per hour. Figure 9 depicts the daily peak hour turning movement volumes at the study intersections.

3.3 Other Roadway Users

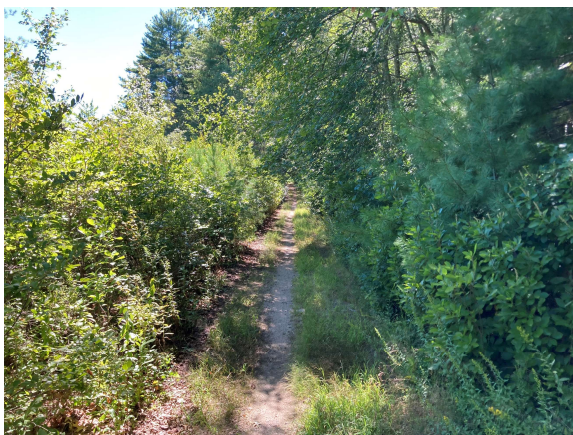
The roadways within the BRMA vary in cross section within the right of way. The primary use along these roadways is vehicle traffic. There are no formal facilities for bicycle or pedestrian traffic along roadways within the BRMA. The occasional activity observed within the study area within the right of way was consistent with the associated off-road bicycling and hiking activity within the BRMA itself. Additional study of these user groups and the capacity of the existing parking and access points within the BRMA is beyond the scope of this study.



New London Turnpike at Park & Ride north of Division Road



New London Turnpike south of Division Road



New London Turnpike south of Sweet Sawmill Road



New London Turnpike at southern limit of BRMA

Part 4 – Capital Planning, Implementation and Concluding Remarks

4.1 Capital Planning – Paved Roadways

While the condition reporting determines the appropriate banding range to apply to each roadway, other considerations will influence the Capital Planning and Implementation of the specific paving operations and the schedule.

Table 7 summarizes the entire BRMA roadway network broken down by segment with condition scoring (RSR), recommended improvements, and the total estimated cost of bringing each segment up to RSR 100.

Estimated project cost is based on the worst-case scenario within each roadway improvement banding category (See Table 3). For Major and Minor Rehabilitation Repair categories, additional planning-level cost considerations may include the following where applicable:

- Design - Add **10%** to Estimated Roadway Improvement Construction Cost
- Permitting – Add **5%** to Estimated Construction Cost
- Stormwater Controls/Drainage - Add **10%** to Estimated Construction Cost
- Utility Relocation - **Varies**
- Accessibility (ADA) Compliance - **Varies**

Roadways within the BRMA study area include roadways maintained by RIDOT, including primary roadways, and roadways maintained by the WRB and local municipalities, including Secondary and Local roadways.

ROADWAY SEGMENT	LOCATION	SEGMENT LENGTH (mi.)	RSR	REPAIR CATEGORY	AREA (SY)	UNIT COST ¹	TOTAL ESTIMATED SEGMENT COST (pavement only)
FISH HILL RD-01	Coventry	0.51	34.38	Major Rehabilitation	6632.48	\$50.00	\$ 331,624
FISH HILL RD-02	Coventry	0.12	44.38	Major Rehabilitation	1501.31	\$50.00	\$ 75,065
HOPKINS HILL RD-03	W.Greenwich	0.53	47.38	Major Rehabilitation	9696.55	\$50.00	\$ 484,827
NEW LONDON TPKE-10	W.Greenwich	0.08	55.38	Minor Rehabilitation	1236.73	\$26.00	\$ 32,155
NEW LONDON TPKE-03	W.Greenwich	0.29	56.38	Minor Rehabilitation	3853.82	\$26.00	\$ 100,199
NOOSENECK HILL RD-10	W.Greenwich	0.19	56.38	Minor Rehabilitation	7422.51	\$26.00	\$ 192,985
CONGDON MILL RD-01	W.Greenwich	0.98	58.38	Minor Rehabilitation	11506.35	\$26.00	\$ 299,165
NOOSENECK HILL RD-03	W.Greenwich	0.02	59.38	Minor Rehabilitation	623.03	\$26.00	\$ 16,199
PHILLIPS HILL RD	Coventry	0.48	61.38	Minor Rehabilitation	5853.68	\$26.00	\$ 152,196
NOOSENECK HILL RD-07	W.Greenwich	0.53	63.38	Minor Rehabilitation	20342.69	\$26.00	\$ 528,910
NEW LONDON TPKE-07	W.Greenwich	0.73	64.38	Minor Rehabilitation	9007.98	\$26.00	\$ 234,207
WEAVER HILL RD-01	W.Greenwich	0.09	64.38	Minor Rehabilitation	2327.43	\$26.00	\$ 60,513
NOOSENECK HILL RD-04	W.Greenwich	0.06	64.38	Minor Rehabilitation	1914.25	\$26.00	\$ 49,771
CONGDON MILL RD-02	W.Greenwich	0.55	65.38	Preventative Maintenance	6463.02	\$10.00	\$ 64,630
NEW LONDON TPKE-09	W.Greenwich	0.23	65.38	Preventative Maintenance	3501.54	\$10.00	\$ 35,015
NOOSENECK HILL RD-06	W.Greenwich	0.67	65.38	Preventative Maintenance	25000.48	\$10.00	\$ 250,005
NOOSENECK HILL RD-09	W.Greenwich	0.52	65.38	Preventative Maintenance	21359.56	\$10.00	\$ 213,596
NOOSENECK HILL RD-08	W.Greenwich	0.20	66.38	Preventative Maintenance	7768.29	\$10.00	\$ 77,683
NOOSENECK HILL RD-05	W.Greenwich	0.45	67.38	Preventative Maintenance	16707.57	\$10.00	\$ 167,076
HARKNEY HILL RD-01	Coventry	0.20	68.38	Preventative Maintenance	3203.68	\$10.00	\$ 32,037
HARKNEY HILL RD-03	Coventry	0.29	68.38	Preventative Maintenance	5360.63	\$10.00	\$ 53,606
HARKNEY HILL RD-04	Coventry	0.52	68.38	Preventative Maintenance	9219.18	\$10.00	\$ 92,192
PINE TREE RD	Coventry	0.16	69.38	Preventative Maintenance	26134.77	\$10.00	\$ 261,348
DIVISION ST-01	W.Greenwich	1.78	69.38	Preventative Maintenance	1686.89	\$10.00	\$ 16,869
NEW LONDON TPKE-02	W.Greenwich	0.59	70.38	Preventative Maintenance	7209.70	\$10.00	\$ 72,097
HARKNEY HILL RD-02	Coventry	0.05	71.38	Preventative Maintenance	838.15	\$10.00	\$ 8,381
HARKNEY HILL RD-05	Coventry	0.62	71.38	Preventative Maintenance	10153.94	\$10.00	\$ 101,539
DIVISION ST-02	W.Greenwich	1.04	72.38	Preventative Maintenance	15232.26	\$10.00	\$ 152,323
TOWN HALL RD-01	W.Greenwich	0.15	74.38	Preventative Maintenance	1788.13	\$10.00	\$ 17,881
QUARRY ACCESS	W.Greenwich	0.82	79.38	Preventative Maintenance	12052.99	\$10.00	\$ 120,530
TOWN HALL RD-02	W.Greenwich	0.07	81.38	Routine Maintenance	677.82	\$0.75	\$ 508
NEW LONDON TPKE-01	W.Greenwich	0.22	84.38	Routine Maintenance	2976.80	\$0.75	\$ 2,233
NOOSENECK HILL RD-01	W.Greenwich	0.13	84.38	Routine Maintenance	5368.07	\$0.75	\$ 4,026
NOOSENECK HILL RD-02	W.Greenwich	0.04	84.38	Routine Maintenance	1730.93	\$0.75	\$ 1,298
FISH HILL RD-03	Coventry	0.38	89.38	Routine Maintenance	4872.83	\$0.75	\$ 3,655
HOPKINS HILL RD-01	W.Greenwich	0.65	89.38	Routine Maintenance	8025.11	\$0.75	\$ 6,019
LINDA DR-02	Coventry	0.25	91.38	Routine Maintenance	3978.81	\$0.75	\$ 2,984
WEAVER HILL RD-02	W.Greenwich	0.21	91.38	Routine Maintenance	2818.34	\$0.75	\$ 2,114
GRACE AV	Coventry	0.05	94.38	No Maintenance Required	516.65	\$0.00	\$ -
LINDA DR-01	Coventry	0.04	94.38	No Maintenance Required	2157.90	\$0.00	\$ -
PARK LN	Coventry	0.24	94.38	No Maintenance Required	640.30	\$0.00	\$ -
GRDNR MATTESON LN	W.Greenwich	0.28	94.38	No Maintenance Required	4320.79	\$0.00	\$ -
WEAVER HILL RD-03	W.Greenwich	0.13	95.38	No Maintenance Required	1913.07	\$0.00	\$ -
WEAVER HILL RD-04	W.Greenwich	0.22	95.38	No Maintenance Required	3033.55	\$0.00	\$ -
HOPKINS HILL RD-02	W.Greenwich	0.35	99.38	No Maintenance Required	4095.60	\$0.00	\$ -
TOTAL ESTIMATED BACKLOG		16.71	69.23				\$ 4,317,461

Table 7: Total BRMA repair backlog (from lowest RSR to highest) ²

¹ The Unit Cost is based on typical RIDOT pavement management costs and is for planning purposes only. A 25% contingency has been added to anticipate potential inflationary effects in FY23. Unit cost is based on paving operations and minor, in-kind repairs within the existing roadway and does not include stormwater controls, traffic controls, utility improvements, sidewalks or other incidental items that will vary on a case by case basis. See Section 4.1 for additional cost factors that may apply to Minor and major rehabilitation improvements.

² The Backlog Summary accounts for paved accessible roadways only where an RSR was calculated (16.71 miles). Gravel roadways are not included in this summary

4.1.1 RIDOT-Maintained Roadways

RIDOT currently maintains the primary roadways through the BRMA including sweeping, plowing and pavement management operations. Roadway segments in the BRMA that are currently maintained by RIDOT are shown in Table 8:

ROADWAY SEGMENT	LOCATION	SEGMENT LENGTH (mi.)	RSR	REPAIR CATEGORY	AREA (SY)	UNIT COST ¹	TOTAL ESTIMATED SEGMENT COST (pavement only)
NOOSENECK HILL RD-10	W.Greenwich	0.19	56.38	Minor Rehabilitation	7422.51	\$26.00	\$ 192,985
NOOSENECK HILL RD-03	W.Greenwich	0.02	59.38	Minor Rehabilitation	623.03	\$26.00	\$ 16,199
NOOSENECK HILL RD-07	W.Greenwich	0.53	63.38	Minor Rehabilitation	20342.69	\$26.00	\$ 528,910
NOOSENECK HILL RD-04	W.Greenwich	0.06	64.38	Minor Rehabilitation	1914.25	\$26.00	\$ 49,771
NOOSENECK HILL RD-06	W.Greenwich	0.67	65.38	Preventative Maintenance	25000.48	\$10.00	\$ 250,005
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NOOSENECK HILL RD-05	W.Greenwich	0.45	67.38	Preventative Maintenance	16707.57	\$10.00	\$ 167,076
HARKNEY HILL RD-01	Coventry	0.20	68.38	Preventative Maintenance	3203.68	\$10.00	\$ 32,037
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HARKNEY HILL RD-05	Coventry	0.62	71.38	Preventative Maintenance	10153.94	\$10.00	\$ 101,539
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NOOSENECK HILL RD-01	W.Greenwich	0.13	84.38	Routine Maintenance	5368.07	\$0.75	\$ 4,026
NOOSENECK HILL RD-02	W.Greenwich	0.04	84.38	Routine Maintenance	1730.93	\$0.75	\$ 1,298
TOTAL ESTIMATED BACKLOG		7.30	67.30				\$ 1,958,495

Table 8: RIDOT's roadway repair backlog within BRMA (from lowest RSR to highest).³

These roadway segments, totaling 7.3 miles, are covered under the existing RIDOT Pavement Management Plan and can be removed from the BRMA backlog.

4.1.2 Non-RIDOT-Maintained Roadways

WRB has existing, informal agreements with local municipalities to maintain the secondary and local roadways within the BRMA⁴. These agreements include seasonal sweeping, plowing and patching roadways for the purposes of maintaining safe conditions. Additional pavement maintenance has generally been deferred in recent years and is reflected in the existing RSR value on each roadway segment. Table 9 shows the non-RIDOT maintained roadways and their municipal location.

¹ The Unit Cost is based on typical RIDOT pavement management costs and is for planning purposes only. A 25% contingency has been added to anticipate potential inflationary effects in FY23. Unit cost is based on paving operations and minor, in-kind repairs within the existing roadway and does not include stormwater controls, traffic controls, utility improvements, sidewalks or other incidental items that will vary on a case by case basis. See Section 4.1 for additional cost factors that may apply to Minor and major rehabilitation improvements.

³ The Backlog Summary accounts for paved accessible roadways only where an RSR was calculated (7.30 miles). Gravel roadways are not included in this summary

⁴ Phone interview with Town of Coventry, Director of Public Works, Kevin McGee, 5/19/23.

ROADWAY SEGMENT	LOCATION	SEGMENT LENGTH (mi.)	RSR	REPAIR CATEGORY	AREA (SY)	UNIT COST ¹	TOTAL ESTIMATED SEGMENT COST (pavement only)
FISH HILL RD-01	Coventry	0.51	34.38	Major Rehabilitation	6632.48	\$50.00	\$ 331,624
FISH HILL RD-02	Coventry	0.12	44.38	Major Rehabilitation	1501.31	\$50.00	\$ 75,065
PHILLIPS HILL RD	Coventry	0.48	61.38	Minor Rehabilitation	5853.68	\$26.00	\$ 152,196
PINE TREE RD	Coventry	0.16	69.38	Preventative Maintenance	26134.77	\$10.00	\$ 261,348
FISH HILL RD-03	Coventry	0.38	89.38	Routine Maintenance	4872.83	\$0.75	\$ 3,655
LINDA DR-02	Coventry	0.25	91.38	Routine Maintenance	3978.81	\$0.75	\$ 2,984
GRACE AV	Coventry	0.05	94.38	No Maintenance Required	516.65	\$0.00	\$ -
LINDA DR-01	Coventry	0.04	94.38	No Maintenance Required	2157.90	\$0.00	\$ -
PARK LN	Coventry	0.24	94.38	No Maintenance Required	640.30	\$0.00	\$ -
HOPKINS HILL RD-03	W.Greenwich	0.53	47.38	Major Rehabilitation	9696.55	\$50.00	\$ 484,827
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NEW LONDON TPKE-03	W.Greenwich	0.29	56.38	Minor Rehabilitation	3853.82	\$26.00	\$ 100,199
CONGDON MILL RD-01	W.Greenwich	0.98	58.38	Minor Rehabilitation	11506.35	\$26.00	\$ 299,165
NEW LONDON TPKE-07	W.Greenwich	0.73	64.38	Minor Rehabilitation	9007.98	\$26.00	\$ 234,207
WEAVER HILL RD-01	W.Greenwich	0.09	64.38	Minor Rehabilitation	2327.43	\$26.00	\$ 60,513
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NEW LONDON TPKE-09	W.Greenwich	0.23	65.38	Preventative Maintenance	3501.54	\$10.00	\$ 35,015
NEW LONDON TPKE-02	W.Greenwich	0.59	70.38	Preventative Maintenance	7209.70	\$10.00	\$ 72,097
TOWN HALL RD-01	W.Greenwich	0.15	74.38	Preventative Maintenance	1788.13	\$10.00	\$ 17,881
QUARRY ACCESS	W.Greenwich	0.82	79.38	Preventative Maintenance	12052.99	\$10.00	\$ 120,530
TOWN HALL RD-02	W.Greenwich	0.07	81.38	Routine Maintenance	677.82	\$0.75	\$ 508
NEW LONDON TPKE-01	W.Greenwich	0.22	84.38	Routine Maintenance	2976.80	\$0.75	\$ 2,233
HOPKINS HILL RD-01	W.Greenwich	0.65	89.38	Routine Maintenance	8025.11	\$0.75	\$ 6,019
WEAVER HILL RD-02	W.Greenwich	0.21	91.38	Routine Maintenance	2818.34	\$0.75	\$ 2,114
GRDNR MATTESON LN	W.Greenwich	0.28	94.38	No Maintenance Required	4320.79	\$0.00	\$ -
WEAVER HILL RD-03	W.Greenwich	0.13	95.38	No Maintenance Required	1913.07	\$0.00	\$ -
WEAVER HILL RD-04	W.Greenwich	0.22	95.38	No Maintenance Required	3033.55	\$0.00	\$ -
HOPKINS HILL RD-02	W.Greenwich	0.35	99.38	No Maintenance Required	4095.60	\$0.00	\$ -
TOTAL ESTIMATED BACKLOG		9.41	70.85				\$ 2,358,966

Table 9: WRB's roadway repair backlog within BRMA (from lowest RSR to highest)⁵

¹ The Unit Cost is based on typical RIDOT pavement management costs and is for planning purposes only. A 25% contingency has been added to anticipate potential inflationary effects in FY23. Unit cost is based on paving operations and minor, in-kind repairs within the existing roadway and does not include stormwater controls, traffic controls, utility improvements, sidewalks or other incidental items that will vary on a case by case basis. See Section 4.1 for additional cost factors that may apply to Minor and major rehabilitation improvements.

⁵ The Backlog Summary accounts for paved accessible roadways only where an RSR was calculated (9.41 miles). Gravel roadways are not included in this summary

4.2 Cost Benefit Value Analyses

After removing the RIDOT-maintained roadways from the overall BRMA inventory, the WRB's backlog for BRMA's roadway network is reduced from approximately \$4.32 Million to approximately **\$2.36 Million**. This budgetary dollar figure represents a snapshot of the funding it would take to perform improvements for BRMA's road network within the next year to bring the overall RSR to a 100 score. While this is not typically feasible, nor imperative, this analysis acts as a benchmark for the magnitude of work identified at the time of inspections.

A series of Cost Benefit Value (CBV) analyses were generated to serve as a tool to prioritize potential roadway projects for inclusion in WRB's multi-year Capital Improvement Plan (CIP). The CBV considers traffic volumes, repair types, and RSR to serve as a guide in the planning process. Priority is given to network roadways that serve higher volumes of vehicles and that provide critical connectivity. The development of a CIP will assist BRMA in improving its network rating over time.

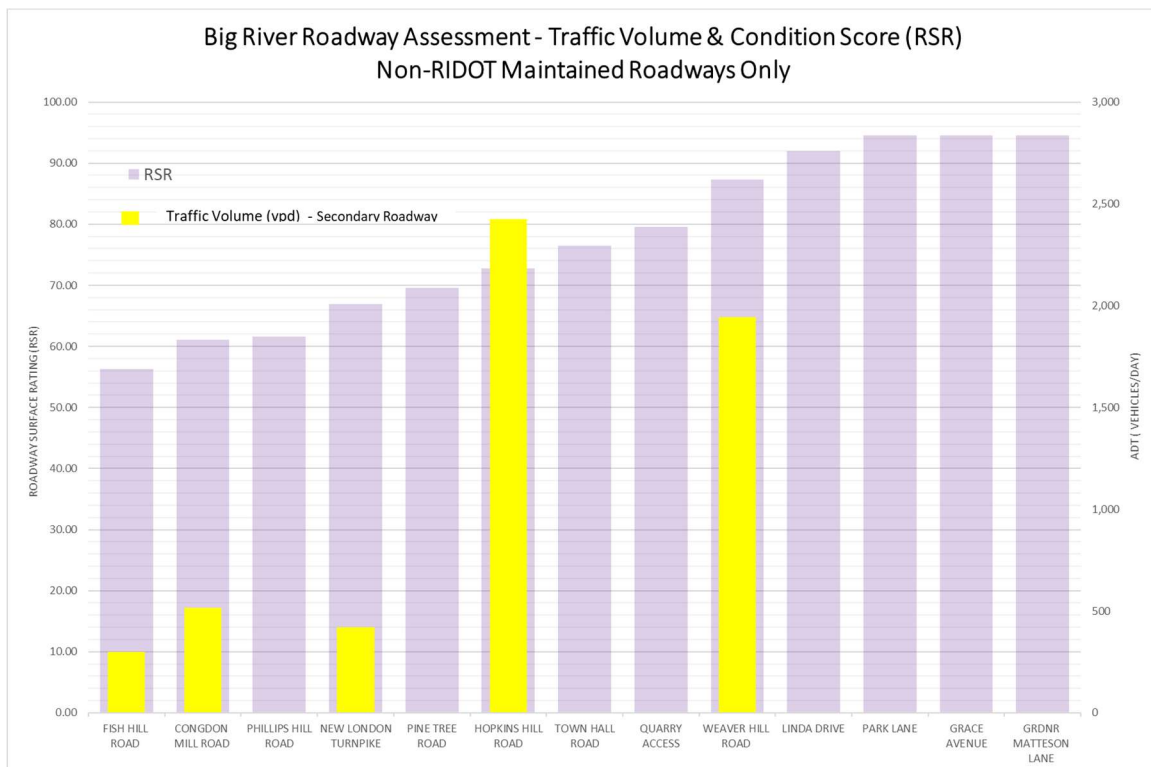


Figure 10: Combining the RSR with the traffic volume data shows how projects may be prioritized.

An assessment of roadway volumes and condition scoring may be used to determine where improvements could be a higher priority and may have the most impact (See Figure 10). A detailed CBV showing individual roadway segments and their proposed treatments is shown in Appendix A. Roadway segments should be considered on a case-by-case basis to confirm the CBV shown based on actual roadway usage and critical connectivity. Additional planning and coordination may be needed to assess

critical access, public safety routing and other factors that may determine the final list of priority roadways.

Figure 10 shows BRMA roadways that are not maintained by RIDOT along with their condition and volume of vehicular traffic. These roadways are necessary for local access into, through, and beyond the BRMA. Improvements would need to be coordinated between WRB and municipal agents based on available funding.

A 5-year forecast model was developed to demonstrate how the network-level RSR would change based on a number of different funding scenarios and repair strategies (See Figure 11). Utilizing unit prices established in the program, the model suggests that BRMA pavement management budget should include approximately \$160k annually to maintain the current rating. However, if \$400k was allocated annually, the Network RSR is projected to reach 79 in 5 years. This model can be customized based on repair treatments WRB and participating Towns plan to implement. The current model accounts for 3% annual inflation.

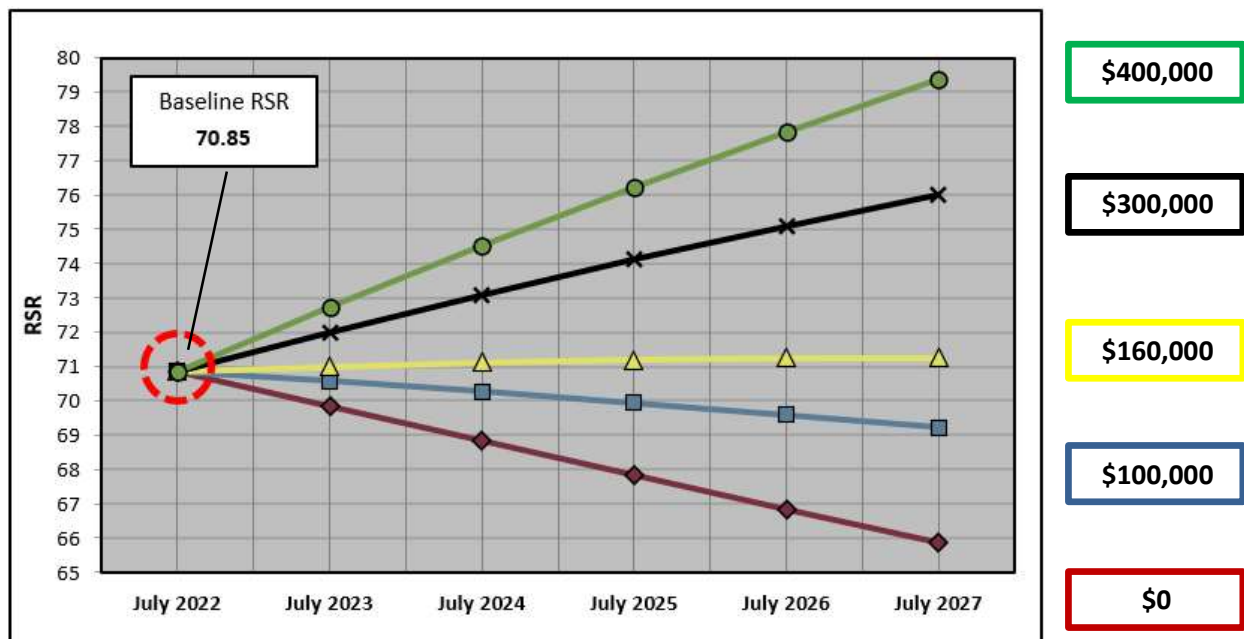


Figure 11: Five-Year Forecast Model for WRB roadways shows the effects on RSR over time based on annual pavement maintenance spending.

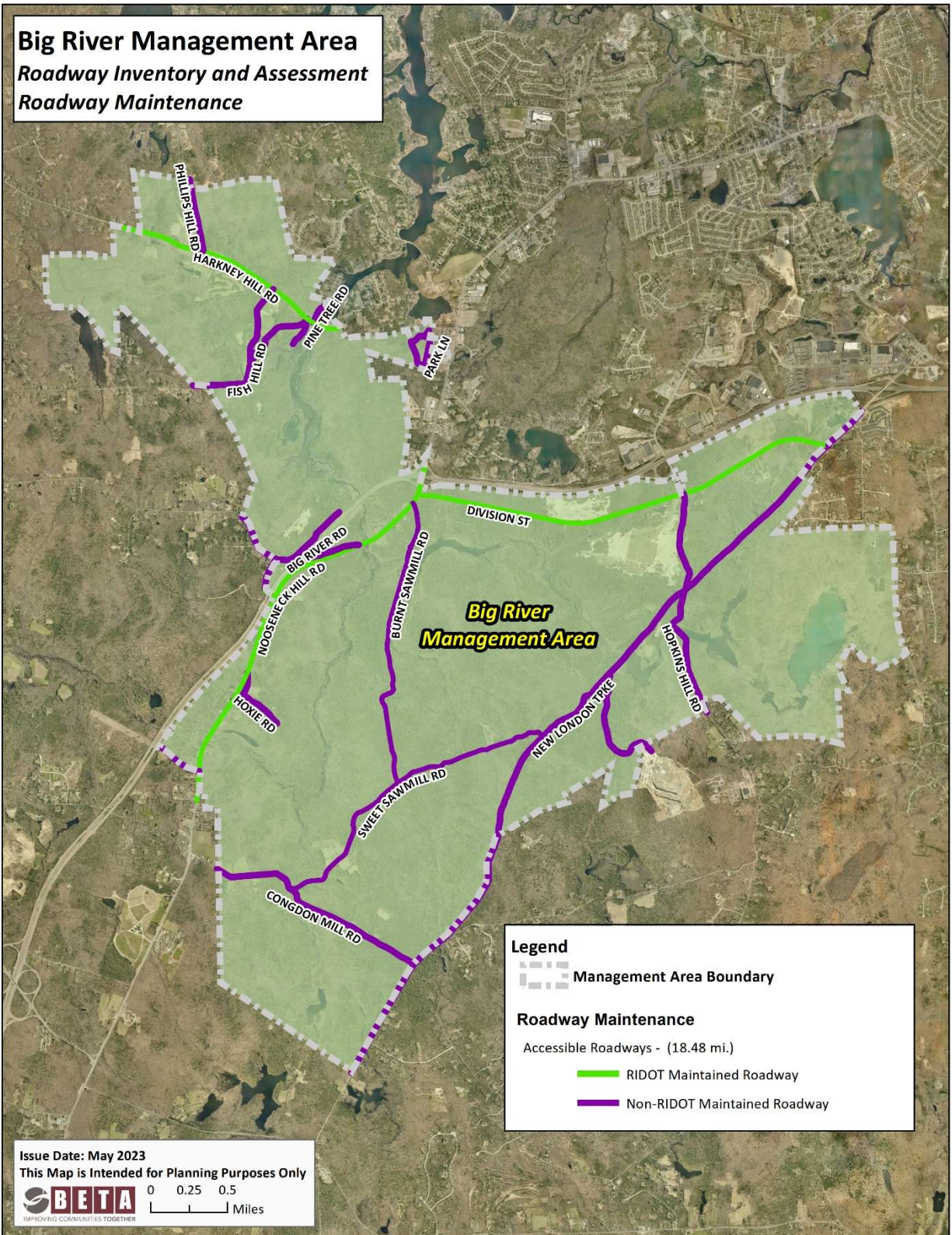


Figure 11: BRMA includes roadways that are maintained by RIDOT and WRB with local municipalities

4.3 Implementation

4.3.1 Implementation - Paved Roadways

As part of the implementation process, WRB and local municipalities should coordinate proposed improvements. Table 10 includes roadways within the Town of Coventry. Table 11 includes roadways within the Town of West Greenwich.

ROADWAY SEGMENT	LOCATION	SEGMENT LENGTH (mi.)	RSR	REPAIR CATEGORY	AREA (SY)	UNIT COST ¹	TOTAL ESTIMATED SEGMENT COST (pavement only)
FISH HILL RD-01	Coventry	0.51	34.38	Major Rehabilitation	6632.48	\$50.00	\$ 331,624
FISH HILL RD-02	Coventry	0.12	44.38	Major Rehabilitation	1501.31	\$50.00	\$ 75,065
PHILLIPS HILL RD	Coventry	0.48	61.38	Minor Rehabilitation	5853.68	\$26.00	\$ 152,196
PINE TREE RD	Coventry	0.16	69.38	Preventative Maintenance	26134.77	\$10.00	\$ 261,348
FISH HILL RD-03	Coventry	0.38	89.38	Routine Maintenance	4872.83	\$0.75	\$ 3,655
LINDA DR-02	Coventry	0.25	91.38	Routine Maintenance	3978.81	\$0.75	\$ 2,984
GRACE AV	Coventry	0.05	94.38	No Maintenance Required	516.65	\$0.00	\$ -
LINDA DR-01	Coventry	0.04	94.38	No Maintenance Required	2157.90	\$0.00	\$ -
PARK LN	Coventry	0.24	94.38	No Maintenance Required	640.30	\$0.00	\$ -
TOTAL ESTIMATED BACKLOG		2.23	68.45				\$ 826,871

Table 10: WRB's roadway repair backlog in BRMA located in the Town of Coventry (from lowest RSR to highest)⁶

ROADWAY SEGMENT	LOCATION	SEGMENT LENGTH (mi.)	RSR	REPAIR CATEGORY	AREA (SY)	UNIT COST ¹	TOTAL ESTIMATED SEGMENT COST (pavement only)
HOPKINS HILL RD-03	W.Greenwich	0.53	47.38	Major Rehabilitation	9696.55	\$50.00	\$ 484,827
NEW LONDON TPKE-10	W.Greenwich	0.08	55.38	Minor Rehabilitation	1236.73	\$26.00	\$ 32,155
NEW LONDON TPKE-03	W.Greenwich	0.29	56.38	Minor Rehabilitation	3853.82	\$26.00	\$ 100,199
CONGDON MILL RD-01	W.Greenwich	0.98	58.38	Minor Rehabilitation	11506.35	\$26.00	\$ 299,165
NEW LONDON TPKE-07	W.Greenwich	0.73	64.38	Minor Rehabilitation	9007.98	\$26.00	\$ 234,207
WEAVER HILL RD-01	W.Greenwich	0.09	64.38	Minor Rehabilitation	2327.43	\$26.00	\$ 60,513
CONGDON MILL RD-02	W.Greenwich	0.55	65.38	Preventative Maintenance	6463.02	\$10.00	\$ 64,630
NEW LONDON TPKE-09	W.Greenwich	0.23	65.38	Preventative Maintenance	3501.54	\$10.00	\$ 35,015
NEW LONDON TPKE-02	W.Greenwich	0.59	70.38	Preventative Maintenance	7209.70	\$10.00	\$ 72,097
TOWN HALL RD-01	W.Greenwich	0.15	74.38	Preventative Maintenance	1788.13	\$10.00	\$ 17,881
QUARRY ACCESS	W.Greenwich	0.82	79.38	Preventative Maintenance	12052.99	\$10.00	\$ 120,530
TOWN HALL RD-02	W.Greenwich	0.07	81.38	Routine Maintenance	677.82	\$0.75	\$ 508
NEW LONDON TPKE-01	W.Greenwich	0.22	84.38	Routine Maintenance	2976.80	\$0.75	\$ 2,233
HOPKINS HILL RD-01	W.Greenwich	0.65	89.38	Routine Maintenance	8025.11	\$0.75	\$ 6,019
WEAVER HILL RD-02	W.Greenwich	0.21	91.38	Routine Maintenance	2818.34	\$0.75	\$ 2,114
GRDNR MATTESON LN	W.Greenwich	0.28	94.38	No Maintenance Required	4320.79	\$0.00	\$ -
WEAVER HILL RD-03	W.Greenwich	0.13	95.38	No Maintenance Required	1913.07	\$0.00	\$ -
WEAVER HILL RD-04	W.Greenwich	0.22	95.38	No Maintenance Required	3033.55	\$0.00	\$ -
HOPKINS HILL RD-02	W.Greenwich	0.35	99.38	No Maintenance Required	4095.60	\$0.00	\$ -
TOTAL ESTIMATED BACKLOG		7.18	72.15				\$ 1,532,094

Table 11: WRB's roadway repair backlog in BRMA located in the Town of West Greenwich (from lowest RSR to highest)⁷

⁶ The Backlog Summary accounts for paved accessible roadways in Coventry only where an RSR was calculated (2.23 miles). Gravel roadways are not included in this summary.

⁷ The Backlog Summary accounts for paved accessible roadways in West Greenwich only where an RSR was calculated (7.18 miles). Gravel roadways are not included in this summary.

Improvements should be planned with the following considerations:

- This condition assessment and the recommended pavement treatments are based on an evaluation of the surface conditions and do not imply an understanding of the pavement structure. Where resurfacing improvements are recommended, pavement cores and other evaluations of existing conditions are recommended as needed.
- This condition assessment does not include an assessment of existing utilities or other subsurface facilities within roadway segments. Prior to resurfacing, it is recommended that coordination with utility providers within each project area is conducted.
- Unit costs for recommended treatments include a contingency for minor in-kind repair and maintenance of existing stormwater controls. Where extensive stormwater control improvements are required or where a change in land use requires modifications to existing stormwater control capacity, additional design and construction funding may be required.
- Where planned infrastructure improvements are needed, such as culvert repairs or scheduled subsurface utility repairs, final surface course of pavement improvements should be coordinated accordingly. One known example of this is Fish Hill Road in Coventry where a culvert over Bear Brook is undersized.
- Operations within the Minor and Major Rehabilitation categories may be considered by Rhode Island Department of Environmental Management (RIDEM) to be a disturbance when in proximity to a wetland or stream feature. DCAMM and Municipal agents should review all projects for potential RIDEM permitting requirements.

4.3.2 Implementation - Gravel Roadways

Accessible gravel roadways within the project area include 1.42 miles of the overall inventory, see Table 12. These are low-volume dead end roadways that service local traffic only. These roadways are subject to seasonable conditions and are maintained by the Town of West Greenwich.

Accessible Gravel Roadway Segment	Maintenance Jurisdiction	Length (mi.)	Width (ft.)
BURNT SAWMILL ROAD-01	W.Greenwich	0.30	11
HOXIE ROAD	W.Greenwich	0.30	15
NEW LONDON TURNPIKE 04	W.Greenwich	0.82	12
TOTALS		1.42	

Table 12: Improvements for gravel roadways should be coordinated with the Public Works Departments within the maintenance jurisdiction.

4.3.3 Implementation - Inaccessible Roadways

Inaccessible gravel roadways form a significant network within the project area (See Figure 6). These roadways provide gated access to the interior of the BRMA. Other segments have been restricted using less formal barriers including boulders and concrete blocks. This network, particularly including New London Turnpike, Sweet Sawmill Road and Burnt Sawmill Road forms the spine of informal uses within BRMA including hiking, biking and other recreation activities as observed by field crews (See Table 13).

The terrain of the interior of BRMA is densely forested with mature trees and boulder deposits throughout. The surface condition, clear width and formal structure of each roadway varies along the

length of each roadway from 4'-wide to 20'-wide. Some segments include short stretches of bituminous asphalt which is well past its serviceable life. For the most part, these roadways consist of native gravel and loam.

Maintenance of these roadways should consider their importance for fire access and other emergency response capability. Maintenance tasks may include brush clearing, bridge repair and maintenance, and identification of possible obstructions for removal to maintain a minimum clear width for emergency and maintenance vehicles as needed. The specific vehicle access, including clear width and loading should be determined in consultation with local public safety and Public Works staff.

Inaccessible Gravel Roadways/Paths	Maintenance Jurisdiction	Length (mi.)	Width Min. (ft.)	Width Max. (ft.)
ARROWHEAD ROAD	Coventry	0.20	10	15
PHILLIPS ROAD	Coventry	0.49	4	10
BIG RIVER ROAD	W.Greenwich	0.55	4	15
BURNT SAWMILL ROAD	W.Greenwich	1.62	4	12
NEW LONDON TURNPIKE	W.Greenwich	2.62	4	12
SWEET SAWMILL ROAD	W.Greenwich	2.11	4	10
TOTALS		7.59		

Table 13: Improvements for inaccessible gravel roadways should be coordinated with the Public Works Departments within the maintenance jurisdiction.

4.4 Program Maintenance

To best manage and update BRMA's PMP database, the following practices are suggested:

- Work with local jurisdictions to confirm a maintenance approach to these recommended treatments.
- Coordinate planned improvements with utility providers that may have facilities within the paved area.
- Post all annual roadway improvements into the database. Both the pavement condition rating and repair history information should be entered.
- Add any new roadway network descriptions to the database as soon as the BRMA accepts the roadways. Similarly, remove unmaintained trails and roads that are discontinued from the network.
- Update repair method unit costs annually to provide accurate work plan forecasts.
- Assign one or more individuals to oversee system upkeep and to request annual pavement condition updates.
- Review developments in pavement technology that might offer a more cost-effective alternative to pavement maintenance or rehabilitation over the pavement's life cycle.
- Review actual comparable construction pricing on an annual basis to confirm planning level estimates and overall backlog.

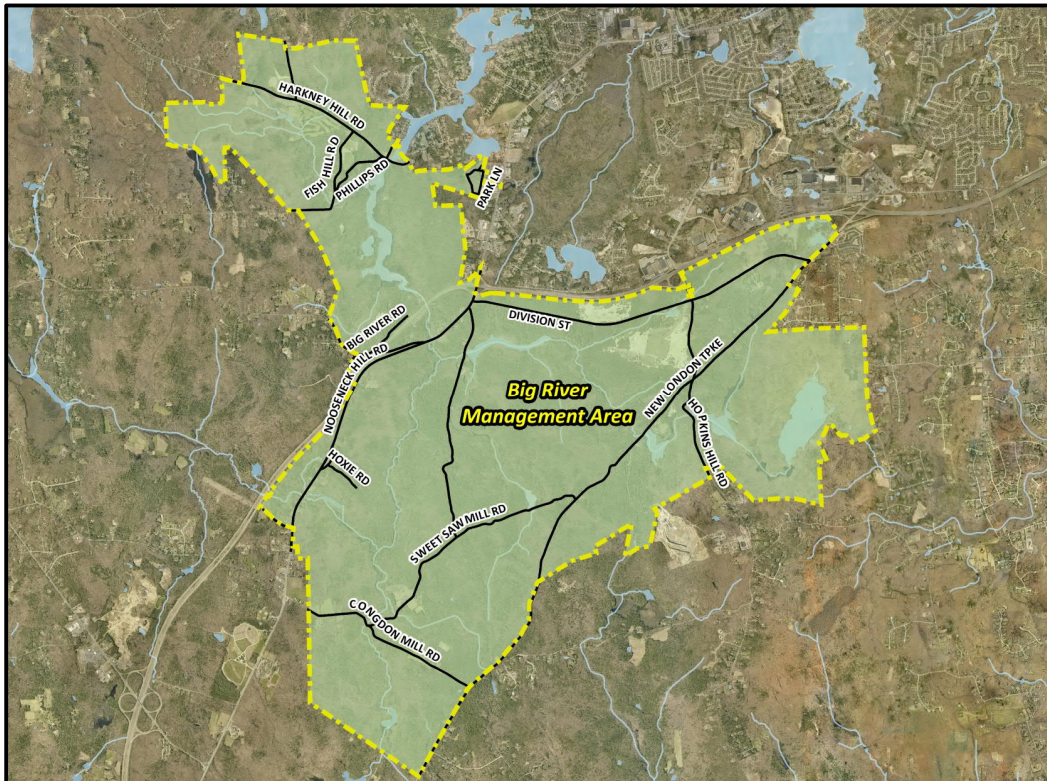
The PMP will serve as a valuable instrument for DCAMM and the WRB and facilitate a progressive approach to managing roadway infrastructure in BRMA.

Appendices

A. Pavement Management Report

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Big River Management Area DCAMM and WRB



Pavement Management Program

Date: April 28, 2023

Date of Inspections: Summer 2022

Big River Management Area DCAMM and WRB

Pavement Management Program

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3. Cost Benefit Value (CBV) Reports

- CBV Analysis: Roadway Sorted by CBV by Street Segment
- CBV Analysis Reports:
 - Major Rehabilitation
 - Minor Rehabilitation
 - Preventative Maintenance
 - Routine Maintenance

Map:

Road Surface Ratings and Repair Categories Map

Big River Management Area

Roadway Repair Categories and Banding

Repair Method	Banding Low Range	Banding High Range	Unit Cost per Sq.Yrd.	Life Expectency (Years)
Major Rehabilitation				
Major Rehabilitation	0	50	\$50.00	20
Reconstruction			\$50.00	25
Full Depth Reclamation (FDR) - 5" HMA			\$40.80	20
Full Depth Reclamation (FDR) - 5" HMA (No Structures)			\$38.40	20
Full Depth Reclamation (FDR) - 4" HMA			\$36.00	20
Full Depth Reclamation (FDR) - 4" HMA (No Structures)			\$33.60	20
Partial Depth Reclamation (PDR)			\$31.68	18
Minor Rehabilitation				
Minor Rehabilitation	50	65	\$26.00	15
Mill and Overlay - 2.5"+			\$25.92	15
Cold-In-Place Recycling - 1.5" HMA			\$25.92	15
Cold-In-Place Recycling - 1.5" HMA (No Structures)			\$23.04	15
Mill and Overlay - 2"			\$20.16	12
Mill and Overlay - 1.5"			\$17.28	12
Hot-In-Place Recycling - 1" Top (Micro)			\$16.56	10
Shim and Overlay (HMA)			\$17.28	10
Shim and Microsurface			\$14.40	10
Ultra Thin Bonded Wearing Course			\$12.96	8
Preventative Maintenance				
Preventative Maintenance	65	80	\$10.00	7
Thin Overlay (HMA)			\$9.60	7
Cape Seal			\$7.20	7
Double Chip Seal			\$6.00	7
Rubber Asphalt Chip (20%)			\$6.00	7
Microsurface - Double (w/Fiber)			\$6.00	7
Microsurface - Single Lift			\$4.20	5
Routine Maintenance				
Routine Maintenance	80	94	\$0.75	3
Fog Seal			\$1.80	3
Crack Seal			\$0.60	3
Defer Maintenance				
No Maintenance Required	94	100	\$0.00	0

Big River Management Area

Roadway Repair Backlog Summary

Repair Method	Length (Miles)**	Square Yards	Percent Repair	Estimated Cost	***
Major Rehabilitation	1.16	17,830.33	6.96%	\$891,516.53	
Minor Rehabilitation	3.43	64,088.46	20.55%	\$1,666,299.95	
Preventative Maintenance	8.84	173,680.77	52.89%	\$1,736,807.66	
Routine Maintenance	1.95	30,448.72	11.70%	\$22,836.54	
No Maintenance Required	1.32	16,677.86	7.90%	\$0.00	

Total:	16.71	302,726.13	100.00%	\$4,317,460.68
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Average RSR By Segment:	69.23
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*RSR - Road Surface Rating (0-100)

** The Backlog Summary Accounts for Paved Accessible Roadways Only where an RSR was calculated. 1.51 miles of Gravel Accessible Roadways and 7.88 miles of Inaccessible Roadways are not included in this report.

Please Note: Unit pricing accounts for curb to curb improvements only; Does not include any drainage, sidewalk, ADA, gravel subbase or utility improvements.

*** Cost Estimating using composite RSR is for planning purposes only and may under-estimate the actual cost of improvements. Consult tables below for costs associated with individual roadway segments. For major and minor rehabilitation treatments, final determination of proposed pavement structure including pavement thickness requires additional design assessment by qualified engineering professional.

Big River Management Area

Comp. RSR
Composite Road Surface
Rating (0-100) for Entire Road

Roadway Summary with Composite RSR - Sorted Alphabetically*

Name	Length (Miles)	Length (Feet)	Avg. Width	Sq. Yards	Comp. RSR	Overall Repair	Estimated Cost*
CONGDON MILL RD-01	0.98	5,177.86	20	11,506.35	58.56	Minor Rehabilitation	\$299,164.97* *
CONGDON MILL RD-02	0.55	2,908.36	20	6,463.02	65.56	Preventative Maintenance	\$64,630.21
DIVISION ST-01	1.78	9,408.52	25	26,134.77	69.56	Preventative Maintenance	\$261,347.72
DIVISION ST-02	1.04	5,483.61	25	15,232.26	72.56	Preventative Maintenance	\$152,322.61
FISH HILL RD-01	0.51	2,713.29	22	6,632.48	34.56	Major Rehabilitation	\$331,623.90
FISH HILL RD-02	0.12	614.17	22	1,501.31	44.56	Major Rehabilitation	\$75,065.29
FISH HILL RD-03	0.38	1,993.43	22	4,872.83	89.56	Routine Maintenance	\$3,654.62
GRACE AV	0.05	273.52	17	516.65	94.56	No Maintenance Required	\$0.00
GRDNR MATTESON LN	0.28	1,493.93	13	2,157.90	94.56	No Maintenance Required	\$0.00
HARKNEY HILL RD-01	0.20	1,029.75	28	3,203.68	68.56	Preventative Maintenance	\$32,036.75
HARKNEY HILL RD-02	0.05	243.33	31	838.15	71.56	Preventative Maintenance	\$8,381.49
HARKNEY HILL RD-03	0.29	1,556.31	31	5,360.63	68.56	Preventative Maintenance	\$53,606.26
HARKNEY HILL RD-04	0.52	2,765.75	30	9,219.18	68.56	Preventative Maintenance	\$92,191.78
HARKNEY HILL RD-05	0.62	3,263.77	28	10,153.94	71.56	Preventative Maintenance	\$101,539.40
HOPKINS HILL RD-01	0.65	3,439.33	21	8,025.11	89.56	Routine Maintenance	\$6,018.84
HOPKINS HILL RD-02	0.35	1,843.02	20	4,095.60	99.56	No Maintenance Required	\$0.00
HOPKINS HILL RD-03	0.53	2,815.13	31	9,696.55	47.56	Major Rehabilitation	\$484,827.35
LINDA DR-01	0.04	230.51	25	640.30	94.56	No Maintenance Required	\$0.00
LINDA DR-02	0.25	1,326.27	27	3,978.81	91.56	Routine Maintenance	\$2,984.11
NEW LONDON TPKE-01	0.22	1,164.83	23	2,976.80	84.56	Routine Maintenance	\$2,232.60
NEW LONDON TPKE-02	0.59	3,089.87	21	7,209.70	70.56	Preventative Maintenance	\$72,097.02
NEW LONDON TPKE-03	0.29	1,508.02	23	3,853.82	56.56	Minor Rehabilitation	\$100,199.29
NEW LONDON TPKE-07	0.73	3,860.56	21	9,007.98	64.56	Minor Rehabilitation	\$234,207.38
NEW LONDON TPKE-09	0.23	1,212.07	26	3,501.54	65.56	Preventative Maintenance	\$35,015.43
NEW LONDON TPKE-10	0.08	428.10	26	1,236.73	55.56	Minor Rehabilitation	\$32,154.87
NOOSENECK HILL RD-01	0.13	690.18	70	5,368.07	84.56	Routine Maintenance	\$4,026.06
NOOSENECK HILL RD-02	0.04	222.55	70	1,730.93	84.56	Routine Maintenance	\$1,298.20
NOOSENECK HILL RD-03	0.02	80.10	70	623.03	59.56	Minor Rehabilitation	\$16,198.89
NOOSENECK HILL RD-04	0.06	307.65	56	1,914.25	64.56	Minor Rehabilitation	\$49,770.59
NOOSENECK HILL RD-05	0.45	2,386.80	63	16,707.57	67.56	Preventative Maintenance	\$167,075.70
NOOSENECK HILL RD-06	0.67	3,515.69	64	25,000.48	65.56	Preventative Maintenance	\$250,004.76
NOOSENECK HILL RD-07	0.53	2,774.00	66	20,342.69	63.56	Minor Rehabilitation	\$528,909.82
NOOSENECK HILL RD-08	0.20	1,075.61	65	7,768.29	66.56	Preventative Maintenance	\$77,682.91
NOOSENECK HILL RD-09	0.52	2,746.23	70	21,359.56	65.56	Preventative Maintenance	\$213,595.56
NOOSENECK HILL RD-10	0.19	1,012.16	66	7,422.51	56.56	Minor Rehabilitation	\$192,985.24
PARK LN	0.24	1,254.42	31	4,320.79	94.56	No Maintenance Required	\$0.00

*Please Note: Unit pricing accounts for curb to curb improvements only; Does not include any drainage, sidewalk, ADA, gravel subbase or utility improvements.

ManageMyRoads by BETA

Big River Management Area

Comp. RSR
Composite Road Surface
Rating (0-100) for Entire Road

Roadway Summary with Composite RSR - Sorted Alphabetically*

Name	Length (Miles)	Length (Feet)	Avg. Width	Sq. Yards	Comp. RSR	Overall Repair	Estimated Cost*
PHILLIPS HILL RD	0.48	2,508.72	21	5,853.68	61.56	Minor Rehabilitation	\$152,195.78* *
PINE TREE RD	0.16	843.44	18	1,686.89	69.56	Preventative Maintenance	\$16,868.89
QUARRY ACCESS	0.82	4,339.08	25	12,052.99	79.56	Preventative Maintenance	\$120,529.86
TOWN HALL RD-01	0.15	804.66	20	1,788.13	74.56	Preventative Maintenance	\$17,881.29
TOWN HALL RD-02	0.07	381.27	16	677.82	81.56	Routine Maintenance	\$508.36
WEAVER HILL RD-01	0.09	476.06	44	2,327.43	64.56	Minor Rehabilitation	\$60,513.13
WEAVER HILL RD-02	0.21	1,102.83	23	2,818.34	91.56	Routine Maintenance	\$2,113.75
WEAVER HILL RD-03	0.13	688.70	25	1,913.07	95.56	No Maintenance Required	\$0.00
WEAVER HILL RD-04	0.22	1,187.04	23	3,033.55	95.56	No Maintenance Required	\$0.00

* Cost Estimating using composite RSR is for planning purposes only and may under-estimate the actual cost of improvements. Consult tables below for costs associated with individual roadway segments. For major and minor rehabilitation treatments, final determination of proposed pavement structure including pavement thickness requires additional design assessment by qualified engineering professional.

** Fish Hill Road pavement improvements should be coordinated with the culvert replacement at Bear Brook approximately 1,500 feet south of Harkney Hill Road.

*Please Note: Unit pricing accounts for curb to curb improvements only; Does not include any drainage, sidewalk, ADA, gravel subbase or utility improvements.

ManageMyRoads by BETA

Big River Management Area

Comp. RSR
Composite Road Surface
Rating (0-100) for Entire Road

Roadway Summary with Composite RSR - Sorted by Composite RSR*

Name	Length (Miles)	Length (Feet)	Avg. Width	Sq. Yards	Comp. RSR	Overall Repair	Estimated Cost*
FISH HILL RD-01	0.51	2,713.29	22	6,632.48	34.56	Major Rehabilitation	\$331,623.90* *
FISH HILL RD-02	0.12	614.17	22	1,501.31	44.56	Major Rehabilitation	\$75,065.29
HOPKINS HILL RD-03	0.53	2,815.13	31	9,696.55	47.56	Major Rehabilitation	\$484,827.35
NEW LONDON TPKE-10	0.08	428.10	26	1,236.73	55.56	Minor Rehabilitation	\$32,154.87
NEW LONDON TPKE-03	0.29	1,508.02	23	3,853.82	56.56	Minor Rehabilitation	\$100,199.29
NOOSENECK HILL RD-10	0.19	1,012.16	66	7,422.51	56.56	Minor Rehabilitation	\$192,985.24
CONGDON MILL RD-01	0.98	5,177.86	20	11,506.35	58.56	Minor Rehabilitation	\$299,164.97
NOOSENECK HILL RD-03	0.02	80.10	70	623.03	59.56	Minor Rehabilitation	\$16,198.89
PHILLIPS HILL RD	0.48	2,508.72	21	5,853.68	61.56	Minor Rehabilitation	\$152,195.78
NOOSENECK HILL RD-07	0.53	2,774.00	66	20,342.69	63.56	Minor Rehabilitation	\$528,909.82
NEW LONDON TPKE-07	0.73	3,860.56	21	9,007.98	64.56	Minor Rehabilitation	\$234,207.38
NOOSENECK HILL RD-04	0.06	307.65	56	1,914.25	64.56	Minor Rehabilitation	\$49,770.59
WEAVER HILL RD-01	0.09	476.06	44	2,327.43	64.56	Minor Rehabilitation	\$60,513.13
CONGDON MILL RD-02	0.55	2,908.36	20	6,463.02	65.56	Preventative Maintenance	\$64,630.21
NEW LONDON TPKE-09	0.23	1,212.07	26	3,501.54	65.56	Preventative Maintenance	\$35,015.43
NOOSENECK HILL RD-06	0.67	3,515.69	64	25,000.48	65.56	Preventative Maintenance	\$250,004.76
NOOSENECK HILL RD-09	0.52	2,746.23	70	21,359.56	65.56	Preventative Maintenance	\$213,595.56
NOOSENECK HILL RD-08	0.20	1,075.61	65	7,768.29	66.56	Preventative Maintenance	\$77,682.91
NOOSENECK HILL RD-05	0.45	2,386.80	63	16,707.57	67.56	Preventative Maintenance	\$167,075.70
HARKNEY HILL RD-01	0.20	1,029.75	28	3,203.68	68.56	Preventative Maintenance	\$32,036.75
HARKNEY HILL RD-03	0.29	1,556.31	31	5,360.63	68.56	Preventative Maintenance	\$53,606.26
HARKNEY HILL RD-04	0.52	2,765.75	30	9,219.18	68.56	Preventative Maintenance	\$92,191.78
DIVISION ST-01	1.78	9,408.52	25	26,134.77	69.56	Preventative Maintenance	\$261,347.72
PINE TREE RD	0.16	843.44	18	1,686.89	69.56	Preventative Maintenance	\$16,868.89
NEW LONDON TPKE-02	0.59	3,089.87	21	7,209.70	70.56	Preventative Maintenance	\$72,097.02
HARKNEY HILL RD-02	0.05	243.33	31	838.15	71.56	Preventative Maintenance	\$8,381.49
HARKNEY HILL RD-05	0.62	3,263.77	28	10,153.94	71.56	Preventative Maintenance	\$101,539.40
DIVISION ST-02	1.04	5,483.61	25	15,232.26	72.56	Preventative Maintenance	\$152,322.61
TOWN HALL RD-01	0.15	804.66	20	1,788.13	74.56	Preventative Maintenance	\$17,881.29
QUARRY ACCESS	0.82	4,339.08	25	12,052.99	79.56	Preventative Maintenance	\$120,529.86
TOWN HALL RD-02	0.07	381.27	16	677.82	81.56	Routine Maintenance	\$508.36
NEW LONDON TPKE-01	0.22	1,164.83	23	2,976.80	84.56	Routine Maintenance	\$2,232.60
NOOSENECK HILL RD-01	0.13	690.18	70	5,368.07	84.56	Routine Maintenance	\$4,026.06
NOOSENECK HILL RD-02	0.04	222.55	70	1,730.93	84.56	Routine Maintenance	\$1,298.20
FISH HILL RD-03	0.38	1,993.43	22	4,872.83	89.56	Routine Maintenance	\$3,654.62
HOPKINS HILL RD-01	0.65	3,439.33	21	8,025.11	89.56	Routine Maintenance	\$6,018.84

*Please Note: Unit pricing accounts for curb to curb improvements only; Does not include any drainage, sidewalk, ADA, gravel subbase or utility improvements.

ManageMyRoads by BETA

Big River Management Area

Comp. RSR
Composite Road Surface
Rating (0-100) for Entire Road

Roadway Summary with Composite RSR - Sorted by Composite RSR*

Name	Length (Miles)	Length (Feet)	Avg. Width	Sq. Yards	Comp. RSR	Overall Repair	Estimated Cost*
LINDA DR-02	0.25	1,326.27	27	3,978.81	91.56	Routine Maintenance	\$2,984.11 * *
WEAVER HILL RD-02	0.21	1,102.83	23	2,818.34	91.56	Routine Maintenance	\$2,113.75
GRACE AV	0.05	273.52	17	516.65	94.56	No Maintenance Required	\$0.00
GRDNR MATTESON LN	0.28	1,493.93	13	2,157.90	94.56	No Maintenance Required	\$0.00
LINDA DR-01	0.04	230.51	25	640.30	94.56	No Maintenance Required	\$0.00
PARK LN	0.24	1,254.42	31	4,320.79	94.56	No Maintenance Required	\$0.00
WEAVER HILL RD-03	0.13	688.70	25	1,913.07	95.56	No Maintenance Required	\$0.00
WEAVER HILL RD-04	0.22	1,187.04	23	3,033.55	95.56	No Maintenance Required	\$0.00
HOPKINS HILL RD-02	0.35	1,843.02	20	4,095.60	99.56	No Maintenance Required	\$0.00

* Cost Estimating using composite RSR is for planning purposes only and may under-estimate the actual cost of improvements. Consult tables below for costs associated with individual roadway segments. For major and minor rehabilitation treatments, final determination of proposed pavement structure including pavement thickness requires additional design assessment by qualified engineering professional.

** Fish Hill Road pavement improvements should be coordinated with the culvert replacement at Bear Brook approximately 1,500 feet south of Harkney Hill Road.

*Please Note: Unit pricing accounts for curb to curb improvements only; Does not include any drainage, sidewalk, ADA, gravel subbase or utility improvements.

ManageMyRoads by BETA

Big River Management Area

Cost Benefit Value Analysis: Roadway Segments Sorted By CBV

CBV
Cost Benefit Value

Comp. RSR
Composite Road Surface Rating (0-100) for Entire Road

Functional Class Key
AR - Arterial LO - Local
CO - Collector LO/CS/DE - Cul De Sac/Dead End

*Does Not Include No Maintenance Required

Name	Length (Miles)	Sq. Yards	Comp. RSR	Class	CBV	Repair*	Repair Cost**	Cumulative Total
NOOSENECK HILL RD-01	0.13	5,368.07	66.14	AR	231.76	Routine Maintenance	\$4,026.06	\$4,026.06
NOOSENECK HILL RD-02	0.04	1,730.93	66.14	AR	231.76	Routine Maintenance	\$1,298.20	\$5,324.26
HOPKINS HILL RD-01	0.65	8,025.11	72.77	CO	107.78	Routine Maintenance	\$6,018.84	\$11,343.09
WEAVER HILL RD-02	0.21	2,818.34	87.30	CO	84.57	Routine Maintenance	\$2,113.75	\$13,456.84
HARKNEY HILL RD-01	0.20	3,203.68	69.71	AR	71.01	Preventative Maintenance	\$32,036.75	\$45,493.60
HARKNEY HILL RD-03	0.29	5,360.63	69.71	AR	71.01	Preventative Maintenance	\$53,606.26	\$99,099.86
HARKNEY HILL RD-04	0.52	9,219.18	69.71	AR	71.01	Preventative Maintenance	\$92,191.78	\$191,291.64
HARKNEY HILL RD-02	0.05	838.15	69.71	AR	68.06	Preventative Maintenance	\$8,381.49	\$199,673.13
HARKNEY HILL RD-05	0.62	10,153.94	69.71	AR	68.06	Preventative Maintenance	\$101,539.40	\$301,212.53
NEW LONDON TPKE-09	0.23	3,501.54	66.88	AR	53.03	Preventative Maintenance	\$35,015.43	\$336,227.96
NOOSENECK HILL RD-06	0.67	25,000.48	66.14	CO	52.23	Preventative Maintenance	\$250,004.76	\$586,232.73
NOOSENECK HILL RD-09	0.52	21,359.56	66.14	CO	52.23	Preventative Maintenance	\$213,595.56	\$799,828.29
NEW LONDON TPKE-10	0.08	1,236.73	66.88	AR	51.51	Minor Rehabilitation	\$32,154.87	\$831,983.16
NOOSENECK HILL RD-08	0.20	7,768.29	66.14	CO	51.46	Preventative Maintenance	\$77,682.91	\$909,666.06
NOOSENECK HILL RD-05	0.45	16,707.57	66.14	CO	50.70	Preventative Maintenance	\$167,075.70	\$1,076,741.76
NOOSENECK HILL RD-10	0.19	7,422.51	66.14	CO	49.85	Minor Rehabilitation	\$192,985.24	\$1,269,726.99
NOOSENECK HILL RD-03	0.02	623.03	66.14	AR	47.36	Minor Rehabilitation	\$16,198.89	\$1,285,925.88
NOOSENECK HILL RD-07	0.53	20,342.69	66.14	CO	44.40	Minor Rehabilitation	\$528,909.82	\$1,814,835.71
NOOSENECK HILL RD-04	0.06	1,914.25	66.14	CO	43.71	Minor Rehabilitation	\$49,770.59	\$1,864,606.29
DIVISION ST-01	1.78	26,134.77	70.67	CO	38.00	Preventative Maintenance	\$261,347.72	\$2,125,954.02
DIVISION ST-02	1.04	15,232.26	70.67	CO	36.44	Preventative Maintenance	\$152,322.61	\$2,278,276.63
TOWN HALL RD-02	0.07	677.82	76.49	LO	24.39	Routine Maintenance	\$508.36	\$2,278,785.00
FISH HILL RD-03	0.38	4,872.83	56.32	LO	22.22	Routine Maintenance	\$3,654.62	\$2,282,439.62
LINDA DR-02	0.25	3,978.81	91.98	LO	21.74	Routine Maintenance	\$2,984.11	\$2,285,423.73
HOPKINS HILL RD-03	0.53	9,696.55	72.77	CO	20.21	Major Rehabilitation	\$484,827.35	\$2,770,251.07
NEW LONDON TPKE-01	0.22	2,976.80	66.88	LO	19.76	Routine Maintenance	\$2,232.60	\$2,772,483.67
WEAVER HILL RD-01	0.09	2,327.43	87.30	CO	17.26	Minor Rehabilitation	\$60,513.13	\$2,832,996.81
FISH HILL RD-01	0.51	6,632.48	56.32	LO	5.71	Major Rehabilitation	\$331,623.90	\$3,164,620.70
CONGDON MILL RD-02	0.55	6,463.02	61.08	LO	5.46	Preventative Maintenance	\$64,630.21	\$3,229,250.91
CONGDON MILL RD-01	0.98	11,506.35	61.08	LO	5.04	Minor Rehabilitation	\$299,164.97	\$3,528,415.88
PINE TREE RD	0.16	1,686.89	69.56	LO	5.00	Preventative Maintenance	\$16,868.89	\$3,545,284.78
TOWN HALL RD-01	0.15	1,788.13	76.49	LO	4.67	Preventative Maintenance	\$17,881.29	\$3,563,166.07
PHILLIPS HILL RD	0.48	5,853.68	61.56	LO	4.65	Minor Rehabilitation	\$152,195.78	\$3,715,361.85

**Please Note: Unit pricing accounts for curb to curb improvements only; Does not include any drainage, sidewalk, ADA, gravel subbase or utility improvements.

ManageMyRoads by BETA

Big River Management Area

Cost Benefit Value Analysis: Roadway Segments Sorted By CBV

CBV
Cost Benefit
Value

Comp. RSR
Composite Road Surface
Rating (0-100) for Entire Road

Functional Class Key
AR - Arterial LO - Local
CO - Collector LO/CS/DE - Cul De Sac/Dead End

*Does Not Include No Maintenance Required

Name	Length (Miles)	Sq. Yards	Comp. RSR	Class	CBV	Repair*	Repair Cost**	Cumulative Total
FISH HILL RD-02	0.12	1,501.31	56.32	LO	4.44	Major Rehabilitation	\$75,065.29	\$3,790,427.13
NEW LONDON TPKE-03	0.29	3,853.82	66.88	LO	4.25	Minor Rehabilitation	\$100,199.29	\$3,890,626.42
NEW LONDON TPKE-02	0.59	7,209.70	66.88	LO	4.14	Preventative Maintenance	\$72,097.02	\$3,962,723.44
NEW LONDON TPKE-07	0.73	9,007.98	66.88	LO	3.73	Minor Rehabilitation	\$234,207.38	\$4,196,930.82
QUARRY ACCESS	0.82	12,052.99	79.56	LO/CS/DE	0.88	Preventative Maintenance	\$120,529.86	\$4,317,460.68

**Please Note: Unit pricing accounts for curb to curb improvements only; Does not include any drainage, sidewalk, ADA, gravel subbase or utility improvements.

Big River Management Area

Cost Benefit Value Analysis: Roadways Sorted By CBV for Major Rehab.

		<u>CBV</u>		<u>Comp. RSR</u>		<u>Functional Class Key</u>	
		Cost Benefit Value		Composite Road Surface Rating (0-100) for Entire Road		AR - Arterial	LO - Local
						CO - Collector	LO/CS/DE - Cul De Sac/Dead End
Name	Length (Miles)	Sq. Yards	RSR	CBV	Repair	Repair Cost*	Cumulative Total
HOPKINS HILL RD-03	0.53	9,696.55	48.00	20.21	Major Rehabilitation	\$484,827.35	\$484,827.35
FISH HILL RD-01	0.51	6,632.48	35.00	5.71	Major Rehabilitation	\$331,623.90	\$816,451.25
FISH HILL RD-02	0.12	1,501.31	45.00	4.44	Major Rehabilitation	\$75,065.29	\$891,516.53

*Please Note: Unit pricing accounts for curb to curb improvements only; Does not include any drainage, sidewalk, ADA, gravel subbase or utility improvements.

Big River Management Area

Cost Benefit Value Analysis: Roadways Sorted By CBV for Minor Rehab.

CBV
 Cost Benefit Value

Comp. RSR
 Composite Road Surface Rating (0-100) for Entire Road

Functional Class Key
 AR - Arterial LO - Local
 CO - Collector LO/CS/DE - Cul De Sac/Dead End

Name	Length (Miles)	Sq. Yards	RSR	CBV	Repair	Repair Cost*	Cumulative Total
NEW LONDON TPKE-10	0.08	1,236.73	56.00	51.51	Minor Rehabilitation	\$32,154.87	\$32,154.87
NOOSENECK HILL RD-10	0.19	7,422.51	57.00	49.85	Minor Rehabilitation	\$192,985.24	\$225,140.10
NOOSENECK HILL RD-03	0.02	623.03	60.00	47.36	Minor Rehabilitation	\$16,198.89	\$241,338.99
NOOSENECK HILL RD-07	0.53	20,342.69	64.00	44.40	Minor Rehabilitation	\$528,909.82	\$770,248.82
NOOSENECK HILL RD-04	0.06	1,914.25	65.00	43.71	Minor Rehabilitation	\$49,770.59	\$820,019.40
WEAVER HILL RD-01	0.09	2,327.43	65.00	17.26	Minor Rehabilitation	\$60,513.13	\$880,532.54
CONGDON MILL RD-01	0.98	11,506.35	59.00	5.04	Minor Rehabilitation	\$299,164.97	\$1,179,697.51
PHILLIPS HILL RD	0.48	5,853.68	62.00	4.65	Minor Rehabilitation	\$152,195.78	\$1,331,893.29
NEW LONDON TPKE-03	0.29	3,853.82	57.00	4.25	Minor Rehabilitation	\$100,199.29	\$1,432,092.57
NEW LONDON TPKE-07	0.73	9,007.98	65.00	3.73	Minor Rehabilitation	\$234,207.38	\$1,666,299.95

*Please Note: Unit pricing accounts for curb to curb improvements only; Does not include any drainage, sidewalk, ADA, gravel subbase or utility improvements.

ManageMyRoads by BETA

Big River Management Area

Cost Benefit Value Analysis: Roadways Sorted By CBV for Prev. Maint.

CBV
 Cost Benefit Value

Comp. RSR
 Composite Road Surface Rating (0-100) for Entire Road

Functional Class Key
 AR - Arterial LO - Local
 CO - Collector LO/CS/DE - Cul De Sac/Dead End

Name	Length (Miles)	Sq. Yards	RSR	CBV	Repair	Repair Cost*	Cumulative Total
HARKNEY HILL RD-01	0.20	3,203.68	69.00	71.01	Preventative Maintenance	\$32,036.75	\$32,036.75
HARKNEY HILL RD-03	0.29	5,360.63	69.00	71.01	Preventative Maintenance	\$53,606.26	\$85,643.01
HARKNEY HILL RD-04	0.52	9,219.18	69.00	71.01	Preventative Maintenance	\$92,191.78	\$177,834.80
HARKNEY HILL RD-02	0.05	838.15	72.00	68.06	Preventative Maintenance	\$8,381.49	\$186,216.29
HARKNEY HILL RD-05	0.62	10,153.94	72.00	68.06	Preventative Maintenance	\$101,539.40	\$287,755.68
NEW LONDON TPKE-09	0.23	3,501.54	66.00	53.03	Preventative Maintenance	\$35,015.43	\$322,771.12
NOOSENECK HILL RD-06	0.67	25,000.48	66.00	52.23	Preventative Maintenance	\$250,004.76	\$572,775.88
NOOSENECK HILL RD-09	0.52	21,359.56	66.00	52.23	Preventative Maintenance	\$213,595.56	\$786,371.44
NOOSENECK HILL RD-08	0.20	7,768.29	67.00	51.46	Preventative Maintenance	\$77,682.91	\$864,054.35
NOOSENECK HILL RD-05	0.45	16,707.57	68.00	50.70	Preventative Maintenance	\$167,075.70	\$1,031,130.05
DIVISION ST-01	1.78	26,134.77	70.00	38.00	Preventative Maintenance	\$261,347.72	\$1,292,477.77
DIVISION ST-02	1.04	15,232.26	73.00	36.44	Preventative Maintenance	\$152,322.61	\$1,444,800.38
CONGDON MILL RD-02	0.55	6,463.02	66.00	5.46	Preventative Maintenance	\$64,630.21	\$1,509,430.59
PINE TREE RD	0.16	1,686.89	70.00	5.00	Preventative Maintenance	\$16,868.89	\$1,526,299.48
TOWN HALL RD-01	0.15	1,788.13	75.00	4.67	Preventative Maintenance	\$17,881.29	\$1,544,180.78
NEW LONDON TPKE-02	0.59	7,209.70	71.00	4.14	Preventative Maintenance	\$72,097.02	\$1,616,277.80
QUARRY ACCESS	0.82	12,052.99	80.00	0.88	Preventative Maintenance	\$120,529.86	\$1,736,807.66

*Please Note: Unit pricing accounts for curb to curb improvements only; Does not include any drainage, sidewalk, ADA, gravel subbase or utility improvements.

ManageMyRoads by BETA

Big River Management Area

Cost Benefit Value Analysis: Roadways Sorted By CBV for Routine Maint.

Name	Length (Miles)	Sq. Yards	RSR	CBV	Repair	Repair Cost*	Cumulative Total
NOOSENECK HILL RD-01	0.13	5,368.07	85.00	231.76	Routine Maintenance	\$4,026.06	\$4,026.06
NOOSENECK HILL RD-02	0.04	1,730.93	85.00	231.76	Routine Maintenance	\$1,298.20	\$5,324.26
HOPKINS HILL RD-01	0.65	8,025.11	90.00	107.78	Routine Maintenance	\$6,018.84	\$11,343.09
WEAVER HILL RD-02	0.21	2,818.34	92.00	84.57	Routine Maintenance	\$2,113.75	\$13,456.84
TOWN HALL RD-02	0.07	677.82	82.00	24.39	Routine Maintenance	\$508.36	\$13,965.21
FISH HILL RD-03	0.38	4,872.83	90.00	22.22	Routine Maintenance	\$3,654.62	\$17,619.83
LINDA DR-02	0.25	3,978.81	92.00	21.74	Routine Maintenance	\$2,984.11	\$20,603.94
NEW LONDON TPKE-01	0.22	2,976.80	85.00	19.76	Routine Maintenance	\$2,232.60	\$22,836.54

CBV
 Cost Benefit Value

Comp. RSR
 Composite Road Surface Rating (0-100) for Entire Road

Functional Class Key
 AR - Arterial LO - Local
 CO - Collector LO/CS/DE - Cul De Sac/Dead End

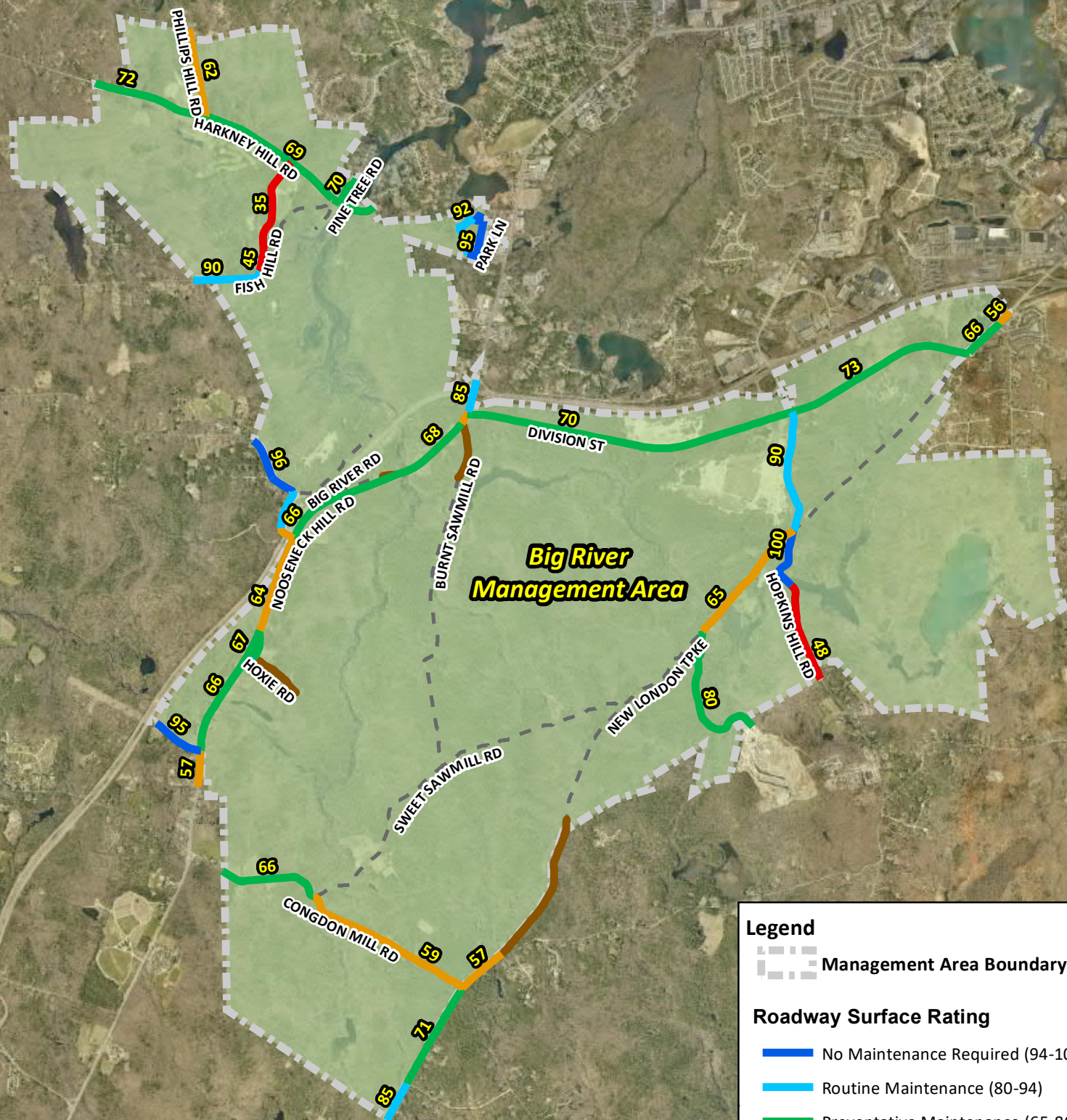
*Please Note: Unit pricing accounts for curb to curb improvements only; Does not include any drainage, sidewalk, ADA, gravel subbase or utility improvements.

ManageMyRoads by BETA

Big River Management Area

Roadway Inventory and Assessment

Condition - Accessible Roads



Legend

Management Area Boundary

Roadway Surface Rating

- No Maintenance Required (94-100)
- Routine Maintenance (80-94)
- Preventative Maintenance (65-80)
- Minor Rehabilitation (50-65)
- Major Rehabilitation (0-50)

Accessible Gravel Roadway

Inaccessible Road

Issue Date: April 28, 2023

This Map is Intended for Planning Purposes Only



0 0.375 0.75
Miles

B. Traffic Data

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B

Automatic Traffic Recorder Count

Division Street
New London Turnpike
Nooseneck Hill Road (Route 3)
Congdon Mill Road
Hopkins Hill Road
Harkney Hill Road
Weaver Hill Road

Division Street

Division Street East of Hopkins Hill Road
West Greenwich, Rhode Island

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5705

Latitude: 0' 0.0000 Undefined

Start	08-Aug-22		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
Time	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound
		nd	d	nd	d	nd	d	nd	d	nd	d	nd	d	nd	d	nd
12:00 AM	*	*	*	*	1	13	4	14	7	14	4	14	7	17	12	18
01:00	*	*	*	*	3	6	8	9	5	4	5	6	4	10	8	6
02:00	*	*	*	*	4	5	5	0	3	6	4	4	4	6	3	7
03:00	*	*	*	*	4	1	1	3	3	6	3	3	4	2	0	0
04:00	*	*	*	*	8	7	7	7	10	4	8	6	6	7	5	5
05:00	*	*	*	*	26	11	31	17	29	15	29	14	10	7	9	6
06:00	*	*	*	*	81	38	80	33	65	33	75	35	33	18	22	17
07:00	*	*	*	*	140	60	155	55	127	71	141	62	69	34	49	22
08:00	*	*	80	39	144	75	142	72	137	72	126	64	105	74	70	56
09:00	*	*	129	78	134	83	117	97	136	94	129	88	122	88	110	88
10:00	*	*	133	104	143	100	118	89	150	115	136	102	170	130	149	105
11:00	*	*	151	109	134	133	127	101	145	128	139	118	175	134	170	148
12:00 PM	*	*	150	96	155	147	163	104	153	125	155	118	146	164	175	165
01:00	*	*	152	123	142	118	154	112	156	151	151	126	147	141	142	144
02:00	*	*	144	149	171	147	137	156	147	163	150	154	194	135	150	126
03:00	*	*	133	193	165	215	179	178	173	182	162	192	144	137	147	129
04:00	*	*	155	186	186	202	129	211	152	205	156	201	113	124	98	98
05:00	*	*	120	159	161	161	129	154	149	133	140	152	101	101	117	90
06:00	*	*	124	127	111	112	103	111	111	113	112	116	83	82	84	98
07:00	*	*	65	83	79	94	55	68	79	97	70	86	60	59	71	79
08:00	*	*	33	47	42	60	46	62	55	82	44	63	46	76	51	52
09:00	*	*	28	19	21	44	32	51	28	50	27	41	33	41	28	31
10:00	*	*	19	20	18	22	13	18	30	41	20	25	26	25	34	28
11:00	*	*	7	17	11	20	10	17	13	24	10	20	17	18	11	11
Total	0	0	1623	1549	2084	1874	1945	1739	2063	1928	1996	1810	1819	1630	1715	1529
Day	0		3172		3958		3684		3991		3806		3449		3244	
AM Peak	-	-	11:00	11:00	08:00	11:00	07:00	11:00	10:00	11:00	07:00	11:00	11:00	11:00	11:00	11:00
Vol.	-	-	151	109	144	133	155	101	150	128	141	118	175	134	170	148
PM Peak	-	-	16:00	15:00	16:00	15:00	15:00	16:00	15:00	16:00	15:00	16:00	14:00	12:00	12:00	12:00
Vol.	-	-	155	193	186	215	179	211	173	205	162	201	194	164	175	165

Division Street East of Hopkins Hill Road
West Greenwich, Rhode Island

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5705

Latitude: 0' 0.0000 Undefined

Start	15-Aug-22		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
Time	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound
12:00 AM	6	15	1	15	*	*	*	*	*	*	4	15	*	*	*	*
01:00	7	10	2	8	*	*	*	*	*	*	4	9	*	*	*	*
02:00	3	3	1	1	*	*	*	*	*	*	2	2	*	*	*	*
03:00	3	4	5	2	*	*	*	*	*	*	4	3	*	*	*	*
04:00	14	4	10	5	*	*	*	*	*	*	12	4	*	*	*	*
05:00	33	15	35	12	*	*	*	*	*	*	34	14	*	*	*	*
06:00	65	39	64	37	*	*	*	*	*	*	64	38	*	*	*	*
07:00	125	57	144	69	*	*	*	*	*	*	134	63	*	*	*	*
08:00	152	80	142	73	*	*	*	*	*	*	147	76	*	*	*	*
09:00	135	108	117	87	*	*	*	*	*	*	126	98	*	*	*	*
10:00	157	103	135	74	*	*	*	*	*	*	146	88	*	*	*	*
11:00	140	105	135	112	*	*	*	*	*	*	138	108	*	*	*	*
12:00 PM	139	140	133	139	*	*	*	*	*	*	136	140	*	*	*	*
01:00	142	108	*	*	*	*	*	*	*	*	142	108	*	*	*	*
02:00	182	152	*	*	*	*	*	*	*	*	182	152	*	*	*	*
03:00	152	203	*	*	*	*	*	*	*	*	152	203	*	*	*	*
04:00	159	179	*	*	*	*	*	*	*	*	159	179	*	*	*	*
05:00	154	177	*	*	*	*	*	*	*	*	154	177	*	*	*	*
06:00	99	126	*	*	*	*	*	*	*	*	99	126	*	*	*	*
07:00	87	83	*	*	*	*	*	*	*	*	87	83	*	*	*	*
08:00	56	44	*	*	*	*	*	*	*	*	56	44	*	*	*	*
09:00	16	40	*	*	*	*	*	*	*	*	16	40	*	*	*	*
10:00	21	26	*	*	*	*	*	*	*	*	21	26	*	*	*	*
11:00	11	17	*	*	*	*	*	*	*	*	11	17	*	*	*	*
Total	2058	1838	924	634	0	0	0	0	0	0	2030	1813	0	0	0	0
Day	3896		1558		0		0		0		3843		0		0	
AM Peak	10:00	09:00	07:00	11:00	-	-	-	-	-	-	08:00	11:00	-	-	-	-
Vol.	157	108	144	112	-	-	-	-	-	-	147	108	-	-	-	-
PM Peak	14:00	15:00	12:00	12:00	-	-	-	-	-	-	14:00	15:00	-	-	-	-
Vol.	182	203	133	139	-	-	-	-	-	-	182	203	-	-	-	-

Comb. Total	3896	4730	3958	3684	3991	7649	3449	3244
ADT	ADT 3,777	AADT 3,777						

Division Street West of Hopkins Hill Road
West Greenwich, Rhode Island

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5707

Latitude: 0' 0.0000 Undefined

Start	08-Aug-22		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
Time	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound
12:00 AM	*	*	*	*	2	15	2	8	7	14	4	12	6	10	4	9
01:00	*	*	*	*	2	1	5	6	1	1	3	3	3	7	3	8
02:00	*	*	*	*	1	1	3	0	1	2	2	1	3	4	3	4
03:00	*	*	*	*	2	1	1	4	2	1	2	2	1	2	1	1
04:00	*	*	*	*	7	2	10	4	8	3	8	3	7	4	6	4
05:00	*	*	*	*	29	5	29	5	22	5	27	5	8	5	3	3
06:00	*	*	*	*	53	18	43	14	44	19	47	17	17	9	22	12
07:00	*	*	21	0	95	36	96	44	74	44	72	31	51	31	32	13
08:00	*	*	92	57	88	54	89	47	90	42	90	50	69	44	47	40
09:00	*	*	82	45	83	58	69	52	86	58	80	53	74	77	63	60
10:00	*	*	70	68	94	57	66	56	95	72	81	63	115	85	103	70
11:00	*	*	98	78	70	100	73	63	93	86	84	82	105	89	115	99
12:00 PM	*	*	79	62	72	87	77	83	92	93	80	81	80	123	120	109
01:00	*	*	77	83	82	87	75	61	89	92	81	81	100	101	97	99
02:00	*	*	78	114	81	94	76	112	85	100	80	105	108	86	88	86
03:00	*	*	77	135	83	149	82	121	104	134	86	135	88	90	114	80
04:00	*	*	87	140	99	158	64	155	83	151	83	151	57	78	54	69
05:00	*	*	93	101	98	117	71	114	87	103	87	109	76	84	65	59
06:00	*	*	37	85	63	75	66	78	69	79	59	79	50	55	57	70
07:00	*	*	37	61	46	62	33	57	45	65	40	61	34	38	48	54
08:00	*	*	22	33	23	50	26	36	28	53	25	43	32	42	27	30
09:00	*	*	17	12	11	33	18	31	24	29	18	26	19	35	21	22
10:00	*	*	6	16	12	14	3	14	13	24	8	17	10	16	14	22
11:00	*	*	3	11	5	12	5	10	7	14	5	12	12	8	7	8
Total Day	0	0	976	1101	1201	1286	1082	1175	1249	1284	1152	1222	1125	1123	1114	1031
AM Peak	-	-	11:00	11:00	07:00	11:00	07:00	11:00	10:00	11:00	08:00	11:00	10:00	11:00	11:00	11:00
Vol.	-	-	98	78	95	100	96	63	95	86	90	82	115	89	115	99
PM Peak	-	-	17:00	16:00	16:00	16:00	15:00	16:00	15:00	16:00	17:00	16:00	14:00	12:00	12:00	12:00
Vol.	-	-	93	140	99	158	82	155	104	151	87	151	108	123	120	109

New London Turnpike

New London Turnpike South of Congdon Mill Road
West Greenwich, Rhode Island

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5710

Latitude: 0' 0.0000 Undefined

Start Time	25-Jul-22		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
12:00 AM	*	*	*	*	*	*	0	1	0	0	0	0	4	4	4	3
01:00	*	*	*	*	*	*	0	1	0	1	0	1	1	1	2	0
02:00	*	*	*	*	*	*	1	2	0	0	0	1	0	1	0	1
03:00	*	*	*	*	*	*	0	0	0	0	0	0	0	0	0	0
04:00	*	*	*	*	*	*	0	0	0	0	0	0	0	0	1	0
05:00	*	*	*	*	*	*	3	1	4	0	4	0	1	1	2	2
06:00	*	*	*	*	*	*	6	6	6	4	6	5	1	4	3	2
07:00	*	*	*	*	*	*	15	5	14	8	14	6	7	3	5	6
08:00	*	*	*	*	*	*	18	7	16	7	17	7	8	6	13	9
09:00	*	*	*	*	*	*	12	10	9	17	10	14	11	13	14	11
10:00	*	*	*	*	*	*	20	16	12	12	16	14	12	15	11	17
11:00	*	*	*	*	*	*	12	17	13	12	12	14	18	11	15	11
12:00 PM	*	*	*	*	11	10	11	13	10	7	11	10	17	14	16	19
01:00	*	*	*	*	14	19	10	15	8	15	11	16	14	18	18	22
02:00	*	*	*	*	18	20	20	22	17	16	18	19	23	17	16	12
03:00	*	*	*	*	13	26	13	13	13	13	13	17	14	20	13	8
04:00	*	*	*	*	20	15	8	18	13	17	14	17	17	19	13	14
05:00	*	*	*	*	20	21	16	18	17	15	18	18	13	14	9	15
06:00	*	*	*	*	14	10	14	8	15	13	14	10	15	7	8	13
07:00	*	*	*	*	10	23	4	9	11	8	8	13	11	12	14	6
08:00	*	*	*	*	8	11	8	13	6	8	7	11	5	8	9	7
09:00	*	*	*	*	6	8	6	5	7	4	6	6	6	7	5	9
10:00	*	*	*	*	6	7	5	4	14	6	8	6	8	2	5	3
11:00	*	*	*	*	2	5	0	1	4	3	2	3	3	5	3	1
Total Day	0	0	0	0	142	175	202	205	209	186	209	208	209	202	199	191
AM Peak Vol.	-	-	-	-	-	-	10:00	11:00	08:00	09:00	08:00	09:00	11:00	10:00	11:00	10:00
PM Peak Vol.	-	-	-	-	16:00	15:00	14:00	14:00	14:00	16:00	14:00	14:00	14:00	15:00	13:00	13:00
	-	-	-	-	20	26	20	22	17	17	18	19	23	20	18	22

New London Turnpike South of Congdon Mill Road
West Greenwich, Rhode Island

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5710

Latitude: 0' 0.0000 Undefined

Start Time	01-Aug-22		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
12:00 AM	1	1	2	3	1	1	2	0	*	*	2	1	*	*	*	*
01:00	0	1	0	0	0	0	0	2	*	*	0	1	*	*	*	*
02:00	0	0	0	1	0	3	3	1	*	*	1	1	*	*	*	*
03:00	1	0	0	0	1	1	*	*	*	*	1	0	*	*	*	*
04:00	0	0	1	1	1	1	*	*	*	*	1	1	*	*	*	*
05:00	2	0	1	4	1	1	*	*	*	*	1	2	*	*	*	*
06:00	3	6	2	3	7	3	*	*	*	*	4	4	*	*	*	*
07:00	15	8	18	7	16	11	*	*	*	*	16	9	*	*	*	*
08:00	14	10	23	8	21	12	*	*	*	*	19	10	*	*	*	*
09:00	7	10	17	16	9	14	*	*	*	*	11	13	*	*	*	*
10:00	15	9	10	17	11	12	*	*	*	*	12	13	*	*	*	*
11:00	10	20	17	9	13	12	*	*	*	*	13	14	*	*	*	*
12:00 PM	8	8	8	15	10	10	*	*	*	*	9	11	*	*	*	*
01:00	10	14	15	19	8	12	*	*	*	*	11	15	*	*	*	*
02:00	15	14	18	12	15	13	*	*	*	*	16	13	*	*	*	*
03:00	18	12	10	16	17	13	*	*	*	*	15	14	*	*	*	*
04:00	14	17	16	21	21	21	*	*	*	*	17	20	*	*	*	*
05:00	6	11	13	21	20	21	*	*	*	*	13	18	*	*	*	*
06:00	9	9	11	11	12	23	*	*	*	*	11	14	*	*	*	*
07:00	10	8	10	11	9	19	*	*	*	*	10	13	*	*	*	*
08:00	5	8	4	11	10	7	*	*	*	*	6	9	*	*	*	*
09:00	3	5	4	9	3	4	*	*	*	*	3	6	*	*	*	*
10:00	4	3	6	4	9	8	*	*	*	*	6	5	*	*	*	*
11:00	4	4	2	3	3	2	*	*	*	*	3	3	*	*	*	*
Total Day	174	178	208	222	218	224	5	3	0	0	201	210	0	0	0	0
AM Peak	07:00	11:00	08:00	10:00	08:00	09:00	02:00	01:00	-	-	08:00	11:00	-	-	-	-
Vol.	15	20	23	17	21	14	3	2	-	-	19	14	-	-	-	-
PM Peak	15:00	16:00	14:00	16:00	16:00	18:00	-	-	-	-	16:00	16:00	-	-	-	-
Vol.	18	17	18	21	21	23	-	-	-	-	17	20	-	-	-	-

Comb. Total	352	430	759	415	395	828	411	390
ADT	ADT 405	AADT 405						

Nooseneck Hill Road (Route 3)

Nooseneck Hill Rd South of Weaver Hill Rd
West Greenwich, Rhode Island

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5712

Latitude: 0' 0.0000 Undefined

Start Time	08-Aug-22		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
12:00 AM	*	*	*	*	10	10	10	12	14	10	11	11	21	20	35	30
01:00	*	*	*	*	5	10	7	9	6	9	6	9	17	9	13	10
02:00	*	*	*	*	3	3	4	7	9	5	5	5	13	5	7	4
03:00	*	*	*	*	4	3	11	5	3	4	6	4	7	3	4	3
04:00	*	*	*	*	9	4	17	10	9	4	12	6	7	3	8	3
05:00	*	*	*	*	34	22	26	26	32	24	31	24	18	15	9	12
06:00	*	*	25	3	100	80	100	97	98	85	81	66	51	46	26	23
07:00	*	*	172	81	170	95	159	104	161	105	166	96	62	57	50	44
08:00	*	*	153	118	165	116	161	94	150	106	157	108	115	86	72	82
09:00	*	*	157	113	151	120	148	114	150	113	152	115	140	136	136	136
10:00	*	*	149	174	161	135	159	121	159	149	157	145	170	165	174	154
11:00	*	*	201	131	125	137	141	155	176	195	161	154	181	171	190	182
12:00 PM	*	*	166	131	152	150	196	161	183	153	174	149	201	230	238	234
01:00	*	*	187	158	162	124	173	153	183	184	176	155	181	227	191	213
02:00	*	*	168	131	162	179	175	163	189	190	174	166	229	209	198	203
03:00	*	*	200	178	236	205	229	199	263	225	232	202	215	180	200	177
04:00	*	*	186	187	213	235	188	213	205	216	198	213	188	205	197	156
05:00	*	*	170	196	205	255	185	246	220	251	195	237	186	160	187	121
06:00	*	*	114	153	144	150	152	168	153	168	141	160	160	139	180	146
07:00	*	*	81	108	122	119	116	118	117	118	109	116	158	99	178	106
08:00	*	*	86	79	127	79	120	68	134	99	117	81	124	99	106	78
09:00	*	*	46	46	45	53	40	73	64	85	49	64	76	69	59	45
10:00	*	*	31	32	31	33	31	28	72	58	41	38	81	45	52	25
11:00	*	*	25	21	14	17	20	17	49	28	27	21	55	30	16	15
Total Day	0	0	2317	2040	2550	2334	2568	2361	2799	2584	2578	2345	2656	2408	2526	2202
AM Peak Vol.	-	-	11:00	10:00	07:00	11:00	08:00	11:00	11:00	11:00	07:00	11:00	11:00	11:00	11:00	11:00
PM Peak Vol.	-	-	15:00	17:00	15:00	17:00	15:00	17:00	15:00	17:00	15:00	17:00	14:00	12:00	12:00	12:00
	-	-	201	174	170	137	161	155	176	195	166	154	181	171	190	182
	-	-	200	196	236	255	229	246	263	251	232	237	229	230	238	234

Nooseneck Hill Rd South of Weaver Hill Rd
West Greenwich, Rhode Island

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5712

Latitude: 0' 0.0000 Undefined

Start Time	15-Aug-22		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
12:00 AM	15	8	11	6	*	*	*	*	*	*	13	7	*	*	*	*
01:00	8	9	6	7	*	*	*	*	*	*	7	8	*	*	*	*
02:00	3	1	1	0	*	*	*	*	*	*	2	0	*	*	*	*
03:00	8	5	5	5	*	*	*	*	*	*	6	5	*	*	*	*
04:00	7	5	12	8	*	*	*	*	*	*	10	6	*	*	*	*
05:00	33	21	30	25	*	*	*	*	*	*	32	23	*	*	*	*
06:00	105	97	95	80	*	*	*	*	*	*	100	88	*	*	*	*
07:00	148	96	162	111	*	*	*	*	*	*	155	104	*	*	*	*
08:00	168	92	178	93	*	*	*	*	*	*	173	92	*	*	*	*
09:00	157	101	141	121	*	*	*	*	*	*	149	111	*	*	*	*
10:00	187	118	146	120	*	*	*	*	*	*	166	119	*	*	*	*
11:00	150	144	177	130	*	*	*	*	*	*	164	137	*	*	*	*
12:00 PM	159	139	155	161	*	*	*	*	*	*	157	150	*	*	*	*
01:00	171	146	168	142	*	*	*	*	*	*	170	144	*	*	*	*
02:00	143	156	160	188	*	*	*	*	*	*	152	172	*	*	*	*
03:00	225	180	*	*	*	*	*	*	*	*	225	180	*	*	*	*
04:00	199	240	*	*	*	*	*	*	*	*	199	240	*	*	*	*
05:00	215	247	*	*	*	*	*	*	*	*	215	247	*	*	*	*
06:00	105	158	*	*	*	*	*	*	*	*	105	158	*	*	*	*
07:00	137	110	*	*	*	*	*	*	*	*	137	110	*	*	*	*
08:00	115	59	*	*	*	*	*	*	*	*	115	59	*	*	*	*
09:00	44	52	*	*	*	*	*	*	*	*	44	52	*	*	*	*
10:00	29	29	*	*	*	*	*	*	*	*	29	29	*	*	*	*
11:00	16	31	*	*	*	*	*	*	*	*	16	31	*	*	*	*
Total Day	2547	2244	1447	1197	0	0	0	0	0	0	2541	2272	0	0	0	0
AM Peak Vol.	10:00	11:00	08:00	11:00	-	-	-	-	-	-	08:00	11:00	-	-	-	-
	187	144	178	130	-	-	-	-	-	-	173	137	-	-	-	-
PM Peak Vol.	15:00	17:00	13:00	14:00	-	-	-	-	-	-	15:00	17:00	-	-	-	-
	225	247	168	188	-	-	-	-	-	-	225	247	-	-	-	-

Comb. Total	4791	7001	4884	4929	5383	9736	5064	4728
ADT	ADT 4,997	AADT 4,997						

Congdon Mill Road

Congdon Hill Road West of New London Turnpike
West Greenwich, Rhode Island

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5709

Latitude: 0' 0.0000 Undefined

Start Time	25-Jul-22		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
	Westboun	Eastboun	Westboun	Eastboun	Westboun	Eastboun	Westboun	Eastboun	Westboun	Eastboun	Westboun	Eastboun	Westboun	Eastboun	Westboun	Eastboun
	d	d	nd	d	nd	d	nd	d	nd	d	nd	d	nd	d	nd	d
12:00 AM	*	*	*	*	*	*	0	2	2	1	1	2	4	5	0	2
01:00	*	*	*	*	*	*	0	1	0	1	0	1	3	3	1	1
02:00	*	*	*	*	*	*	0	2	2	0	1	1	1	1	0	0
03:00	*	*	*	*	*	*	0	0	0	0	0	0	1	0	2	0
04:00	*	*	*	*	*	*	2	2	1	0	2	1	0	1	0	0
05:00	*	*	*	*	*	*	5	4	6	3	6	4	1	0	2	3
06:00	*	*	*	*	*	*	9	6	9	5	9	6	4	6	0	7
07:00	*	*	*	*	*	*	21	9	21	14	21	12	8	7	5	12
08:00	*	*	*	*	*	*	17	5	18	7	18	6	13	19	19	36
09:00	*	*	*	*	*	*	10	11	11	18	10	14	20	22	13	15
10:00	*	*	*	*	*	*	14	7	20	9	17	8	17	25	16	12
11:00	*	*	*	*	7	4	9	14	15	8	10	9	29	23	34	18
12:00 PM	*	*	*	*	16	16	15	8	11	8	14	11	18	22	25	35
01:00	*	*	*	*	11	17	12	21	11	17	11	18	24	27	29	24
02:00	*	*	*	*	23	15	21	21	16	18	20	18	21	17	21	18
03:00	*	*	*	*	22	29	19	19	21	13	21	20	27	26	13	19
04:00	*	*	*	*	24	31	13	16	20	15	19	21	14	14	18	21
05:00	*	*	*	*	33	27	17	21	13	18	21	22	19	19	17	19
06:00	*	*	*	*	15	15	17	12	9	11	14	13	12	13	6	18
07:00	*	*	*	*	12	17	6	10	11	10	10	12	7	7	5	7
08:00	*	*	*	*	6	9	8	12	5	13	6	11	10	8	8	12
09:00	*	*	*	*	6	7	7	6	12	8	8	7	9	11	4	6
10:00	*	*	*	*	9	10	4	4	6	7	6	7	6	3	3	2
11:00	*	*	*	*	4	4	1	4	6	4	4	4	1	5	3	1
Total Day	0	0	0	0	188	201	227	217	246	208	249	228	269	284	244	288
AM Peak	-	-	-	-	11:00	11:00	07:00	11:00	07:00	09:00	07:00	09:00	11:00	10:00	11:00	08:00
Vol.	-	-	-	-	7	4	21	14	21	18	21	14	29	25	34	36
PM Peak	-	-	-	-	17:00	16:00	14:00	13:00	15:00	14:00	15:00	17:00	15:00	13:00	13:00	12:00
Vol.	-	-	-	-	33	31	21	21	21	18	21	22	27	27	29	35

Congdon Hill Road West of New London Turnpike
West Greenwich, Rhode Island

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5709

Latitude: 0' 0.0000 Undefined

Start Time	01-Aug-22		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
	Westboun	Eastboun	Westboun	Eastboun	Westboun	Eastboun	Westboun	Eastboun	Westboun	Eastboun	Westboun	Eastboun	Westboun	Eastboun	Westboun	Eastboun
	d	d	nd	d	nd	d	nd	d	nd	d	nd	d	nd	d	nd	d
12:00 AM	0	2	1	1	0	2	0	1	*	*	0	2	*	*	*	*
01:00	0	1	0	0	0	3	0	1	*	*	0	1	*	*	*	*
02:00	1	0	0	0	0	0	*	*	*	*	0	0	*	*	*	*
03:00	2	0	1	0	2	3	*	*	*	*	2	1	*	*	*	*
04:00	0	0	1	1	1	0	*	*	*	*	1	0	*	*	*	*
05:00	3	8	4	6	4	3	*	*	*	*	4	6	*	*	*	*
06:00	8	8	10	4	10	7	*	*	*	*	9	6	*	*	*	*
07:00	22	11	18	6	21	12	*	*	*	*	20	10	*	*	*	*
08:00	15	7	27	12	25	11	*	*	*	*	22	10	*	*	*	*
09:00	11	15	22	16	9	8	*	*	*	*	14	13	*	*	*	*
10:00	18	10	17	17	12	15	*	*	*	*	16	14	*	*	*	*
11:00	13	18	16	10	17	16	*	*	*	*	15	15	*	*	*	*
12:00 PM	13	10	21	21	15	15	*	*	*	*	16	15	*	*	*	*
01:00	16	13	13	20	12	12	*	*	*	*	14	15	*	*	*	*
02:00	26	13	18	17	21	11	*	*	*	*	22	14	*	*	*	*
03:00	23	15	30	21	20	18	*	*	*	*	24	18	*	*	*	*
04:00	14	23	26	22	29	32	*	*	*	*	23	26	*	*	*	*
05:00	14	13	22	20	23	32	*	*	*	*	20	22	*	*	*	*
06:00	8	11	15	14	21	30	*	*	*	*	15	18	*	*	*	*
07:00	7	6	11	18	5	16	*	*	*	*	8	13	*	*	*	*
08:00	10	15	5	13	14	15	*	*	*	*	10	14	*	*	*	*
09:00	5	8	5	8	4	3	*	*	*	*	5	6	*	*	*	*
10:00	1	4	8	7	8	9	*	*	*	*	6	7	*	*	*	*
11:00	1	2	0	1	4	1	*	*	*	*	2	1	*	*	*	*
Total Day	231	213	291	255	277	274	0	2	0	0	268	247	0	0	0	0
AM Peak Vol.	07:00 22	11:00 18	08:00 27	10:00 17	08:00 25	11:00 16	-	00:00 1	-	-	08:00 22	11:00 15	-	-	-	-
PM Peak Vol.	14:00 26	16:00 23	15:00 30	16:00 22	16:00 29	16:00 32	-	-	-	-	15:00 24	16:00 26	-	-	-	-

Comb. Total	444	546	940	446	454	992	553	532
ADT	ADT 488	AADT 488						

Hopkins Hill Road

Hopkins Hill Road North of Bates Trail
West Greenwich, Rhode Island

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5708

Latitude: 0' 0.0000 Undefined

Start Time	25-Jul-22		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
12:00 AM	*	*	*	*	*	*	4	4	1	7	2	6	9	12	9	14
01:00	*	*	*	*	*	*	0	2	2	6	1	4	7	3	8	7
02:00	*	*	*	*	*	*	4	0	4	3	4	2	2	0	2	2
03:00	*	*	*	*	*	*	3	0	0	0	2	0	1	0	0	0
04:00	*	*	*	*	*	*	5	10	4	11	4	10	2	6	0	3
05:00	*	*	*	*	*	*	22	24	19	25	20	24	4	11	8	6
06:00	*	*	*	*	*	*	46	61	45	60	46	60	21	26	13	14
07:00	*	*	*	*	*	*	65	75	84	76	74	76	46	39	26	28
08:00	*	*	*	*	*	*	85	80	60	69	72	74	72	61	59	73
09:00	*	*	*	*	*	*	55	54	61	51	58	52	73	83	98	86
10:00	*	*	*	*	*	*	64	44	69	62	66	53	94	94	90	87
11:00	*	*	*	*	*	*	71	69	64	64	68	66	79	117	80	104
12:00 PM	*	*	*	*	*	*	68	61	76	88	72	74	91	73	113	115
01:00	*	*	*	*	36	27	78	72	72	69	62	56	91	93	80	101
02:00	*	*	*	*	107	81	81	76	127	70	105	76	90	105	82	91
03:00	*	*	*	*	151	90	125	71	137	96	138	86	75	82	87	73
04:00	*	*	*	*	217	109	143	107	128	103	163	106	88	64	63	47
05:00	*	*	*	*	200	115	119	95	124	83	148	98	67	53	78	64
06:00	*	*	*	*	78	79	76	72	72	42	75	64	67	55	57	43
07:00	*	*	*	*	59	59	34	42	32	46	42	49	43	56	45	35
08:00	*	*	*	*	26	32	39	42	28	32	31	35	40	35	37	37
09:00	*	*	*	*	9	28	19	35	18	35	15	33	18	27	21	22
10:00	*	*	*	*	16	26	8	14	15	21	13	20	16	34	10	18
11:00	*	*	*	*	4	10	8	10	13	19	8	13	12	13	4	5
Total Day	0	0	0	0	903	656	1222	1120	1255	1138	1289	1137	1108	1142	1070	1075
AM Peak	-	-	-	-	-	-	08:00	08:00	07:00	07:00	07:00	07:00	10:00	11:00	09:00	11:00
Vol.	-	-	-	-	-	-	85	80	84	76	74	76	94	117	98	104
PM Peak	-	-	-	-	16:00	17:00	16:00	16:00	15:00	16:00	16:00	16:00	12:00	14:00	12:00	12:00
Vol.	-	-	-	-	217	115	143	107	137	103	163	106	91	105	113	115

Hopkins Hill Road North of Bates Trail
West Greenwich, Rhode Island

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5708

Latitude: 0' 0.0000 Undefined

Start Time	01-Aug-22		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
12:00 AM	4	3	3	2	5	7	2	2	*	*	4	4	*	*	*	*
01:00	0	2	4	2	0	1	*	*	*	*	1	2	*	*	*	*
02:00	1	1	2	2	2	2	*	*	*	*	2	2	*	*	*	*
03:00	0	0	1	1	3	0	*	*	*	*	1	0	*	*	*	*
04:00	7	9	5	9	5	5	*	*	*	*	6	8	*	*	*	*
05:00	16	26	26	33	22	33	*	*	*	*	21	31	*	*	*	*
06:00	47	42	57	65	47	65	*	*	*	*	50	57	*	*	*	*
07:00	73	68	84	88	72	80	*	*	*	*	76	79	*	*	*	*
08:00	61	63	81	71	75	73	*	*	*	*	72	69	*	*	*	*
09:00	74	71	77	76	77	48	*	*	*	*	76	65	*	*	*	*
10:00	51	54	55	88	56	52	*	*	*	*	54	65	*	*	*	*
11:00	73	65	80	62	54	73	*	*	*	*	69	67	*	*	*	*
12:00 PM	64	72	67	96	68	66	*	*	*	*	66	78	*	*	*	*
01:00	75	69	78	59	59	65	*	*	*	*	71	64	*	*	*	*
02:00	91	77	97	88	99	86	*	*	*	*	96	84	*	*	*	*
03:00	118	74	140	100	141	95	*	*	*	*	133	90	*	*	*	*
04:00	111	87	154	103	163	118	*	*	*	*	143	103	*	*	*	*
05:00	78	87	135	108	155	107	*	*	*	*	123	101	*	*	*	*
06:00	59	51	59	60	87	72	*	*	*	*	68	61	*	*	*	*
07:00	39	44	46	46	51	68	*	*	*	*	45	53	*	*	*	*
08:00	21	27	27	32	39	33	*	*	*	*	29	31	*	*	*	*
09:00	15	21	13	22	14	42	*	*	*	*	14	28	*	*	*	*
10:00	3	11	5	18	17	24	*	*	*	*	8	18	*	*	*	*
11:00	15	12	6	8	8	9	*	*	*	*	10	10	*	*	*	*
Total Day	1096	1036	1302	1239	1319	1224	2	2	0	0	1238	1170	0	0	0	0
AM Peak Vol.	09:00 74	09:00 71	07:00 84	07:00 88	09:00 77	07:00 80	00:00 2	00:00 2	-	-	07:00 76	07:00 79	-	-	-	-
PM Peak Vol.	15:00 118	16:00 87	16:00 154	17:00 108	16:00 163	16:00 118	-	-	-	-	16:00 143	16:00 103	-	-	-	-

Comb. Total	2132	2541	4102	2346	2393	4834	2250	2145
ADT	ADT 2,390	AADT 2,390						

Hopkins Hill Road South of Henry Brown Road
West Greenwich, Rhode Island

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5702

Latitude: 0' 0.0000 Undefined

Start Time	25-Jul-22		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
12:00 AM	*	*	*	*	*	*	2	4	1	1	2	2	*	*	*	*
01:00	*	*	*	*	*	*	0	1	1	1	0	1	*	*	*	*
02:00	*	*	*	*	*	*	2	0	2	2	2	1	*	*	*	*
03:00	*	*	*	*	*	*	3	0	0	0	2	0	*	*	*	*
04:00	*	*	*	*	*	*	1	9	2	8	2	8	*	*	*	*
05:00	*	*	*	*	*	*	11	15	14	17	12	16	*	*	*	*
06:00	*	*	*	*	*	*	27	39	20	37	24	38	*	*	*	*
07:00	*	*	*	*	*	*	43	67	50	58	46	62	*	*	*	*
08:00	*	*	*	*	*	*	34	59	35	58	34	58	*	*	*	*
09:00	*	*	*	*	*	*	34	32	36	38	35	35	*	*	*	*
10:00	*	*	*	*	*	*	34	27	41	34	38	30	*	*	*	*
11:00	*	*	*	*	*	*	38	40	36	37	37	38	*	*	*	*
12:00 PM	*	*	*	*	*	*	43	32	*	*	43	32	*	*	*	*
01:00	*	*	*	*	54	33	54	36	*	*	54	34	*	*	*	*
02:00	*	*	*	*	80	35	54	40	*	*	67	38	*	*	*	*
03:00	*	*	*	*	103	54	98	45	*	*	100	50	*	*	*	*
04:00	*	*	*	*	151	58	109	59	*	*	130	58	*	*	*	*
05:00	*	*	*	*	146	70	82	53	*	*	114	62	*	*	*	*
06:00	*	*	*	*	63	24	45	42	*	*	54	33	*	*	*	*
07:00	*	*	*	*	35	27	28	21	*	*	32	24	*	*	*	*
08:00	*	*	*	*	17	13	31	16	*	*	24	14	*	*	*	*
09:00	*	*	*	*	9	10	14	13	*	*	12	12	*	*	*	*
10:00	*	*	*	*	13	10	10	7	*	*	12	8	*	*	*	*
11:00	*	*	*	*	2	5	9	5	*	*	6	5	*	*	*	*
Total	0	0	0	0	673	339	806	662	238	291	882	659	0	0	0	0
Day	0		0		1012		1468		529		1541		0		0	
AM Peak	-	-	-	-	-	-	07:00	07:00	07:00	07:00	07:00	07:00	-	-	-	-
Vol.	-	-	-	-	-	-	43	67	50	58	46	62	-	-	-	-
PM Peak	-	-	-	-	16:00	17:00	16:00	16:00	-	-	16:00	17:00	-	-	-	-
Vol.	-	-	-	-	151	70	109	59	-	-	130	62	-	-	-	-

Comb. Total	0	0	1012	1468	529	1541	0	0
ADT	ADT 1,547	AADT 1,547						

Harkney Hill Road

Harkney Hill Road South of Fish Hill Road
West Greenwich, Rhode Island

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5714

Latitude: 0' 0.0000 Undefined

Start Time	08-Aug-22		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
12:00 AM	*	*	*	*	5	33	6	27	8	39	6	33	19	39	14	36
01:00	*	*	*	*	6	23	4	34	4	25	5	27	9	31	12	27
02:00	*	*	*	*	15	11	5	8	8	14	9	11	9	11	8	8
03:00	*	*	*	*	18	10	15	8	16	5	16	8	5	5	7	4
04:00	*	*	*	*	69	6	60	9	50	6	60	7	18	6	9	7
05:00	*	*	*	*	117	14	109	11	115	9	114	11	31	12	22	10
06:00	*	*	*	*	261	52	268	55	237	52	255	53	83	27	53	63
07:00	*	*	*	*	330	96	310	98	318	97	319	97	124	63	116	64
08:00	*	*	*	*	320	139	330	159	283	158	311	152	175	89	135	78
09:00	*	*	*	*	227	147	221	153	253	169	234	156	246	160	196	113
10:00	*	*	*	*	189	145	198	144	213	142	200	144	216	185	207	192
11:00	*	*	172	148	199	193	210	179	201	202	196	180	249	246	260	211
12:00 PM	*	*	193	227	211	211	225	221	209	208	210	217	240	262	224	242
01:00	*	*	213	213	205	216	201	194	208	244	207	217	202	282	193	260
02:00	*	*	208	268	219	229	211	245	198	275	209	254	202	270	192	224
03:00	*	*	207	359	216	377	224	352	229	353	219	360	227	231	206	227
04:00	*	*	194	409	241	464	233	441	232	416	225	432	220	235	181	187
05:00	*	*	191	347	212	411	189	367	229	328	205	363	180	183	169	171
06:00	*	*	141	222	158	244	160	246	184	248	161	240	175	185	167	178
07:00	*	*	105	154	141	196	146	176	126	168	130	174	125	152	124	154
08:00	*	*	72	121	89	129	106	144	106	152	93	136	102	117	76	123
09:00	*	*	49	90	42	111	41	106	53	125	46	108	61	124	54	104
10:00	*	*	28	56	30	63	28	74	30	87	29	70	45	74	33	58
11:00	*	*	26	58	19	53	19	50	29	75	23	59	34	71	19	32
Total	0	0	1799	2672	3539	3573	3519	3501	3539	3597	3482	3509	2997	3060	2677	2773
Day	0		4471		7112		7020		7136		6991		6057		5450	
AM Peak	-	-	11:00	11:00	07:00	11:00	08:00	11:00	07:00	11:00	07:00	11:00	11:00	11:00	11:00	11:00
Vol.	-	-	172	148	330	193	330	179	318	202	319	180	249	246	260	211
PM Peak	-	-	13:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	12:00	13:00	12:00	13:00
Vol.	-	-	213	409	241	464	233	441	232	416	225	432	240	282	224	260

Harkney Hill Road South of Fish Hill Road
West Greenwich, Rhode Island

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5714

Latitude: 0' 0.0000 Undefined

Start Time	15-Aug-22		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
12:00 AM	4	18	6	35	*	*	*	*	*	*	5	26	*	*	*	*
01:00	6	13	3	11	*	*	*	*	*	*	4	12	*	*	*	*
02:00	5	3	3	5	*	*	*	*	*	*	4	4	*	*	*	*
03:00	18	5	18	6	*	*	*	*	*	*	18	6	*	*	*	*
04:00	49	9	55	7	*	*	*	*	*	*	52	8	*	*	*	*
05:00	124	17	140	17	*	*	*	*	*	*	132	17	*	*	*	*
06:00	214	53	233	50	*	*	*	*	*	*	224	52	*	*	*	*
07:00	337	128	325	108	*	*	*	*	*	*	331	118	*	*	*	*
08:00	315	149	312	155	*	*	*	*	*	*	314	152	*	*	*	*
09:00	230	147	227	122	*	*	*	*	*	*	228	134	*	*	*	*
10:00	214	150	224	127	*	*	*	*	*	*	219	138	*	*	*	*
11:00	211	175	211	174	*	*	*	*	*	*	211	174	*	*	*	*
12:00 PM	183	208	194	185	*	*	*	*	*	*	188	196	*	*	*	*
01:00	195	173	169	201	*	*	*	*	*	*	182	187	*	*	*	*
02:00	200	229	199	268	*	*	*	*	*	*	200	248	*	*	*	*
03:00	208	340	*	*	*	*	*	*	*	*	208	340	*	*	*	*
04:00	214	435	*	*	*	*	*	*	*	*	214	435	*	*	*	*
05:00	188	377	*	*	*	*	*	*	*	*	188	377	*	*	*	*
06:00	161	209	*	*	*	*	*	*	*	*	161	209	*	*	*	*
07:00	111	165	*	*	*	*	*	*	*	*	111	165	*	*	*	*
08:00	90	128	*	*	*	*	*	*	*	*	90	128	*	*	*	*
09:00	34	98	*	*	*	*	*	*	*	*	34	98	*	*	*	*
10:00	27	55	*	*	*	*	*	*	*	*	27	55	*	*	*	*
11:00	22	56	*	*	*	*	*	*	*	*	22	56	*	*	*	*
Total Day	3360	3340	2319	1471	0	0	0	0	0	0	3367	3335	0	0	0	0
AM Peak Vol.	07:00 337	11:00 175	07:00 325	11:00 174	-	-	-	-	-	-	07:00 331	11:00 174	-	-	-	-
PM Peak Vol.	16:00 214	16:00 435	14:00 199	14:00 268	-	-	-	-	-	-	16:00 214	16:00 435	-	-	-	-

Comb. Total	6700	8261	7112	7020	7136	13693	6057	5450
ADT	ADT 6,992	AADT 6,992						

Weaver Hill Road

Weaver Hill Road North of Brant Trail;
West Greenwich, Rhode Island

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5713

Latitude: 0' 0.0000 Undefined

Start Time	25-Jul-22		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
12:00 AM	*	*	*	*	*	*	4	0	14	3	9	2	12	5	13	2
01:00	*	*	*	*	*	*	8	0	5	2	6	1	10	6	7	1
02:00	*	*	*	*	*	*	0	3	0	0	0	2	2	5	4	0
03:00	*	*	*	*	*	*	2	2	0	1	1	2	0	1	1	0
04:00	*	*	*	*	*	*	3	7	4	4	4	6	2	5	3	1
05:00	*	*	*	*	*	*	3	28	5	24	4	26	2	13	1	10
06:00	*	*	*	*	*	*	6	70	10	64	8	67	6	25	2	16
07:00	*	*	*	*	*	*	23	105	21	92	22	98	17	46	13	33
08:00	*	*	*	*	*	*	26	83	26	93	26	88	37	51	41	59
09:00	*	*	*	*	*	*	42	84	52	65	47	74	41	75	49	76
10:00	*	*	*	*	25	24	56	81	53	69	45	58	58	82	52	71
11:00	*	*	*	*	49	56	77	67	51	73	59	65	61	82	71	63
12:00 PM	*	*	*	*	60	48	73	72	58	59	64	60	71	85	75	63
01:00	*	*	*	*	66	68	60	49	71	50	66	56	79	65	76	71
02:00	*	*	*	*	78	59	61	50	65	57	68	55	62	66	74	71
03:00	*	*	*	*	94	67	80	61	88	71	87	66	70	68	62	54
04:00	*	*	*	*	104	59	97	56	103	69	101	61	56	65	53	56
05:00	*	*	*	*	112	66	92	53	87	60	97	60	56	52	56	56
06:00	*	*	*	*	82	53	73	56	62	50	72	53	44	39	44	40
07:00	*	*	*	*	44	39	45	31	55	34	48	35	44	26	48	36
08:00	*	*	*	*	59	28	43	30	50	26	51	28	40	28	27	18
09:00	*	*	*	*	36	13	27	8	50	14	38	12	35	21	26	15
10:00	*	*	*	*	18	6	17	4	30	6	22	5	19	8	19	5
11:00	*	*	*	*	21	3	8	5	20	4	16	4	7	9	12	5
Total Day	0	0	0	0	848	589	926	1005	980	990	961	984	831	928	829	822
AM Peak Vol.	-	-	-	-	11:00 49	11:00 56	11:00 77	07:00 105	10:00 53	08:00 93	11:00 59	07:00 98	11:00 61	10:00 82	11:00 71	09:00 76
PM Peak Vol.	-	-	-	-	17:00 112	13:00 68	16:00 97	12:00 72	16:00 103	15:00 71	16:00 101	15:00 66	13:00 79	12:00 85	13:00 76	13:00 71

Weaver Hill Road North of Brant Trail;
West Greenwich, Rhode Island

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5713

Latitude: 0' 0.0000 Undefined

Start Time	01-Aug-22		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
12:00 AM	5	4	5	1	6	2	5	2	*	*	5	2	*	*	*	*
01:00	3	1	3	0	2	0	2	0	*	*	2	0	*	*	*	*
02:00	0	0	0	0	1	1	2	2	*	*	1	1	*	*	*	*
03:00	0	1	2	1	0	2	*	*	*	*	1	1	*	*	*	*
04:00	3	6	1	5	2	7	*	*	*	*	2	6	*	*	*	*
05:00	3	27	3	32	3	37	*	*	*	*	3	32	*	*	*	*
06:00	10	71	9	74	10	79	*	*	*	*	10	75	*	*	*	*
07:00	20	103	25	105	30	89	*	*	*	*	25	99	*	*	*	*
08:00	27	84	26	104	35	114	*	*	*	*	29	101	*	*	*	*
09:00	38	73	45	76	49	75	*	*	*	*	44	75	*	*	*	*
10:00	47	63	41	54	43	69	*	*	*	*	44	62	*	*	*	*
11:00	62	62	69	59	51	62	*	*	*	*	61	61	*	*	*	*
12:00 PM	59	53	59	60	61	57	*	*	*	*	60	57	*	*	*	*
01:00	71	50	58	67	59	57	*	*	*	*	63	58	*	*	*	*
02:00	66	61	68	54	72	62	*	*	*	*	69	59	*	*	*	*
03:00	95	47	80	47	77	48	*	*	*	*	84	47	*	*	*	*
04:00	98	57	107	66	117	69	*	*	*	*	107	64	*	*	*	*
05:00	101	47	101	53	127	69	*	*	*	*	110	56	*	*	*	*
06:00	68	43	84	44	71	48	*	*	*	*	74	45	*	*	*	*
07:00	42	26	44	31	42	31	*	*	*	*	43	29	*	*	*	*
08:00	31	19	36	14	45	22	*	*	*	*	37	18	*	*	*	*
09:00	22	13	36	16	30	11	*	*	*	*	29	13	*	*	*	*
10:00	14	5	20	5	32	3	*	*	*	*	22	4	*	*	*	*
11:00	12	3	13	8	18	5	*	*	*	*	14	5	*	*	*	*
Total Day	897	919	935	976	983	1019	9	4	0	0	939	970	0	0	0	0
AM Peak Vol.	11:00 62	07:00 103	11:00 69	07:00 105	11:00 51	08:00 114	00:00 5	00:00 2	-	-	11:00 61	08:00 101	-	-	-	-
PM Peak Vol.	17:00 101	14:00 61	16:00 107	13:00 67	17:00 127	16:00 69	-	-	-	-	17:00 110	16:00 64	-	-	-	-

Comb. Total	1816	1911	3439	1944	1970	3854	1759	1651
ADT	ADT 1,926	AADT 1,926						

B

Intersection Turning Movement Count

Division Street at New London Turnpike
Division Street at Hopkins Hill Road
Division Street at Nooseneck Hill Road (Route 3)
Nooseneck Hill Road (Route 3) at Harkney Hill Road
Nooseneck Hill Road (Route 3) at Weaver Hill Road

Division Street at New London Turnpike

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

New London Turnpike at Division Street
West Greenwich, Rhode Island

File Name : 23315
Site Code : 23315
Start Date : 7/28/2022
Page No : 1

Groups Printed- Lights - Buses - Trucks

	New London Turnpike From North					Division Street From East					From South					Division Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	7	0	1	0	8	18	4	0	0	22	0	0	0	0	0	0	13	9	0	22	52
06:45 AM	8	0	4	0	12	12	6	0	0	18	0	0	0	0	0	0	7	4	2	13	43
Total	15	0	5	0	20	30	10	0	0	40	0	0	0	0	0	0	20	13	2	35	95
07:00 AM	7	0	9	0	16	16	8	0	0	24	0	0	0	0	0	0	12	9	0	21	61
07:15 AM	4	0	12	0	16	22	11	0	0	33	0	0	0	0	0	0	21	15	0	36	85
07:30 AM	6	0	15	0	21	21	9	0	0	30	0	0	0	1	1	0	15	12	2	29	81
07:45 AM	8	0	13	0	21	27	9	0	0	36	0	0	0	0	0	0	31	13	0	44	101
Total	25	0	49	0	74	86	37	0	0	123	0	0	0	1	1	0	79	49	2	130	328
08:00 AM	8	0	10	0	18	24	11	0	0	35	0	0	0	0	0	0	30	14	0	44	97
08:15 AM	6	0	10	0	16	19	9	0	0	28	0	0	0	0	0	0	20	14	0	34	78
08:30 AM	9	0	12	0	21	24	7	0	0	31	0	0	0	0	0	0	29	18	2	49	101
08:45 AM	5	0	8	0	13	24	15	0	0	39	0	0	0	0	0	0	27	13	0	40	92
Total	28	0	40	0	68	91	42	0	0	133	0	0	0	0	0	0	106	59	2	167	368
09:00 AM	7	0	8	0	15	21	16	0	0	37	0	0	0	0	0	0	16	12	0	28	80
09:15 AM	8	0	12	0	20	17	9	0	0	26	0	0	0	0	0	0	12	16	0	28	74
Grand Total	83	0	114	0	197	245	114	0	0	359	0	0	0	1	1	0	233	149	6	388	945
Apprch %	42.1	0	57.9	0		68.2	31.8	0	0		0	0	0	100		0	60.1	38.4	1.5		
Total %	8.8	0	12.1	0	20.8	25.9	12.1	0	0	38	0	0	0	0.1	0.1	0	24.7	15.8	0.6	41.1	
Lights	82	0	113	0	195	244	113	0	0	357	0	0	0	1	1	0	226	142	6	374	927
% Lights	98.8	0	99.1	0	99	99.6	99.1	0	0	99.4	0	0	0	100	100	0	97	95.3	100	96.4	98.1
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	0	0	0.3	0.1
Trucks	1	0	1	0	2	1	1	0	0	2	0	0	0	0	0	0	6	7	0	13	17
% Trucks	1.2	0	0.9	0	1	0.4	0.9	0	0	0.6	0	0	0	0	0	0	2.6	4.7	0	3.4	1.8

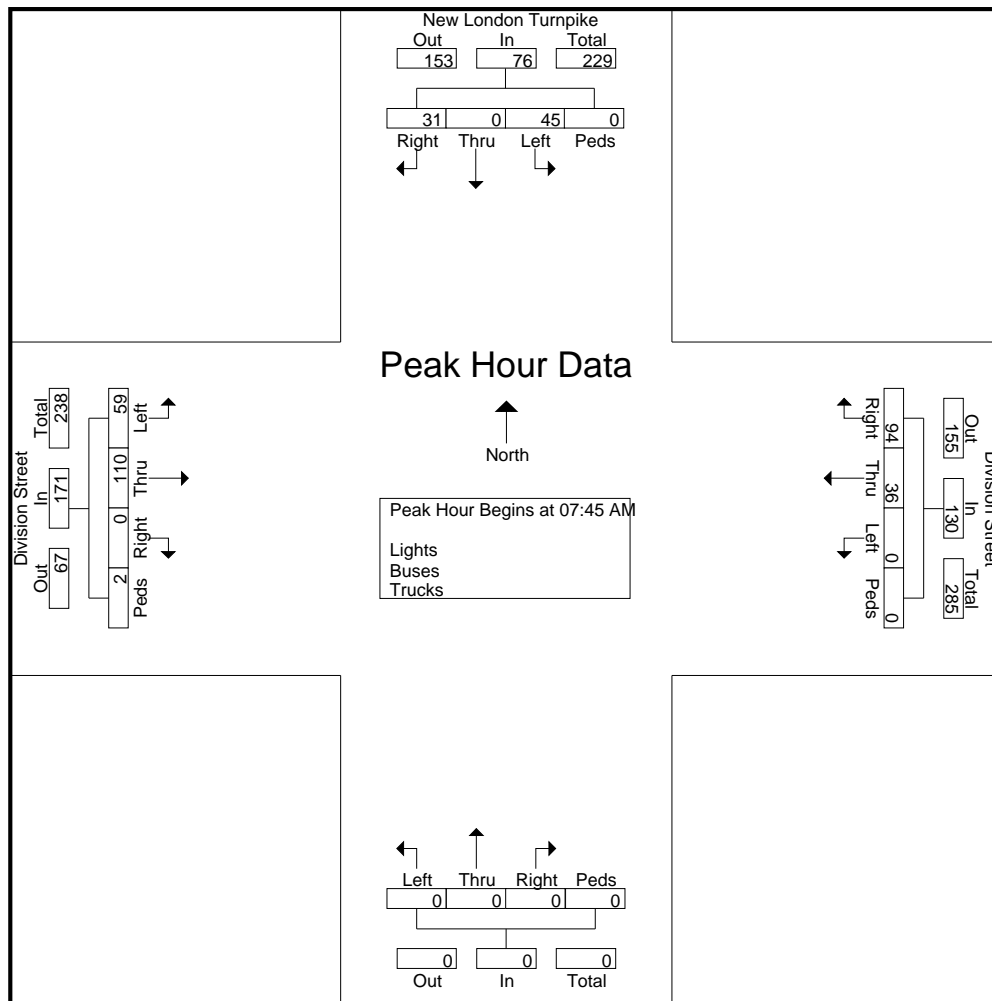
Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

File Name : 23315
 Site Code : 23315
 Start Date : 7/28/2022
 Page No : 2

	New London Turnpike From North					Division Street From East					From South					Division Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	8	0	13	0	21	27	9	0	0	36	0	0	0	0	0	0	31	13	0	44	101
08:00 AM	8	0	10	0	18	24	11	0	0	35	0	0	0	0	0	0	30	14	0	44	97
08:15 AM	6	0	10	0	16	19	9	0	0	28	0	0	0	0	0	0	20	14	0	34	78
08:30 AM	9	0	12	0	21	24	7	0	0	31	0	0	0	0	0	0	29	18	2	49	101
Total Volume	31	0	45	0	76	94	36	0	0	130	0	0	0	0	0	0	110	59	2	171	377
% App. Total	40.8	0	59.2	0		72.3	27.7	0	0		0	0	0	0		0	64.3	34.5	1.2		
PHF	.861	.000	.865	.000	.905	.870	.818	.000	.000	.903	.000	.000	.000	.000	.000	.000	.887	.819	.250	.872	.933



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

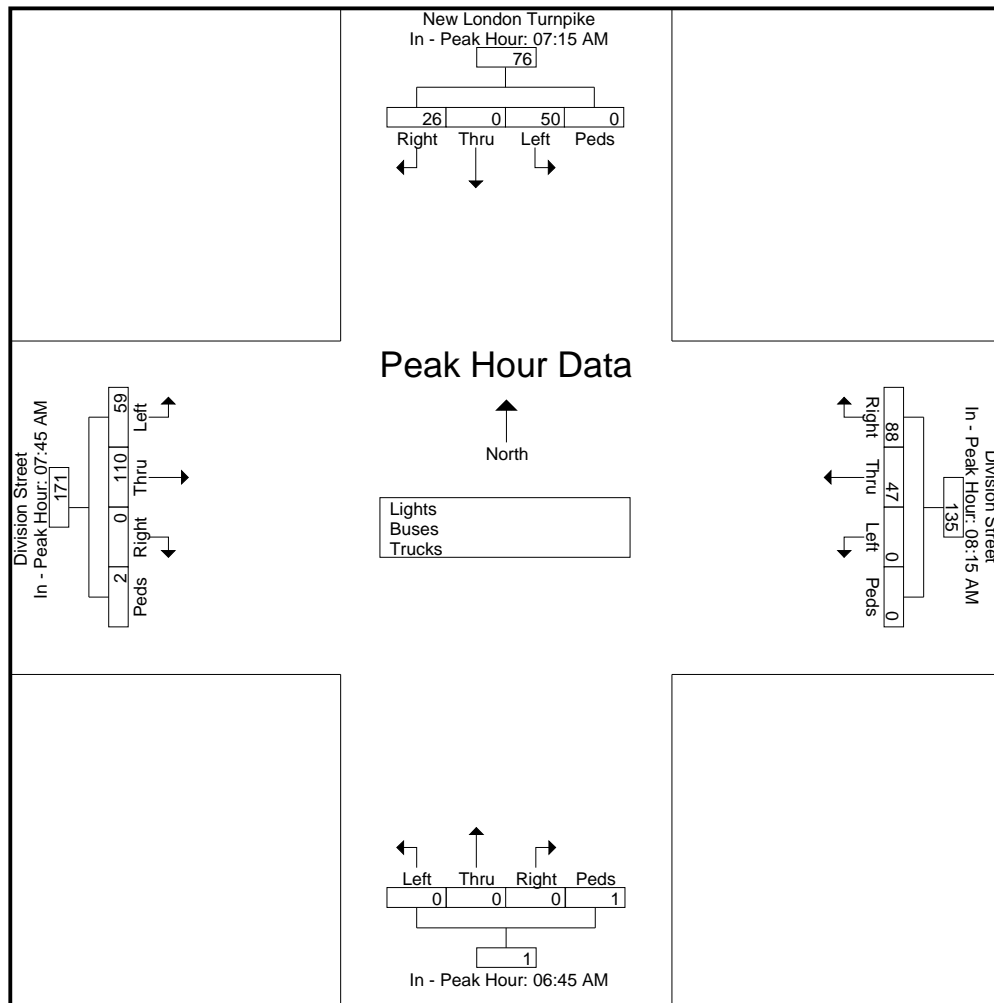
File Name : 23315
 Site Code : 23315
 Start Date : 7/28/2022
 Page No : 3

	New London Turnpike From North					Division Street From East					From South					Division Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM					08:15 AM					06:45 AM					07:45 AM				
+0 mins.	4	0	12	0	16	19	9	0	0	28	0	0	0	0	0	0	31	13	0	44
+15 mins.	6	0	15	0	21	24	7	0	0	31	0	0	0	0	0	0	30	14	0	44
+30 mins.	8	0	13	0	21	24	15	0	0	39	0	0	0	0	0	0	20	14	0	34
+45 mins.	8	0	10	0	18	21	16	0	0	37	0	0	0	1	1	0	29	18	2	49
Total Volume	26	0	50	0	76	88	47	0	0	135	0	0	0	1	1	0	110	59	2	171
% App. Total	34.2	0	65.8	0		65.2	34.8	0	0		0	0	0	100		0	64.3	34.5	1.2	
PHF	.813	.000	.833	.000	.905	.917	.734	.000	.000	.865	.000	.000	.000	.250	.250	.000	.887	.819	.250	.872



Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Sivision Street at New London Turnpike
West Greenwich, Rhode Island

File Name : 23316
Site Code : 23316
Start Date : 7/28/2022
Page No : 1

Groups Printed- Lights - Buses - Trucks

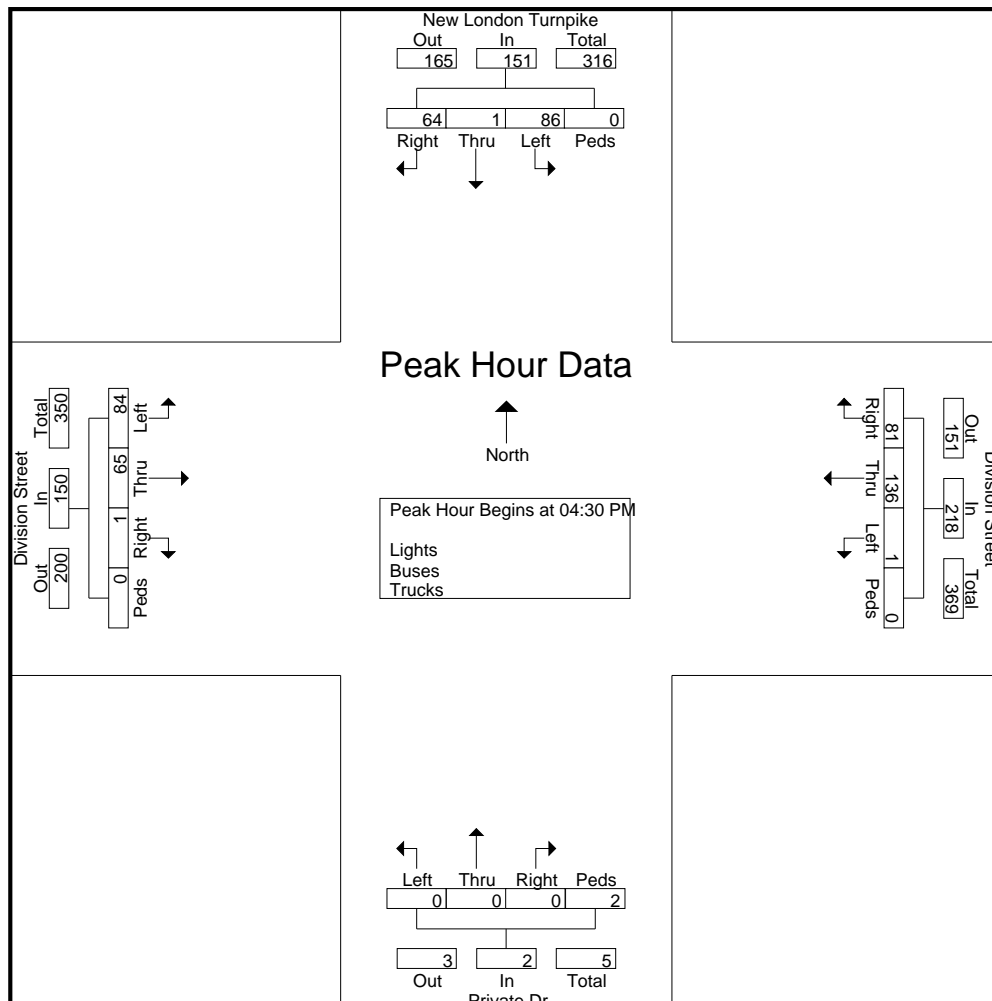
	New London Turnpike From North					Division Street From East					Private Dr From South					Division Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:30 PM	15	0	13	0	28	22	32	0	0	54	0	0	0	0	0	0	22	26	0	48	130
03:45 PM	13	2	15	0	30	18	33	0	0	51	0	0	0	0	0	0	10	19	0	29	110
Total	28	2	28	0	58	40	65	0	0	105	0	0	0	0	0	0	32	45	0	77	240
04:00 PM	12	0	11	0	23	23	40	0	0	63	0	0	0	0	0	2	15	21	0	38	124
04:15 PM	18	0	20	0	38	17	37	1	0	55	0	0	0	0	0	0	20	17	0	37	130
04:30 PM	20	0	16	0	36	22	36	0	0	58	0	0	0	0	0	0	15	22	0	37	131
04:45 PM	17	0	27	0	44	15	34	0	0	49	0	0	0	0	0	0	14	19	0	33	126
Total	67	0	74	0	141	77	147	1	0	225	0	0	0	0	0	2	64	79	0	145	511
05:00 PM	15	0	20	0	35	25	26	0	0	51	0	0	0	0	0	1	21	19	0	41	127
05:15 PM	12	1	23	0	36	19	40	1	0	60	0	0	0	2	2	0	15	24	0	39	137
05:30 PM	16	2	12	0	30	9	24	0	0	33	0	0	0	0	0	0	24	11	0	35	98
05:45 PM	13	2	22	0	37	14	14	0	0	28	0	1	0	0	1	0	15	15	0	30	96
Total	56	5	77	0	138	67	104	1	0	172	0	1	0	2	3	1	75	69	0	145	458
06:00 PM	13	1	10	0	24	16	18	0	0	34	0	1	0	2	3	0	10	12	0	22	83
06:15 PM	12	0	16	0	28	19	21	0	6	46	0	0	1	1	2	0	9	14	0	23	99
Grand Total	176	8	205	0	389	219	355	2	6	582	0	2	1	5	8	3	190	219	0	412	1391
Apprch %	45.2	2.1	52.7	0		37.6	61	0.3	1		0	25	12.5	62.5		0.7	46.1	53.2	0		
Total %	12.7	0.6	14.7	0	28	15.7	25.5	0.1	0.4	41.8	0	0.1	0.1	0.4	0.6	0.2	13.7	15.7	0	29.6	
Lights	176	8	204	0	388	218	353	2	6	579	0	2	1	5	8	3	189	219	0	411	1386
% Lights	100	100	99.5	0	99.7	99.5	99.4	100	100	99.5	0	100	100	100	100	100	99.5	100	0	99.8	99.6
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5	0	0	0.2	0.1
Trucks	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	4
% Trucks	0	0	0.5	0	0.3	0.5	0.6	0	0	0.5	0	0	0	0	0	0	0	0	0	0	0.3

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 23316
Site Code : 23316
Start Date : 7/28/2022
Page No : 2

	New London Turnpike From North					Division Street From East					Private Dr From South					Division Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	20	0	16	0	36	22	36	0	0	58	0	0	0	0	0	0	15	22	0	37	131
04:45 PM	17	0	27	0	44	15	34	0	0	49	0	0	0	0	0	0	14	19	0	33	126
05:00 PM	15	0	20	0	35	25	26	0	0	51	0	0	0	0	0	1	21	19	0	41	127
05:15 PM	12	1	23	0	36	19	40	1	0	60	0	0	0	2	2	0	15	24	0	39	137
Total Volume	64	1	86	0	151	81	136	1	0	218	0	0	0	2	2	1	65	84	0	150	521
% App. Total	42.4	0.7	57	0		37.2	62.4	0.5	0		0	0	0	100		0.7	43.3	56	0		
PHF	.800	.250	.796	.000	.858	.810	.850	.250	.000	.908	.000	.000	.000	.250	.250	.250	.774	.875	.000	.915	.951



Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

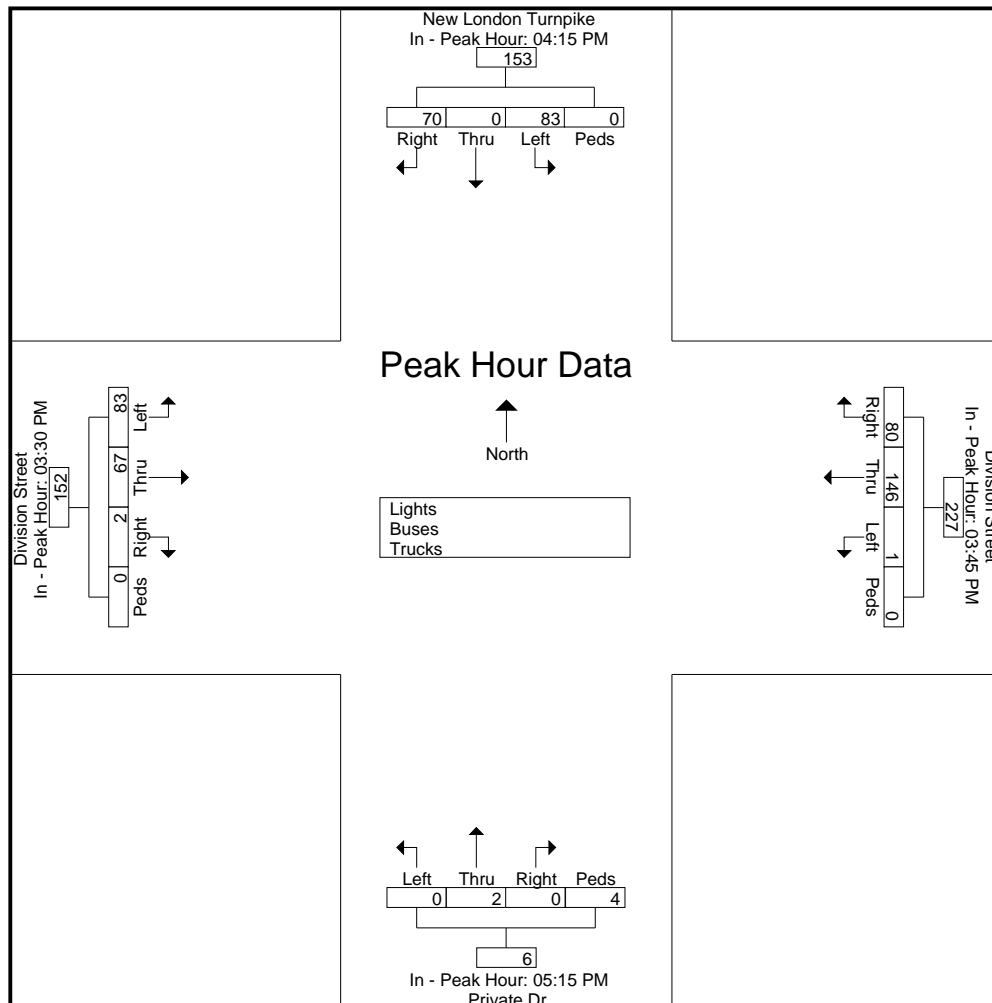
File Name : 23316
 Site Code : 23316
 Start Date : 7/28/2022
 Page No : 3

	New London Turnpike From North					Division Street From East					Private Dr From South					Division Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM					03:45 PM					05:15 PM					03:30 PM				
+0 mins.	18	0	20	0	38	18	33	0	0	51	0	0	0	2	2	0	22	26	0	48
+15 mins.	20	0	16	0	36	23	40	0	0	63	0	0	0	0	0	0	10	19	0	29
+30 mins.	17	0	27	0	44	17	37	1	0	55	0	1	0	0	1	2	15	21	0	38
+45 mins.	15	0	20	0	35	22	36	0	0	58	0	1	0	2	3	0	20	17	0	37
Total Volume	70	0	83	0	153	80	146	1	0	227	0	2	0	4	6	2	67	83	0	152
% App. Total	45.8	0	54.2	0		35.2	64.3	0.4	0		0	33.3	0	66.7		1.3	44.1	54.6	0	
PHF	.875	.000	.769	.000	.869	.870	.913	.250	.000	.901	.000	.500	.000	.500	.500	.250	.761	.798	.000	.792



Division Street at Hopkins Hill Road

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Division Street at Hopkins Hill Road
West Greenwich, Rhode Island

File Name : 23317
Site Code : 23317
Start Date : 7/28/2022
Page No : 1

Groups Printed- Lights - Buses - Trucks

	Hopkins Hill Road From North					Division Street From East					Hopkins Hill Road From South					Division Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	3	16	9	0	28	3	6	4	0	13	5	10	1	0	16	4	9	2	0	15	72
06:45 AM	2	18	7	0	27	5	4	3	0	12	0	15	0	0	15	1	5	1	0	7	61
Total	5	34	16	0	55	8	10	7	0	25	5	25	1	0	31	5	14	3	0	22	133
07:00 AM	5	21	5	0	31	6	8	1	0	15	4	8	2	0	14	2	18	2	0	22	82
07:15 AM	2	13	14	0	29	4	8	1	0	13	5	12	0	0	17	1	15	1	0	17	76
07:30 AM	1	27	15	0	43	8	5	4	0	17	1	20	0	0	21	1	17	5	0	23	104
07:45 AM	0	13	11	0	24	8	6	1	0	15	6	14	2	0	22	1	32	3	0	36	97
Total	8	74	45	0	127	26	27	7	0	60	16	54	4	0	74	5	82	11	0	98	359
08:00 AM	0	18	15	0	33	11	4	5	0	20	4	23	1	0	28	4	15	2	0	21	102
08:15 AM	2	21	15	0	38	6	7	4	0	17	5	17	2	0	24	4	23	5	0	32	111
08:30 AM	3	8	19	0	30	4	8	2	0	14	6	16	3	0	25	6	17	3	0	26	95
08:45 AM	2	13	20	0	35	12	9	2	0	23	3	15	1	0	19	1	11	3	0	15	92
Total	7	60	69	0	136	33	28	13	0	74	18	71	7	0	96	15	66	13	0	94	400
09:00 AM	2	8	12	0	22	9	8	3	0	20	3	7	4	0	14	1	16	3	0	20	76
09:15 AM	3	18	11	0	32	8	10	1	1	20	3	12	2	0	17	1	15	2	0	18	87
Grand Total	25	194	153	0	372	84	83	31	1	199	45	169	18	0	232	27	193	32	0	252	1055
Apprch %	6.7	52.2	41.1	0		42.2	41.7	15.6	0.5		19.4	72.8	7.8	0		10.7	76.6	12.7	0		
Total %	2.4	18.4	14.5	0	35.3	8	7.9	2.9	0.1	18.9	4.3	16	1.7	0	22	2.6	18.3	3	0	23.9	
Lights	25	182	149	0	356	83	81	30	1	195	37	163	18	0	218	27	190	32	0	249	1018
% Lights	100	93.8	97.4	0	95.7	98.8	97.6	96.8	100	98	82.2	96.4	100	0	94	100	98.4	100	0	98.8	96.5
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5	0	0	0.4	0.1
Trucks	0	12	4	0	16	1	2	1	0	4	8	6	0	0	14	0	2	0	0	2	36
% Trucks	0	6.2	2.6	0	4.3	1.2	2.4	3.2	0	2	17.8	3.6	0	0	6	0	1	0	0	0.8	3.4

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

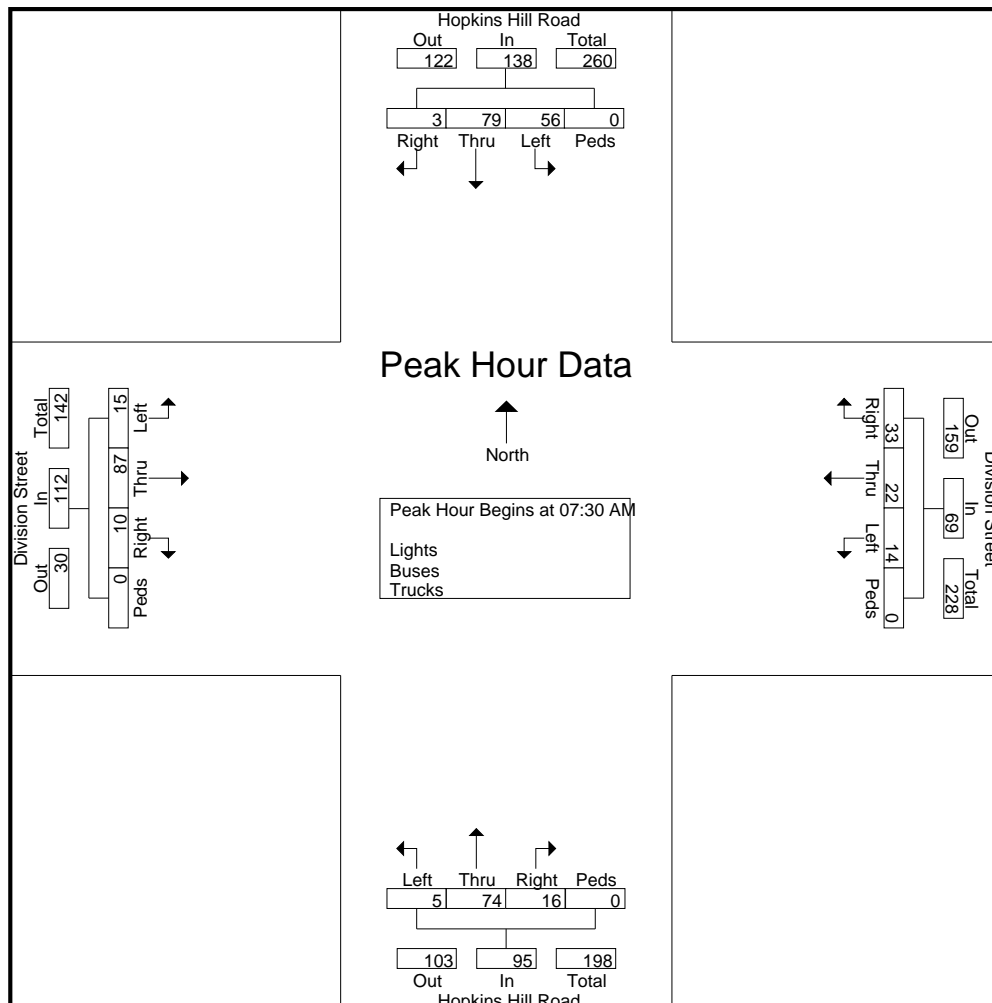
File Name : 23317
Site Code : 23317
Start Date : 7/28/2022
Page No : 2

	Hopkins Hill Road From North					Division Street From East					Hopkins Hill Road From South					Division Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

07:30 AM	1	27	15	0	43	8	5	4	0	17	1	20	0	0	21	1	17	5	0	23	104
07:45 AM	0	13	11	0	24	8	6	1	0	15	6	14	2	0	22	1	32	3	0	36	97
08:00 AM	0	18	15	0	33	11	4	5	0	20	4	23	1	0	28	4	15	2	0	21	102
08:15 AM	2	21	15	0	38	6	7	4	0	17	5	17	2	0	24	4	23	5	0	32	111
Total Volume	3	79	56	0	138	33	22	14	0	69	16	74	5	0	95	10	87	15	0	112	414
% App. Total	2.2	57.2	40.6	0		47.8	31.9	20.3	0		16.8	77.9	5.3	0		8.9	77.7	13.4	0		
PHF	.375	.731	.933	.000	.802	.750	.786	.700	.000	.863	.667	.804	.625	.000	.848	.625	.680	.750	.000	.778	.932



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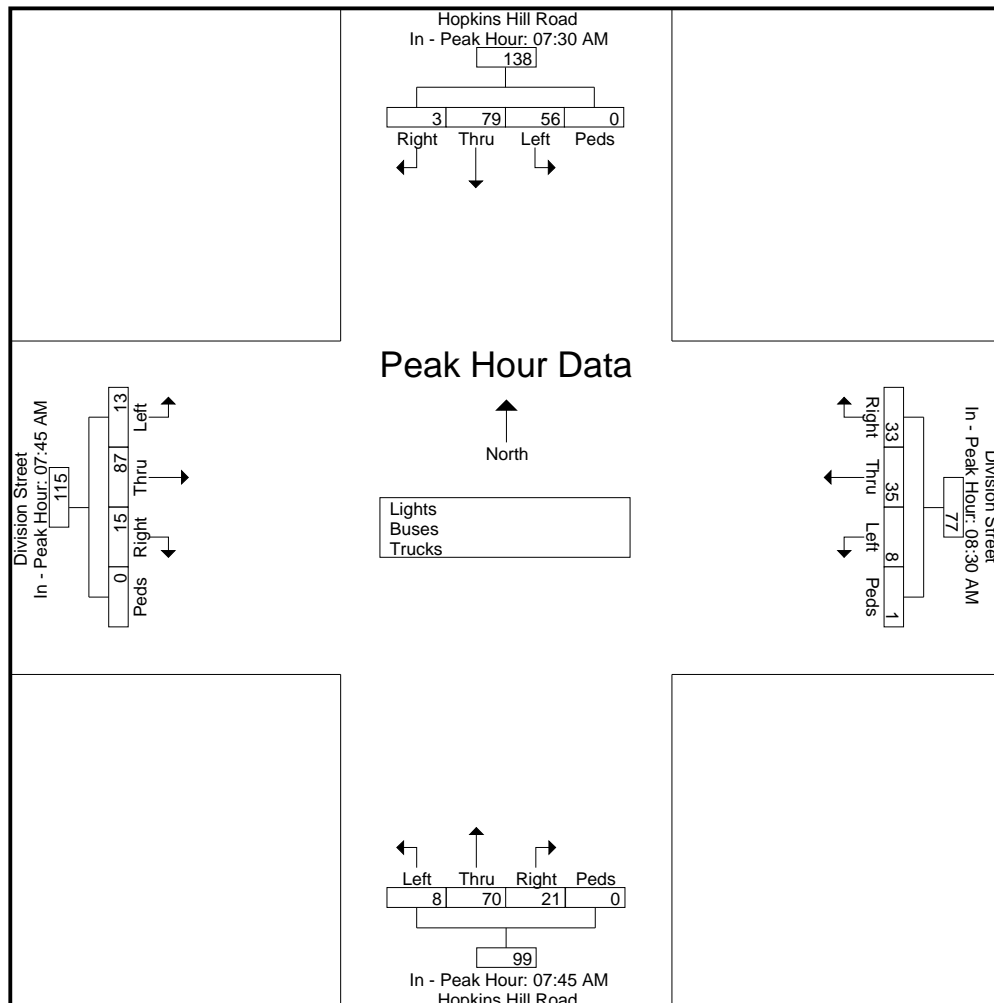
File Name : 23317
 Site Code : 23317
 Start Date : 7/28/2022
 Page No : 3

	Hopkins Hill Road From North					Division Street From East					Hopkins Hill Road From South					Division Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM					08:30 AM					07:45 AM					07:45 AM				
+0 mins.	1	27	15	0	43	4	8	2	0	14	6	14	2	0	22	1	32	3	0	36
+15 mins.	0	13	11	0	24	12	9	2	0	23	4	23	1	0	28	4	15	2	0	21
+30 mins.	0	18	15	0	33	9	8	3	0	20	5	17	2	0	24	4	23	5	0	32
+45 mins.	2	21	15	0	38	8	10	1	1	20	6	16	3	0	25	6	17	3	0	26
Total Volume	3	79	56	0	138	33	35	8	1	77	21	70	8	0	99	15	87	13	0	115
% App. Total	2.2	57.2	40.6	0		42.9	45.5	10.4	1.3		21.2	70.7	8.1	0		13	75.7	11.3	0	
PHF	.375	.731	.933	.000	.802	.688	.875	.667	.250	.837	.875	.761	.667	.000	.884	.625	.680	.650	.000	.799



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Division Street at Hopkins Hill Road
West Greenwich, Rhode Island

File Name : 23318
Site Code : 23318
Start Date : 7/28/2022
Page No : 1

Groups Printed- Lights - Buses - Trucks

	Hiopkins Hill Road From North					Division Street From East					Hiopkins Hill Road From South					Division Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:30 PM	3	15	17	0	35	18	28	2	0	48	12	22	1	0	35	3	17	2	0	22	140
03:45 PM	4	10	10	0	24	21	22	4	0	47	5	25	4	0	34	4	15	3	0	22	127
Total	7	25	27	0	59	39	50	6	0	95	17	47	5	0	69	7	32	5	0	44	267
04:00 PM	5	21	13	0	39	16	32	5	0	53	8	34	7	0	49	3	20	0	0	23	164
04:15 PM	2	18	15	0	35	15	32	6	0	53	9	17	6	1	33	3	15	2	0	20	141
04:30 PM	3	21	17	0	41	16	32	5	0	53	5	31	2	0	38	3	15	2	0	20	152
04:45 PM	4	25	14	0	43	15	39	3	0	57	6	30	0	0	36	0	10	1	0	11	147
Total	14	85	59	0	158	62	135	19	0	216	28	112	15	1	156	9	60	5	0	74	604
05:00 PM	3	28	28	0	59	14	22	6	0	42	3	20	5	0	28	5	12	2	0	19	148
05:15 PM	1	12	15	0	28	11	36	3	1	51	7	18	5	1	31	1	15	6	1	23	133
05:30 PM	0	14	13	0	27	12	26	5	0	43	10	27	3	0	40	1	14	3	0	18	128
05:45 PM	3	16	10	0	29	5	14	5	0	24	4	15	4	0	23	4	14	2	1	21	97
Total	7	70	66	0	143	42	98	19	1	160	24	80	17	1	122	11	55	13	2	81	506
06:00 PM	1	15	5	0	21	10	14	5	0	29	6	15	2	0	23	0	5	3	1	9	82
06:15 PM	4	11	8	0	23	8	22	7	0	37	2	17	5	0	24	3	9	3	0	15	99
Grand Total	33	206	165	0	404	161	319	56	1	537	77	271	44	2	394	30	161	29	3	223	1558
Apprch %	8.2	51	40.8	0		30	59.4	10.4	0.2		19.5	68.8	11.2	0.5		13.5	72.2	13	1.3		
Total %	2.1	13.2	10.6	0	25.9	10.3	20.5	3.6	0.1	34.5	4.9	17.4	2.8	0.1	25.3	1.9	10.3	1.9	0.2	14.3	
Lights	33	206	165	0	404	161	317	56	1	535	77	271	44	2	394	30	160	29	3	222	1555
% Lights	100	100	100	0	100	100	99.4	100	100	99.6	100	100	100	100	100	100	99.4	100	100	99.6	99.8
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
% Trucks	0	0	0	0	0	0	0.6	0	0	0.4	0	0	0	0	0	0	0.6	0	0	0.4	0.2

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

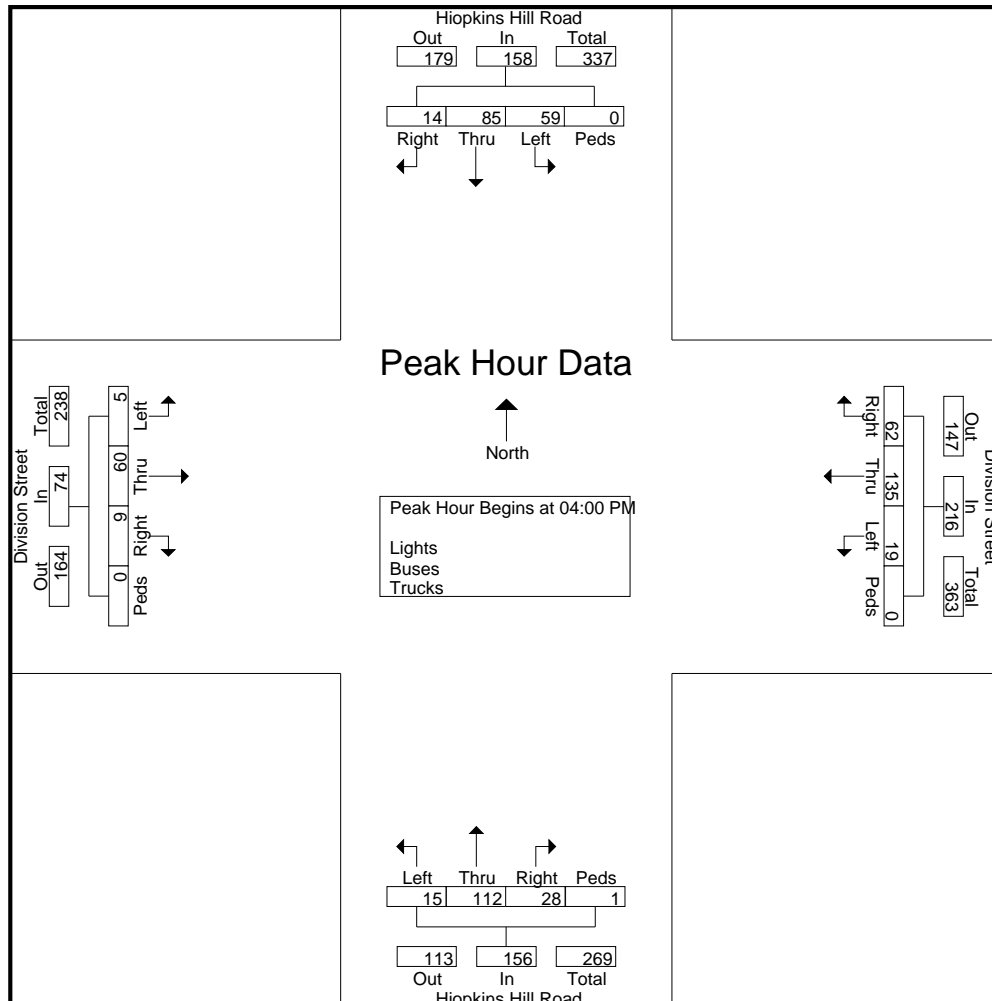
File Name : 23318
Site Code : 23318
Start Date : 7/28/2022
Page No : 2

	Hiopkins Hill Road From North					Division Street From East					Hiopkins Hill Road From South					Division Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

04:00 PM	5	21	13	0	39	16	32	5	0	53	8	34	7	0	49	3	20	0	0	23	164
04:15 PM	2	18	15	0	35	15	32	6	0	53	9	17	6	1	33	3	15	2	0	20	141
04:30 PM	3	21	17	0	41	16	32	5	0	53	5	31	2	0	38	3	15	2	0	20	152
04:45 PM	4	25	14	0	43	15	39	3	0	57	6	30	0	0	36	0	10	1	0	11	147
Total Volume	14	85	59	0	158	62	135	19	0	216	28	112	15	1	156	9	60	5	0	74	604
% App. Total	8.9	53.8	37.3	0		28.7	62.5	8.8	0		17.9	71.8	9.6	0.6		12.2	81.1	6.8	0		
PHF	.700	.850	.868	.000	.919	.969	.865	.792	.000	.947	.778	.824	.536	.250	.796	.750	.750	.625	.000	.804	.921



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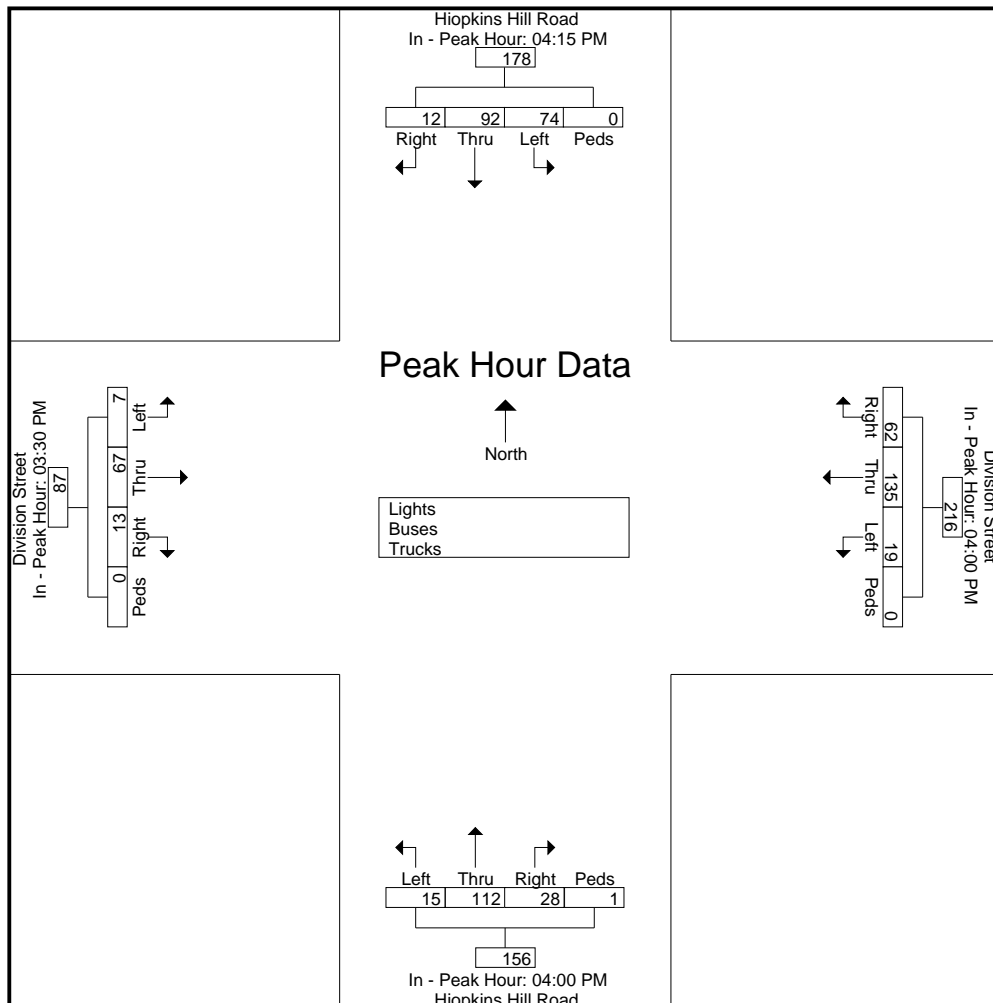
File Name : 23318
Site Code : 23318
Start Date : 7/28/2022
Page No : 3

	Hiopkins Hill Road From North					Division Street From East					Hiopkins Hill Road From South					Division Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM					04:00 PM					04:00 PM					03:30 PM				
+0 mins.	2	18	15	0	35	16	32	5	0	53	8	34	7	0	49	3	17	2	0	22
+15 mins.	3	21	17	0	41	15	32	6	0	53	9	17	6	1	33	4	15	3	0	22
+30 mins.	4	25	14	0	43	16	32	5	0	53	5	31	2	0	38	3	20	0	0	23
+45 mins.	3	28	28	0	59	15	39	3	0	57	6	30	0	0	36	3	15	2	0	20
Total Volume	12	92	74	0	178	62	135	19	0	216	28	112	15	1	156	13	67	7	0	87
% App. Total	6.7	51.7	41.6	0		28.7	62.5	8.8	0		17.9	71.8	9.6	0.6		14.9	77	8	0	
PHF	.750	.821	.661	.000	.754	.969	.865	.792	.000	.947	.778	.824	.536	.250	.796	.813	.838	.583	.000	.946



Division Street at Nooseneck Hill Road (Route 3)

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Division Street at Nooseneck Hill Road
West Greenwich, Rhode Island

File Name : 23319
Site Code : 23319
Start Date : 7/28/2022
Page No : 1

Groups Printed- Lights - Buses - Trucks

	Nooseneck Hill Road From North					Division Street From East					Nooseneck Hill Road From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	0	33	9	0	42	5	0	1	0	6	6	54	0	0	60	0	0	0	0	0	108
06:45 AM	0	27	4	0	31	5	0	2	0	7	3	52	0	0	55	0	0	0	0	0	93
Total	0	60	13	0	73	10	0	3	0	13	9	106	0	0	115	0	0	0	0	0	201
07:00 AM	0	12	15	0	27	6	0	5	0	11	5	34	0	0	39	0	0	0	0	0	77
07:15 AM	0	26	8	0	34	6	0	8	0	14	11	49	0	0	60	0	0	0	0	0	108
07:30 AM	0	28	10	0	38	4	0	1	0	5	11	71	0	0	82	0	0	0	0	0	125
07:45 AM	0	36	25	0	61	3	0	4	0	7	11	66	0	0	77	0	0	0	0	0	145
Total	0	102	58	0	160	19	0	18	0	37	38	220	0	0	258	0	0	0	0	0	455
08:00 AM	0	31	12	0	43	5	0	2	0	7	9	63	0	0	72	0	0	0	0	0	122
08:15 AM	0	27	19	0	46	5	0	4	0	9	13	58	0	0	71	0	0	0	0	0	126
08:30 AM	0	27	16	0	43	10	0	3	0	13	10	48	0	0	58	0	0	0	0	0	114
08:45 AM	0	36	9	0	45	4	0	5	0	9	6	50	0	0	56	0	0	0	0	0	110
Total	0	121	56	0	177	24	0	14	0	38	38	219	0	0	257	0	0	0	0	0	472
09:00 AM	0	34	13	0	47	11	0	7	0	18	8	55	0	0	63	0	0	0	0	0	128
09:15 AM	0	34	14	0	48	11	0	4	0	15	4	40	0	0	44	0	0	0	0	0	107
Grand Total	0	351	154	0	505	75	0	46	0	121	97	640	0	0	737	0	0	0	0	0	1363
Apprch %	0	69.5	30.5	0		62	0	38	0		13.2	86.8	0	0		0	0	0	0	0	
Total %	0	25.8	11.3	0	37.1	5.5	0	3.4	0	8.9	7.1	47	0	0	54.1	0	0	0	0	0	
Lights	0	342	152	0	494	75	0	45	0	120	96	633	0	0	729	0	0	0	0	0	1343
% Lights	0	97.4	98.7	0	97.8	100	0	97.8	0	99.2	99	98.9	0	0	98.9	0	0	0	0	0	98.5
Buses	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Buses	0	0.6	0	0	0.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1
Trucks	0	7	2	0	9	0	0	1	0	1	1	7	0	0	8	0	0	0	0	0	18
% Trucks	0	2	1.3	0	1.8	0	0	2.2	0	0.8	1	1.1	0	0	1.1	0	0	0	0	0	1.3

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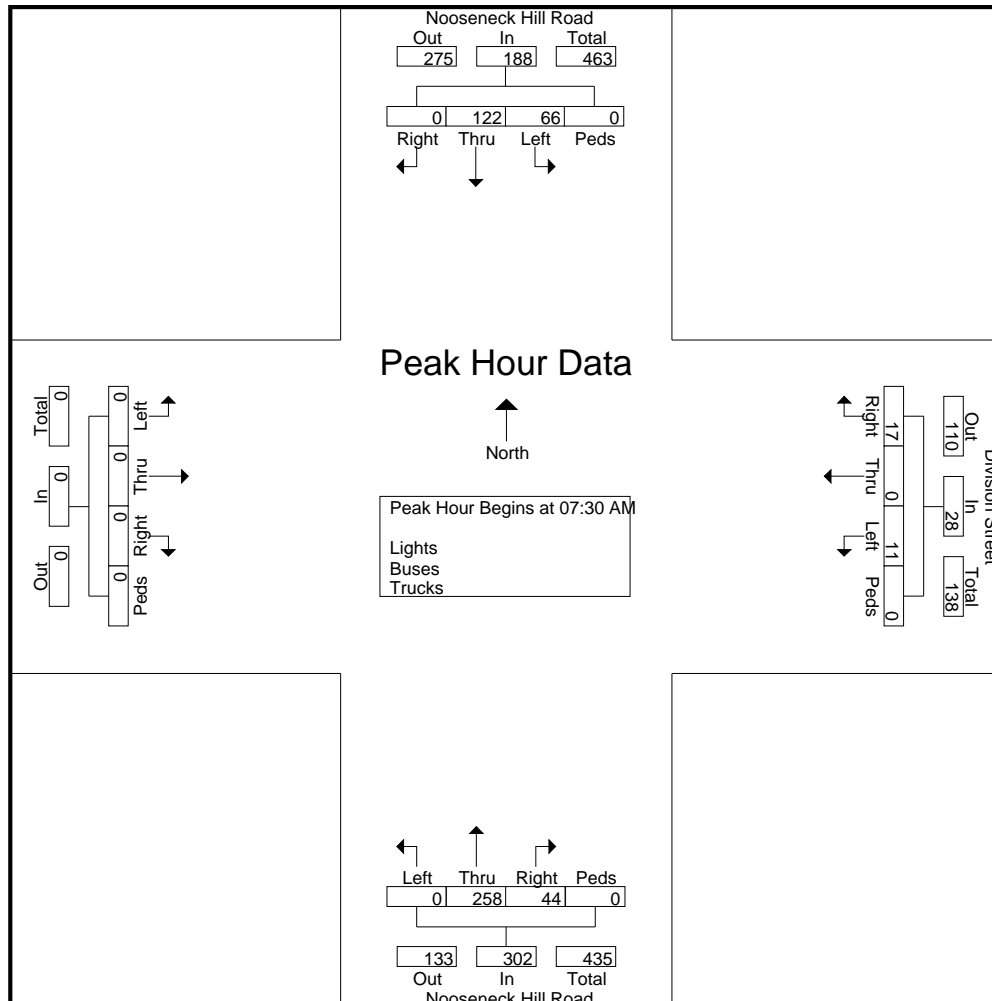
File Name : 23319
Site Code : 23319
Start Date : 7/28/2022
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	Nooseneck Hill Road From North					Division Street From East					Nooseneck Hill Road From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

07:30 AM	0	28	10	0	38	4	0	1	0	5	11	71	0	0	82	0	0	0	0	0	125
07:45 AM	0	36	25	0	61	3	0	4	0	7	11	66	0	0	77	0	0	0	0	0	145
08:00 AM	0	31	12	0	43	5	0	2	0	7	9	63	0	0	72	0	0	0	0	0	122
08:15 AM	0	27	19	0	46	5	0	4	0	9	13	58	0	0	71	0	0	0	0	0	126
Total Volume	0	122	66	0	188	17	0	11	0	28	44	258	0	0	302	0	0	0	0	0	518
% App. Total	0	64.9	35.1	0		60.7	0	39.3	0		14.6	85.4	0	0		0	0	0	0		
PHF	.000	.847	.660	.000	.770	.850	.000	.688	.000	.778	.846	.908	.000	.000	.921	.000	.000	.000	.000	.000	.893



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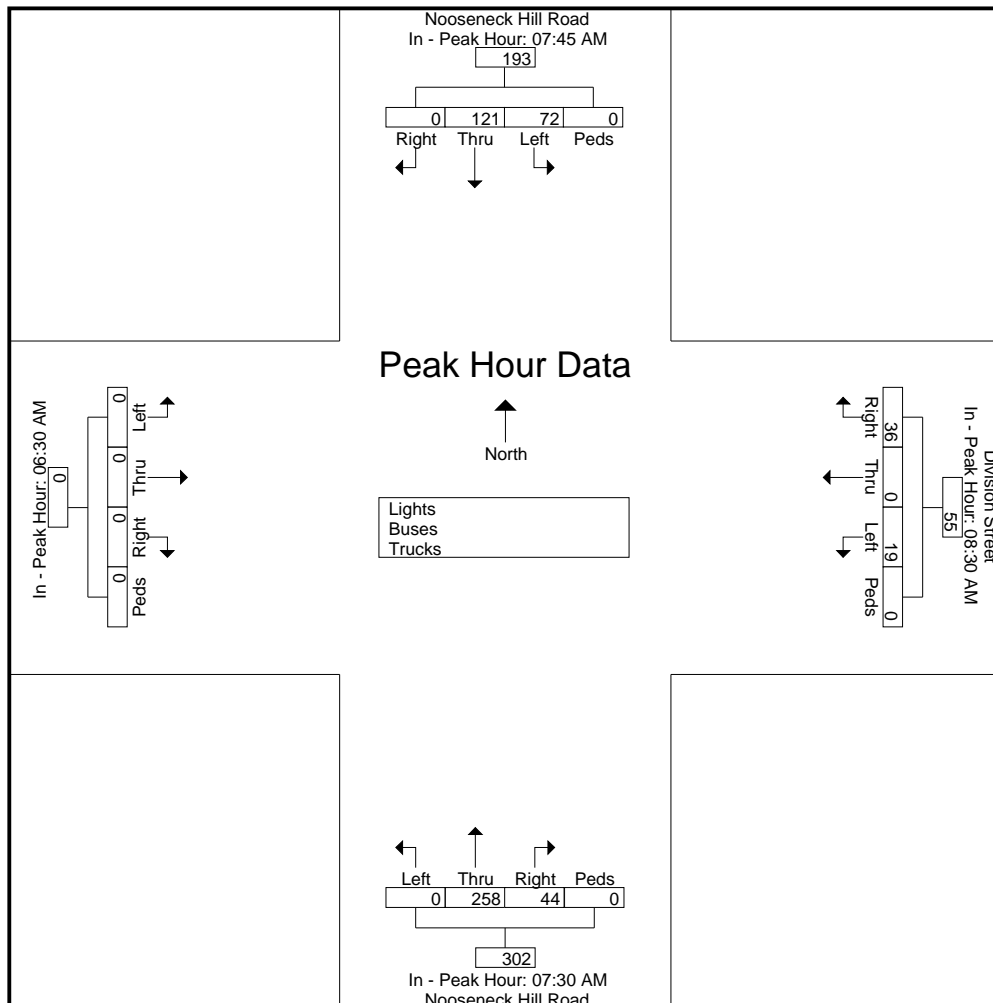
File Name : 23319
Site Code : 23319
Start Date : 7/28/2022
Page No : 3

	Nooseneck Hill Road From North					Division Street From East					Nooseneck Hill Road From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM					08:30 AM					07:30 AM					06:30 AM				
+0 mins.	0	36	25	0	61	10	0	3	0	13	11	71	0	0	82	0	0	0	0	0
+15 mins.	0	31	12	0	43	4	0	5	0	9	11	66	0	0	77	0	0	0	0	0
+30 mins.	0	27	19	0	46	11	0	7	0	18	9	63	0	0	72	0	0	0	0	0
+45 mins.	0	27	16	0	43	11	0	4	0	15	13	58	0	0	71	0	0	0	0	0
Total Volume	0	121	72	0	193	36	0	19	0	55	44	258	0	0	302	0	0	0	0	0
% App. Total	0	62.7	37.3	0		65.5	0	34.5	0		14.6	85.4	0	0		0	0	0	0	
PHF	.000	.840	.720	.000	.791	.818	.000	.679	.000	.764	.846	.908	.000	.000	.921	.000	.000	.000	.000	.000



Connecticut Counts LLC

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Division Street at Nooseneck Hill Road
West Greenwich, Rhode Island

File Name : 23320
Site Code : 23320
Start Date : 7/28/2022
Page No : 1

Groups Printed- Lights - Buses - Trucks

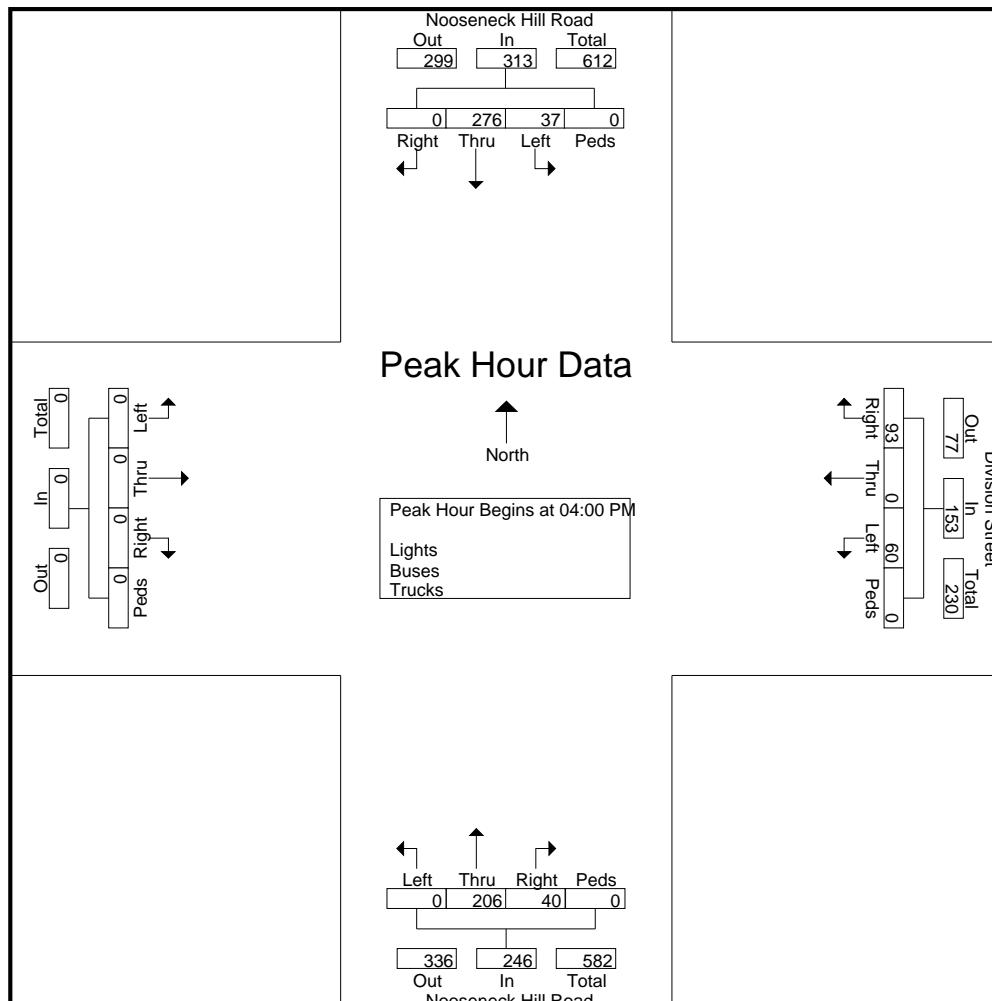
	Nooseneck Hill Road From North					Division Street From East					Nooseneck Hill Road From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:30 PM	0	59	14	0	73	16	0	18	0	34	9	73	0	0	82	0	0	0	0	0	189
03:45 PM	0	51	11	0	62	20	0	14	0	34	7	65	0	0	72	0	0	0	0	0	168
Total	0	110	25	0	135	36	0	32	0	68	16	138	0	0	154	0	0	0	0	0	357
04:00 PM	0	83	9	0	92	24	0	8	0	32	18	53	0	0	71	0	0	0	0	0	195
04:15 PM	0	61	9	0	70	25	0	16	0	41	9	36	0	0	45	0	0	0	0	0	156
04:30 PM	0	67	11	0	78	18	0	22	0	40	9	63	0	0	72	0	0	0	0	0	190
04:45 PM	0	65	8	0	73	26	0	14	0	40	4	54	0	0	58	0	0	0	0	0	171
Total	0	276	37	0	313	93	0	60	0	153	40	206	0	0	246	0	0	0	0	0	712
05:00 PM	0	54	11	0	65	21	0	11	0	32	21	43	0	2	66	0	0	0	0	0	163
05:15 PM	0	70	16	0	86	17	0	18	1	36	6	60	0	0	66	0	0	0	0	0	188
05:30 PM	0	62	9	0	71	26	0	11	0	37	6	43	0	0	49	0	0	0	0	0	157
05:45 PM	0	67	15	0	82	20	0	5	0	25	6	40	0	0	46	0	0	0	0	0	153
Total	0	253	51	0	304	84	0	45	1	130	39	186	0	2	227	0	0	0	0	0	661
06:00 PM	0	65	4	0	69	14	0	7	2	23	6	53	0	0	59	0	0	0	0	0	151
06:15 PM	0	41	7	0	48	12	0	8	1	21	7	58	0	0	65	0	0	0	0	0	134
Grand Total	0	745	124	0	869	239	0	152	4	395	108	641	0	2	751	0	0	0	0	0	2015
Apprch %	0	85.7	14.3	0		60.5	0	38.5	1		14.4	85.4	0	0.3		0	0	0	0		
Total %	0	37	6.2	0	43.1	11.9	0	7.5	0.2	19.6	5.4	31.8	0	0.1	37.3	0	0	0	0	0	
Lights	0	741	124	0	865	238	0	152	4	394	108	637	0	2	747	0	0	0	0	0	2006
% Lights	0	99.5	100	0	99.5	99.6	0	100	100	99.7	100	99.4	0	100	99.5	0	0	0	0	0	99.6
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0.1	0	0	0	0	0	0
Trucks	0	4	0	0	4	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	8
% Trucks	0	0.5	0	0	0.5	0.4	0	0	0	0.3	0	0.5	0	0	0.4	0	0	0	0	0	0.4

Connecticut Counts LLC

Kensington, Connecticut 06037
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File Name : 23320
Site Code : 23320
Start Date : 7/28/2022
Page No : 2

	Nooseneck Hill Road From North					Division Street From East					Nooseneck Hill Road From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	83	9	0	92	24	0	8	0	32	18	53	0	0	71	0	0	0	0	0	195
04:15 PM	0	61	9	0	70	25	0	16	0	41	9	36	0	0	45	0	0	0	0	0	156
04:30 PM	0	67	11	0	78	18	0	22	0	40	9	63	0	0	72	0	0	0	0	0	190
04:45 PM	0	65	8	0	73	26	0	14	0	40	4	54	0	0	58	0	0	0	0	0	171
Total Volume	0	276	37	0	313	93	0	60	0	153	40	206	0	0	246	0	0	0	0	0	712
% App. Total	0	88.2	11.8	0		60.8	0	39.2	0		16.3	83.7	0	0		0	0	0	0		
PHF	.000	.831	.841	.000	.851	.894	.000	.682	.000	.933	.556	.817	.000	.000	.854	.000	.000	.000	.000	.000	.913



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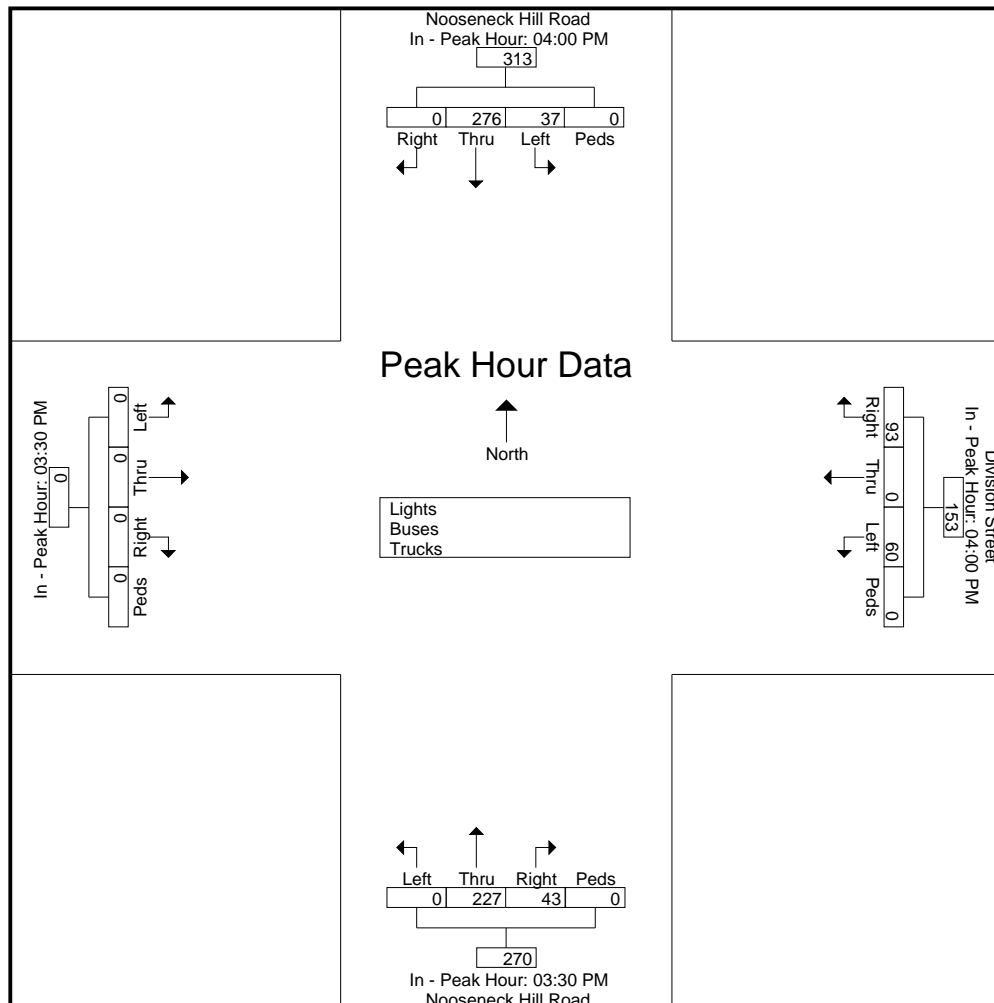
File Name : 23320
Site Code : 23320
Start Date : 7/28/2022
Page No : 3

	Nooseneck Hill Road From North					Division Street From East					Nooseneck Hill Road From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					04:00 PM					03:30 PM					03:30 PM				
+0 mins.	0	83	9	0	92	24	0	8	0	32	9	73	0	0	82	0	0	0	0	0
+15 mins.	0	61	9	0	70	25	0	16	0	41	7	65	0	0	72	0	0	0	0	0
+30 mins.	0	67	11	0	78	18	0	22	0	40	18	53	0	0	71	0	0	0	0	0
+45 mins.	0	65	8	0	73	26	0	14	0	40	9	36	0	0	45	0	0	0	0	0
Total Volume	0	276	37	0	313	93	0	60	0	153	43	227	0	0	270	0	0	0	0	0
% App. Total	0	88.2	11.8	0		60.8	0	39.2	0		15.9	84.1	0	0		0	0	0	0	
PHF	.000	.831	.841	.000	.851	.894	.000	.682	.000	.933	.597	.777	.000	.000	.823	.000	.000	.000	.000	.000



Nooseneck Hill Road (Route 3) at Harkney Hill Road

Connecticut Counts LLC

Kensington, Connecticut 06037
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Route 3 at Harkney Hill Road
West Greenwich, Rhode Island

File Name : 23323
Site Code : 23323
Start Date : 7/28/2022
Page No : 1

Groups Printed- Lights - Buses - Trucks

Start Time	Route 3 From North					From East					Route 3 From South					Harkney Hill Road 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	
06:30 AM	11	83	0	0	94	0	0	0	0	0	0	44	15	0	59	85	0	20	0	105	258
06:45 AM	9	77	0	0	86	0	0	0	0	0	0	54	21	0	75	84	0	10	0	94	255
Total	20	160	0	0	180	0	0	0	0	0	0	98	36	0	134	169	0	30	0	199	513
07:00 AM	18	96	0	0	114	0	0	0	0	0	0	51	18	1	70	116	0	29	3	148	332
07:15 AM	44	64	0	4	112	0	0	0	0	0	0	55	28	0	83	84	0	33	0	117	312
07:30 AM	22	105	0	0	127	0	0	0	0	0	0	66	30	0	96	128	0	43	0	171	394
07:45 AM	39	107	0	2	148	0	0	0	0	0	0	79	36	0	115	118	0	50	0	168	431
Total	123	372	0	6	501	0	0	0	0	0	0	251	112	1	364	446	0	155	3	604	1469
08:00 AM	37	98	0	0	135	0	0	0	0	0	0	66	30	0	96	105	0	46	0	151	382
08:15 AM	32	100	0	0	132	0	0	0	0	0	0	91	43	0	134	105	0	45	0	150	416
08:30 AM	24	96	0	0	120	0	0	0	0	0	0	77	37	0	114	102	0	35	0	137	371
08:45 AM	31	115	0	0	146	0	0	0	0	0	0	92	44	0	136	94	0	48	0	142	424
Total	124	409	0	0	533	0	0	0	0	0	0	326	154	0	480	406	0	174	0	580	1593
09:00 AM	20	118	0	0	138	0	0	0	0	0	0	71	43	0	114	76	0	48	0	124	376
09:15 AM	23	96	0	0	119	0	0	0	0	0	0	78	43	0	121	62	0	47	0	109	349
Grand Total	310	1155	0	6	1471	0	0	0	0	0	0	824	388	1	1213	1159	0	454	3	1616	4300
Apprch %	21.1	78.5	0	0.4		0	0	0	0		0	67.9	32	0.1		71.7	0	28.1	0.2		
Total %	7.2	26.9	0	0.1	34.2	0	0	0	0	0	0	19.2	9	0	28.2	27	0	10.6	0.1	37.6	
Lights	301	1136														1153					
% Lights	97.1	98.4	0	100	98.1	0	0	0	0	0	0	98.3	98.5	100	98.4	99.5	0	97.6	100	98.9	98.5
Buses	0	1	0	0	1	0	0	0	0	0	0	0	3	0	3	4	0	0	0	4	8
% Buses	0	0.1	0	0	0.1	0	0	0	0	0	0	0	0.8	0	0.2	0.3	0	0	0	0.2	0.2
Trucks	9	18	0	0	27	0	0	0	0	0	0	14	3	0	17	2	0	11	0	13	57
% Trucks	2.9	1.6	0	0	1.8	0	0	0	0	0	0	1.7	0.8	0	1.4	0.2	0	2.4	0	0.8	1.3

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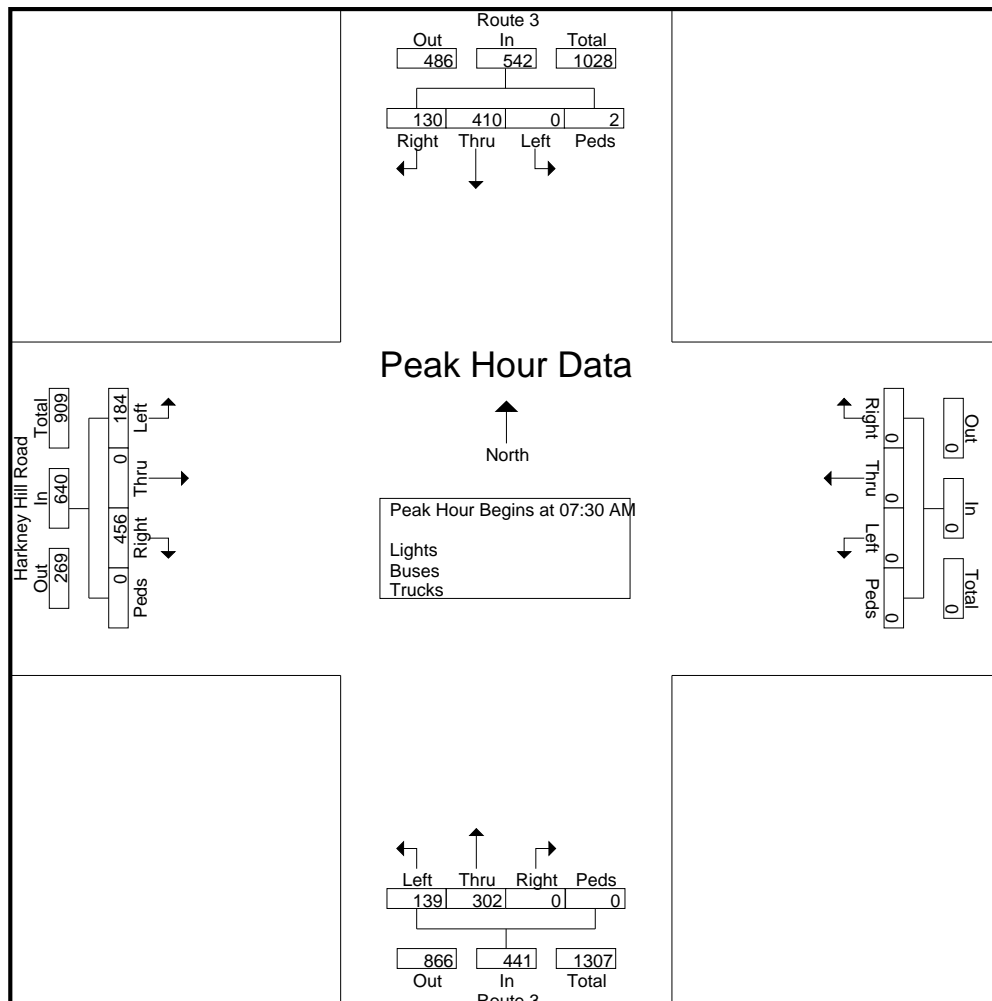
File Name : 23323
Site Code : 23323
Start Date : 7/28/2022
Page No : 2

Start Time	Route 3 From North					From East					Route 3 From South					Harkney Hill Road 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 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

07:30 AM	22	105	0	0	127	0	0	0	0	0	0	66	30	0	96	128	0	43	0	171	394
07:45 AM	39	107	0	2	148	0	0	0	0	0	0	79	36	0	115	118	0	50	0	168	431
08:00 AM	37	98	0	0	135	0	0	0	0	0	0	66	30	0	96	105	0	46	0	151	382
08:15 AM	32	100	0	0	132	0	0	0	0	0	0	91	43	0	134	105	0	45	0	150	416
Total Volume	130	410	0	2	542	0	0	0	0	0	0	302	139	0	441	456	0	184	0	640	1623
% App. Total	24	75.6	0	0.4		0	0	0	0		0	68.5	31.5	0		71.2	0	28.8	0		
PHF	.833	.958	.000	.250	.916	.000	.000	.000	.000	.000	.000	.830	.808	.000	.823	.891	.000	.920	.000	.936	.941



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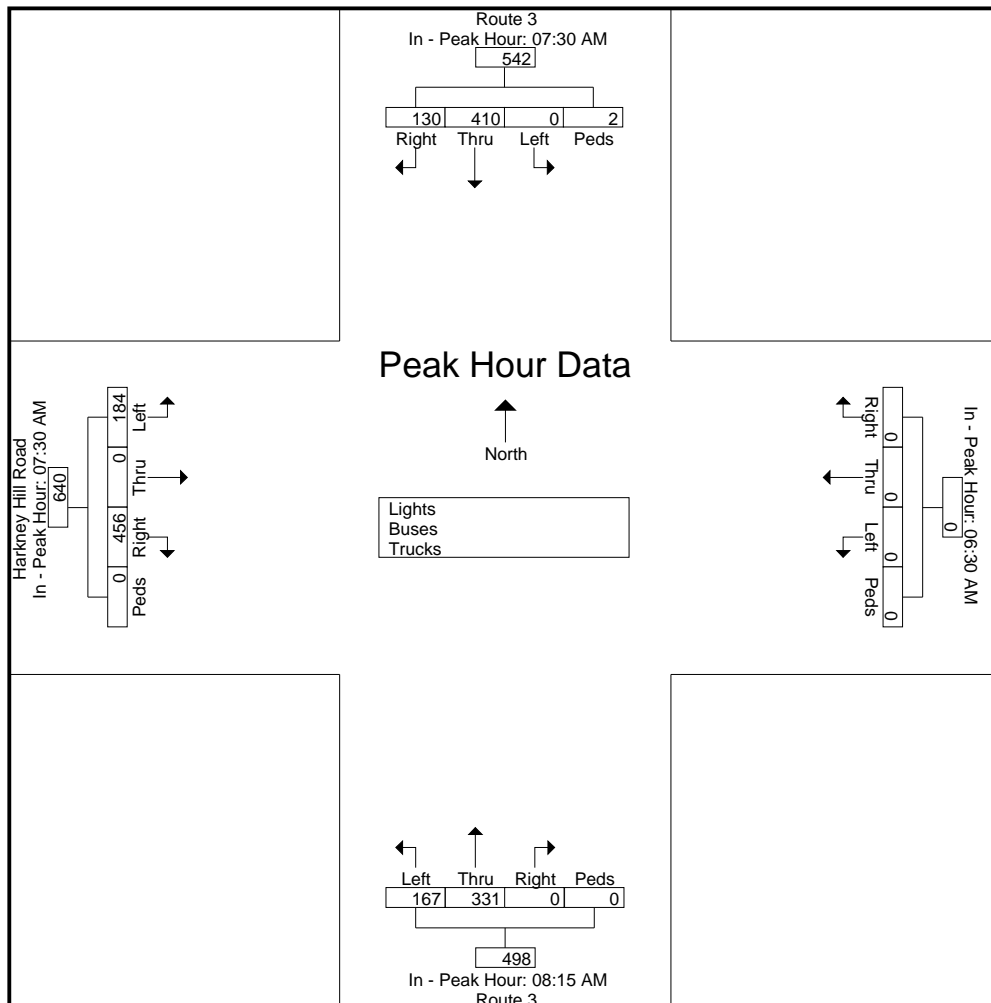
File Name : 23323
Site Code : 23323
Start Date : 7/28/2022
Page No : 3

	Route 3 From North					From East					Route 3 From South					Harkney Hill Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM					06:30 AM					08:15 AM					07:30 AM				
+0 mins.	22	105	0	0	127	0	0	0	0	0	0	91	43	0	134	128	0	43	0	171
+15 mins.	39	107	0	2	148	0	0	0	0	0	0	77	37	0	114	118	0	50	0	168
+30 mins.	37	98	0	0	135	0	0	0	0	0	0	92	44	0	136	105	0	46	0	151
+45 mins.	32	100	0	0	132	0	0	0	0	0	0	71	43	0	114	105	0	45	0	150
Total Volume	130	410	0	2	542	0	0	0	0	0	0	331	167	0	498	456	0	184	0	640
% App. Total	24	75.6	0	0.4		0	0	0	0		0	66.5	33.5	0		71.2	0	28.8	0	
PHF	.833	.958	.000	.250	.916	.000	.000	.000	.000	.000	.000	.899	.949	.000	.915	.891	.000	.920	.000	.936



Connecticut Counts LLC

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Route 3 at Harkney Hill Road
West Greenwich, Rhode Island

File Name : 23324
Site Code : 23324
Start Date : 7/28/2022
Page No : 1

Groups Printed- Lights - Buses - Trucks

	Route 3 From North					From East					Route 3 From South					Harkney Hill Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:30 PM	66	99	0	0	165	0	0	0	0	0	0	133	103	0	236	63	0	34	0	97	498
03:45 PM	64	136	0	0	200	0	0	0	0	0	0	154	85	2	241	63	0	52	0	115	556
Total	130	235	0	0	365	0	0	0	0	0	0	287	188	2	477	126	0	86	0	212	1054
04:00 PM	84	106	0	0	190	0	0	0	0	0	0	144	118	0	262	68	0	56	0	124	576
04:15 PM	90	141	0	0	231	0	0	0	0	0	0	149	139	0	288	57	0	52	0	109	628
04:30 PM	85	92	0	0	177	0	0	0	0	0	0	115	122	0	237	52	0	39	0	91	505
04:45 PM	69	108	0	0	177	0	0	0	0	0	0	142	130	0	272	61	0	49	0	110	559
Total	328	447	0	0	775	0	0	0	0	0	0	550	509	0	1059	238	0	196	0	434	2268
05:00 PM	67	93	0	0	160	0	0	0	0	0	0	140	118	0	258	54	0	49	0	103	521
05:15 PM	73	107	0	0	180	0	0	0	0	0	0	123	125	0	248	49	0	41	0	90	518
05:30 PM	59	107	0	4	170	0	0	0	0	0	0	101	93	0	194	52	0	38	0	90	454
05:45 PM	58	105	0	0	163	0	0	0	0	0	0	93	85	0	178	54	0	48	0	102	443
Total	257	412	0	4	673	0	0	0	0	0	0	457	421	0	878	209	0	176	0	385	1936
06:00 PM	59	83	0	0	142	0	0	0	0	0	0	113	77	0	190	51	0	29	1	81	413
06:15 PM	61	89	0	1	151	0	0	0	0	0	0	103	72	0	175	45	0	42	1	88	414
Grand Total	835	1266	0	5	2106	0	0	0	0	0	0	1510	1267	2	2779	669	0	529	2	1200	6085
Apprch %	39.6	60.1	0	0.2		0	0	0	0		0	54.3	45.6	0.1		55.8	0	44.1	0.2		
Total %	13.7	20.8	0	0.1	34.6	0	0	0	0	0	0	24.8	20.8	0	45.7	11	0	8.7	0	19.7	
Lights	832	1260										1504	1265								
% Lights	99.6	99.5	0	100	99.6	0	0	0	0	0	0	99.6	99.8	100	99.7	99.3	0	99.8	100	99.5	99.6
Buses	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0.1	0
Trucks	3	6	0	0	9	0	0	0	0	0	0	6	1	0	7	4	0	1	0	5	21
% Trucks	0.4	0.5	0	0	0.4	0	0	0	0	0	0	0.4	0.1	0	0.3	0.6	0	0.2	0	0.4	0.3

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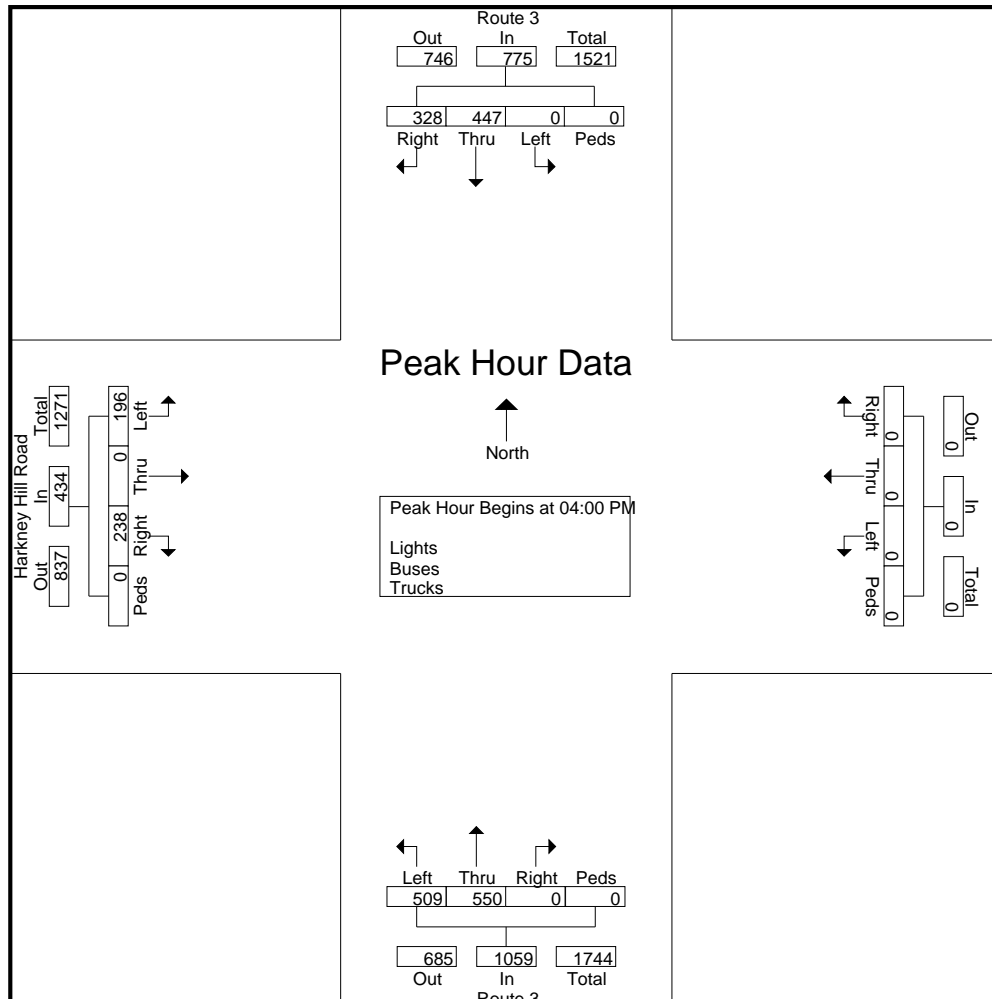
File Name : 23324
Site Code : 23324
Start Date : 7/28/2022
Page No : 2

Start Time	Route 3 From North					From East					Route 3 From South					Harkney Hill Road 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 03:30 PM to 06:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

04:00 PM	84	106	0	0	190	0	0	0	0	0	0	144	118	0	262	68	0	56	0	124	576
04:15 PM	90	141	0	0	231	0	0	0	0	0	0	149	139	0	288	57	0	52	0	109	628
04:30 PM	85	92	0	0	177	0	0	0	0	0	0	115	122	0	237	52	0	39	0	91	505
04:45 PM	69	108	0	0	177	0	0	0	0	0	0	142	130	0	272	61	0	49	0	110	559
Total Volume	328	447	0	0	775	0	0	0	0	0	0	550	509	0	1059	238	0	196	0	434	2268
% App. Total	42.3	57.7	0	0		0	0	0	0		0	51.9	48.1	0		54.8	0	45.2	0		
PHF	.911	.793	.000	.000	.839	.000	.000	.000	.000	.000	.000	.923	.915	.000	.919	.875	.000	.875	.000	.875	.903



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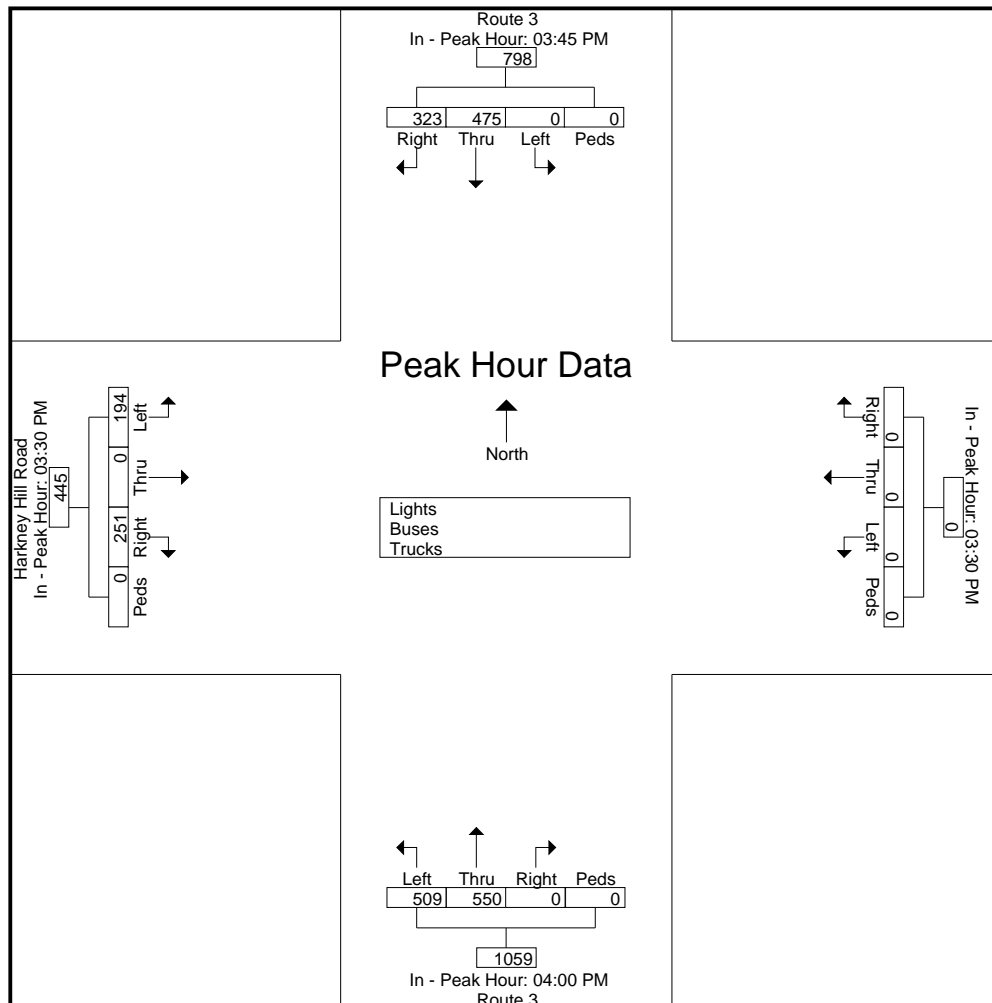
File Name : 23324
Site Code : 23324
Start Date : 7/28/2022
Page No : 3

	Route 3 From North					From East					Route 3 From South					Harkney Hill Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:45 PM					03:30 PM					04:00 PM					03:30 PM				
+0 mins.	64	136	0	0	200	0	0	0	0	0	0	144	118	0	262	63	0	34	0	97
+15 mins.	84	106	0	0	190	0	0	0	0	0	0	149	139	0	288	63	0	52	0	115
+30 mins.	90	141	0	0	231	0	0	0	0	0	0	115	122	0	237	68	0	56	0	124
+45 mins.	85	92	0	0	177	0	0	0	0	0	0	142	130	0	272	57	0	52	0	109
Total Volume	323	475	0	0	798	0	0	0	0	0	0	550	509	0	1059	251	0	194	0	445
% App. Total	40.5	59.5	0	0		0	0	0	0		0	51.9	48.1	0		56.4	0	43.6	0	
PHF	.897	.842	.000	.000	.864	.000	.000	.000	.000	.000	.000	.923	.915	.000	.919	.923	.000	.866	.000	.897



Nooseneck Hill Road (Route 3) at Weaver Hill Road

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Route 3 at Weaver Hill Road
West Greenwich, Rhode Island

File Name : 23321
Site Code : 23321
Start Date : 7/28/2022
Page No : 1

Groups Printed- Lights - Buses - Trucks

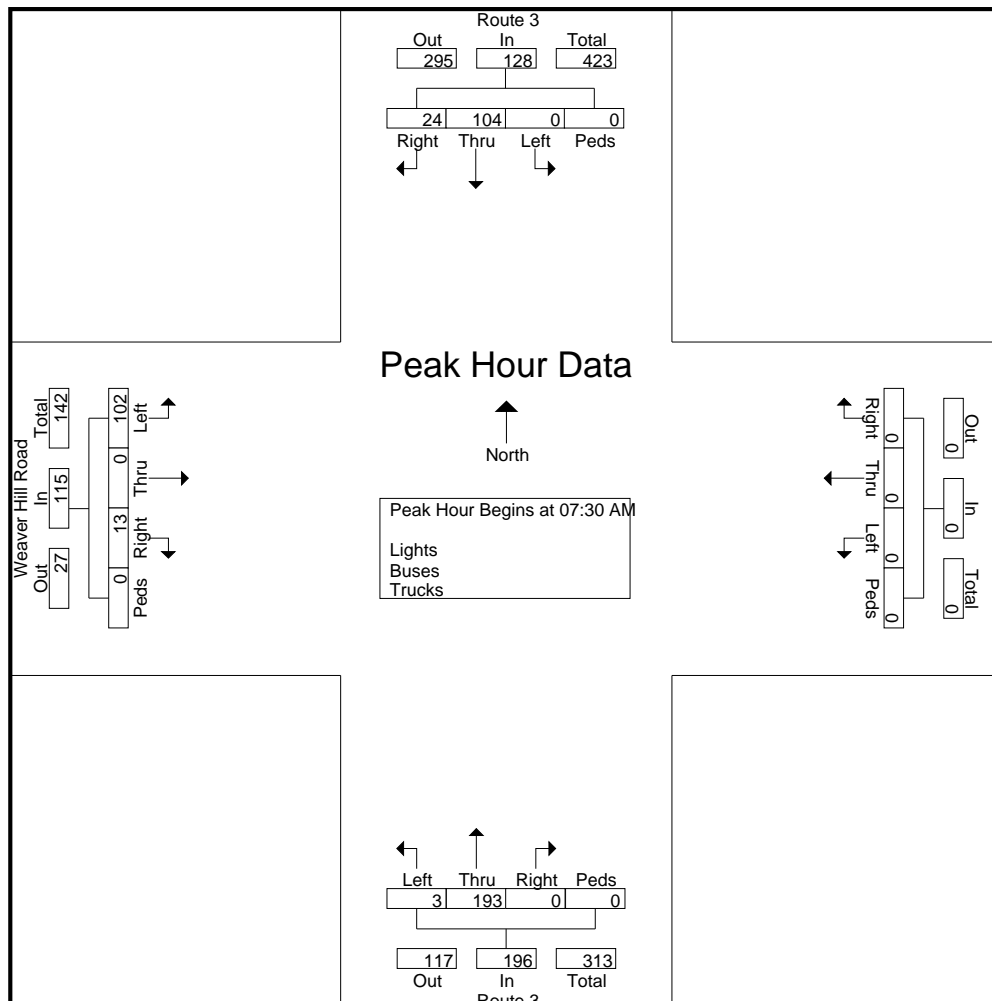
Start Time	Route 3 From North					From East					Route 3 From South					Weaver Hill Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	2	34	0	0	36	0	0	0	0	0	0	38	1	0	39	2	0	25	0	27	102
06:45 AM	4	26	0	0	30	0	0	0	0	0	0	36	4	0	40	2	0	16	0	18	88
Total	6	60	0	0	66	0	0	0	0	0	0	74	5	0	79	4	0	41	0	45	190
07:00 AM	3	14	0	0	17	0	0	0	0	0	0	33	1	0	34	3	0	16	0	19	70
07:15 AM	5	29	0	0	34	0	0	0	0	0	0	34	1	0	35	4	0	22	0	26	95
07:30 AM	4	25	0	0	29	0	0	0	0	0	0	63	1	0	64	5	0	21	0	26	119
07:45 AM	8	30	0	0	38	0	0	0	0	0	0	38	1	0	39	3	0	35	0	38	115
Total	20	98	0	0	118	0	0	0	0	0	0	168	4	0	172	15	0	94	0	109	399
08:00 AM	6	26	0	0	32	0	0	0	0	0	0	36	0	0	36	2	0	27	0	29	97
08:15 AM	6	23	0	0	29	0	0	0	0	0	0	56	1	0	57	3	0	19	0	22	108
08:30 AM	6	26	0	0	32	0	0	0	0	0	0	35	0	0	35	6	0	18	0	24	91
08:45 AM	9	29	0	0	38	0	0	0	0	0	0	44	0	0	44	1	0	7	0	8	90
Total	27	104	0	0	131	0	0	0	0	0	0	171	1	0	172	12	0	71	0	83	386
09:00 AM	8	29	0	0	37	0	0	0	0	0	0	33	1	0	34	2	0	19	0	21	92
09:15 AM	8	28	0	0	36	0	0	0	0	0	0	34	1	0	35	3	0	16	0	19	90
Grand Total	69	319	0	0	388	0	0	0	0	0	0	480	12	0	492	36	0	241	0	277	1157
Apprch %	17.8	82.2	0	0		0	0	0	0		0	97.6	2.4	0		13	0	87	0		
Total %	6	27.6	0	0	33.5	0	0	0	0	0	0	41.5	1	0	42.5	3.1	0	20.8	0	23.9	
Lights	65	313	0	0	378	0	0	0	0	0	0	473	10	0	483	33	0	240	0	273	1134
% Lights	94.2	98.1	0	0	97.4	0	0	0	0	0	0	98.5	83.3	0	98.2	91.7	0	99.6	0	98.6	98
Buses	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
% Buses	1.4	0.3	0	0	0.5	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.3
Trucks	3	5	0	0	8	0	0	0	0	0	0	6	2	0	8	3	0	1	0	4	20
% Trucks	4.3	1.6	0	0	2.1	0	0	0	0	0	0	1.2	16.7	0	1.6	8.3	0	0.4	0	1.4	1.7

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File Name : 23321
Site Code : 23321
Start Date : 7/28/2022
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	Route 3 From North					From East					Route 3 From South					Weaver Hill Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	4	25	0	0	29	0	0	0	0	0	0	63	1	0	64	5	0	21	0	26	119
07:45 AM	8	30	0	0	38	0	0	0	0	0	0	38	1	0	39	3	0	35	0	38	115
08:00 AM	6	26	0	0	32	0	0	0	0	0	0	36	0	0	36	2	0	27	0	29	97
08:15 AM	6	23	0	0	29	0	0	0	0	0	0	56	1	0	57	3	0	19	0	22	108
Total Volume	24	104	0	0	128	0	0	0	0	0	0	193	3	0	196	13	0	102	0	115	439
% App. Total	18.8	81.2	0	0		0	0	0	0		0	98.5	1.5	0		11.3	0	88.7	0		
PHF	.750	.867	.000	.000	.842	.000	.000	.000	.000	.000	.000	.766	.750	.000	.766	.650	.000	.729	.000	.757	.922



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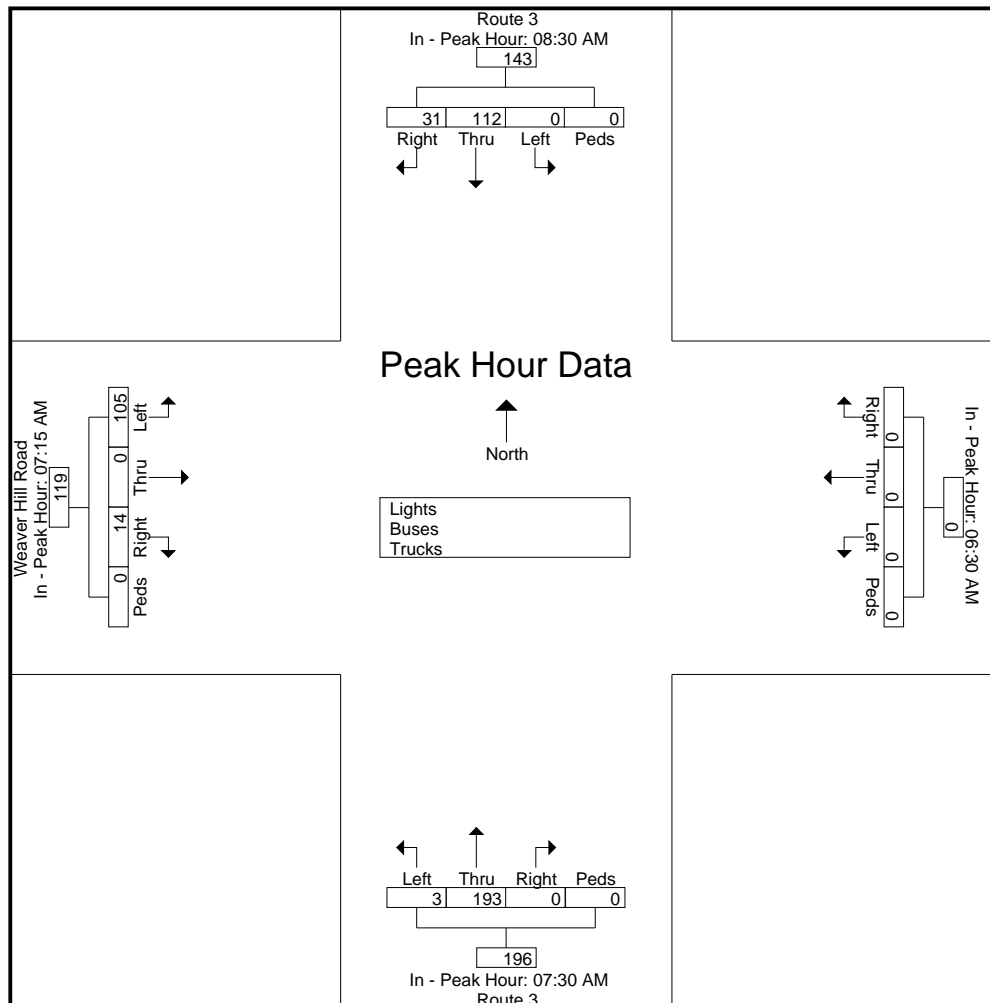
File Name : 23321
Site Code : 23321
Start Date : 7/28/2022
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Start Time	Route 3 From North					From East					Route 3 From South					Weaver Hill Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:30 AM					06:30 AM					07:30 AM					07:15 AM				
+0 mins.	6	26	0	0	32	0	0	0	0	0	0	63	1	0	64	4	0	22	0	26
+15 mins.	9	29	0	0	38	0	0	0	0	0	0	38	1	0	39	5	0	21	0	26
+30 mins.	8	29	0	0	37	0	0	0	0	0	0	36	0	0	36	3	0	35	0	38
+45 mins.	8	28	0	0	36	0	0	0	0	0	0	56	1	0	57	2	0	27	0	29
Total Volume	31	112	0	0	143	0	0	0	0	0	0	193	3	0	196	14	0	105	0	119
% App. Total	21.7	78.3	0	0		0	0	0	0		0	98.5	1.5	0		11.8	0	88.2	0	
PHF	.861	.966	.000	.000	.941	.000	.000	.000	.000	.000	.000	.766	.750	.000	.766	.700	.000	.750	.000	.783



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Route 3 at Weaver Hill Road
West Greenwich, Rhode Island

File Name : 23322
Site Code : 23322
Start Date : 7/28/2022
Page No : 1

Groups Printed- Lights - Buses - Trucks

Start Time	Route 3 From North					From East					Route 3 From South					Weaver Hill Road 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	
03:30 PM	19	52	0	0	71	0	0	0	0	0	0	62	2	0	64	4	0	15	0	19	154
03:45 PM	15	48	0	0	63	0	0	0	0	0	0	53	4	0	57	1	0	12	0	13	133
Total	34	100	0	0	134	0	0	0	0	0	0	115	6	0	121	5	0	27	0	32	287
04:00 PM	23	57	0	0	80	0	0	0	0	0	0	61	3	0	64	5	0	13	0	18	162
04:15 PM	21	63	0	0	84	0	0	0	0	0	0	35	1	0	36	1	0	7	0	8	128
04:30 PM	19	59	0	0	78	0	0	0	0	0	0	51	1	0	52	1	0	17	0	18	148
04:45 PM	22	58	0	0	80	0	0	0	0	0	0	52	6	0	58	1	0	11	0	12	150
Total	85	237	0	0	322	0	0	0	0	0	0	199	11	0	210	8	0	48	0	56	588
05:00 PM	17	51	0	0	68	0	0	0	0	0	0	45	1	0	46	3	0	19	0	22	136
05:15 PM	23	53	0	0	76	0	0	0	0	0	0	60	1	0	61	0	0	8	1	9	146
05:30 PM	26	45	0	0	71	0	0	0	0	0	0	36	3	0	39	2	0	9	0	11	121
05:45 PM	19	43	0	0	62	0	0	0	0	0	0	37	0	0	37	3	0	11	0	14	113
Total	85	192	0	0	277	0	0	0	0	0	0	178	5	0	183	8	0	47	1	56	516
06:00 PM	25	45	0	0	70	0	0	0	0	0	0	48	2	0	50	0	0	15	0	15	135
06:15 PM	18	40	0	0	58	0	0	0	0	0	0	41	0	0	41	1	0	14	0	15	114
Grand Total	247	614	0	0	861	0	0	0	0	0	0	581	24	0	605	22	0	151	1	174	1640
Apprch %	28.7	71.3	0	0		0	0	0	0		0	96	4	0		12.6	0	86.8	0.6		
Total %	15.1	37.4	0	0	52.5	0	0	0	0	0	0	35.4	1.5	0	36.9	1.3	0	9.2	0.1	10.6	
Lights	247	613	0	0	860	0	0	0	0	0	0	578	24	0	602	22	0	151	1	174	1636
% Lights	100	99.8	0	0	99.9	0	0	0	0	0	0	99.5	100	0	99.5	100	0	100	100	100	99.8
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.1
Trucks	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
% Trucks	0	0.2	0	0	0.1	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0.2

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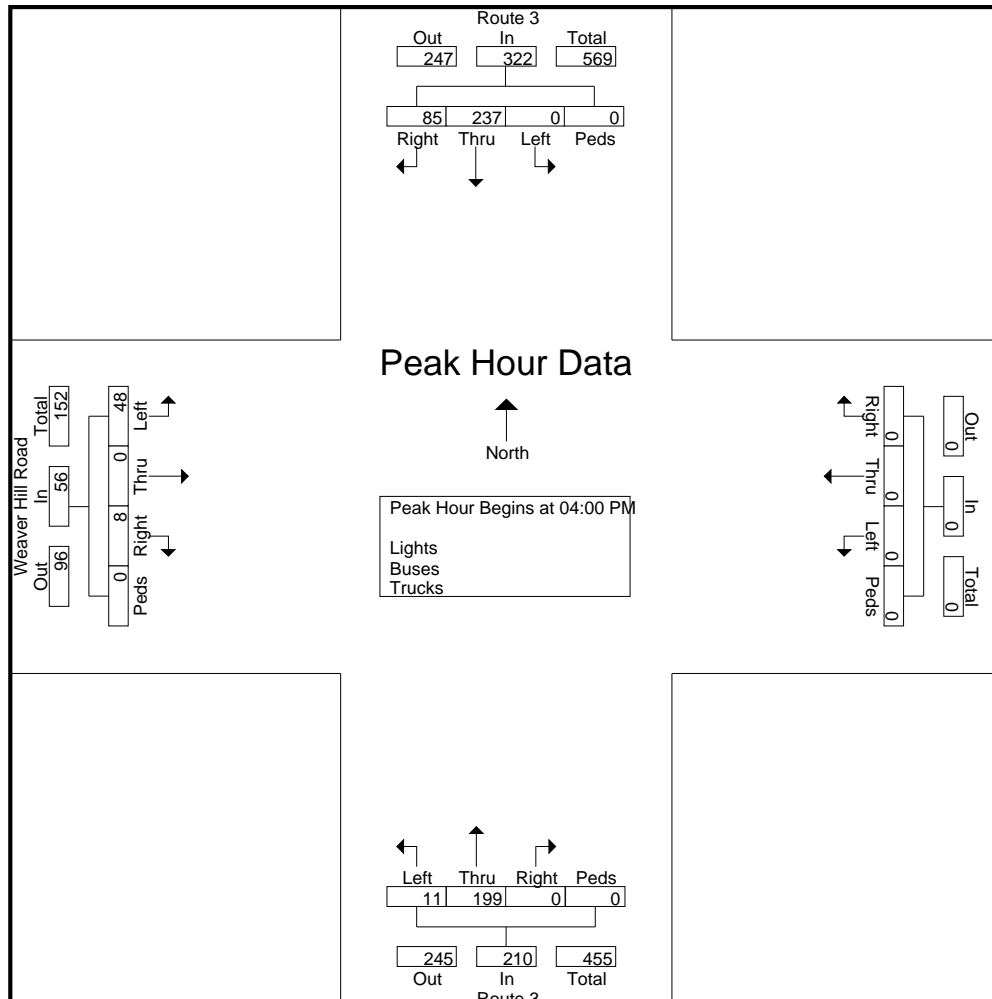
File Name : 23322
Site Code : 23322
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Start Time	Route 3 From North					From East					Route 3 From South					Weaver Hill Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

04:00 PM	23	57	0	0	80	0	0	0	0	0	0	61	3	0	64	5	0	13	0	18	162
04:15 PM	21	63	0	0	84	0	0	0	0	0	0	35	1	0	36	1	0	7	0	8	128
04:30 PM	19	59	0	0	78	0	0	0	0	0	0	51	1	0	52	1	0	17	0	18	148
04:45 PM	22	58	0	0	80	0	0	0	0	0	0	52	6	0	58	1	0	11	0	12	150
Total Volume	85	237	0	0	322	0	0	0	0	0	0	199	11	0	210	8	0	48	0	56	588
% App. Total	26.4	73.6	0	0		0	0	0	0		0	94.8	5.2	0		14.3	0	85.7	0		
PHF	.924	.940	.000	.000	.958	.000	.000	.000	.000	.000	.000	.816	.458	.000	.820	.400	.000	.706	.000	.778	.907



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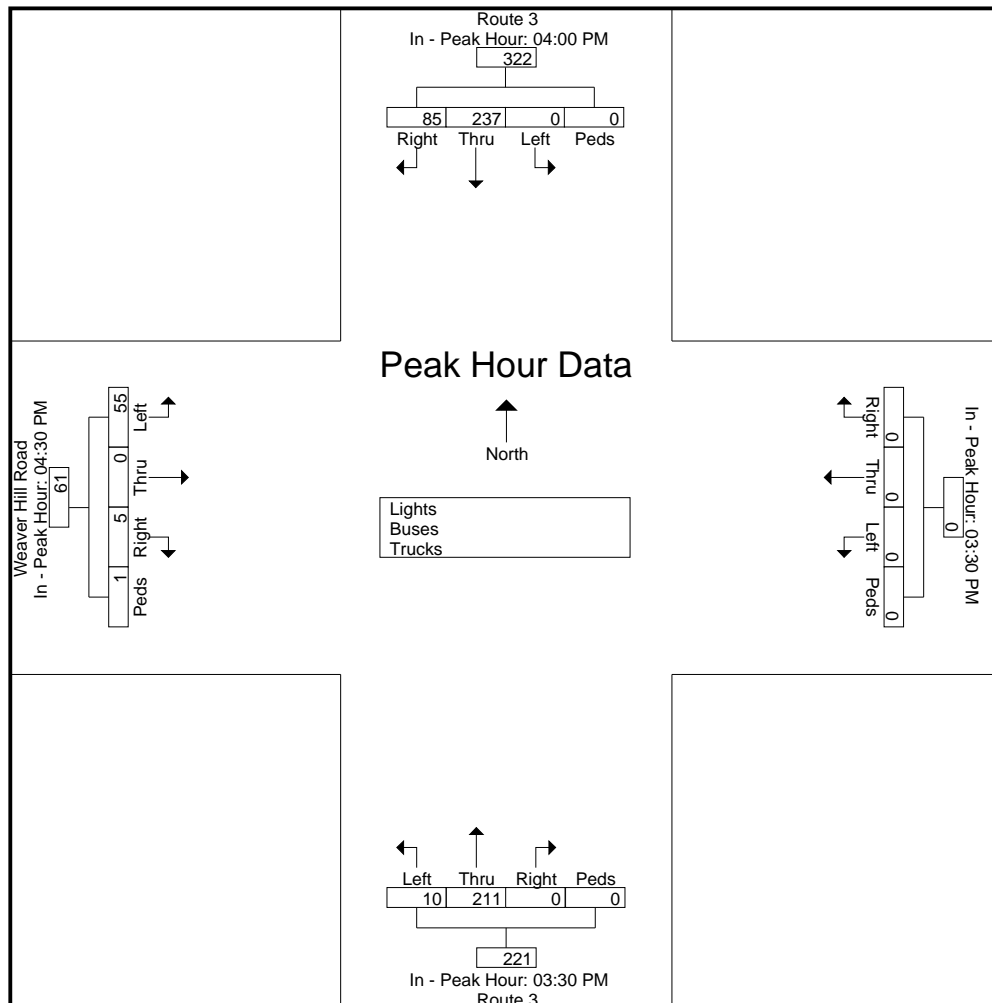
File Name : 23322
Site Code : 23322
Start Date : 7/28/2022
Page No : 3

Start Time	Route 3 From North					From East					Route 3 From South					Weaver Hill Road 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 03:30 PM to 06:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					03:30 PM					03:30 PM					04:30 PM				
+0 mins.	23	57	0	0	80	0	0	0	0	0	0	62	2	0	64	1	0	17	0	18
+15 mins.	21	63	0	0	84	0	0	0	0	0	0	53	4	0	57	1	0	11	0	12
+30 mins.	19	59	0	0	78	0	0	0	0	0	0	61	3	0	64	3	0	19	0	22
+45 mins.	22	58	0	0	80	0	0	0	0	0	0	35	1	0	36	0	0	8	1	9
Total Volume	85	237	0	0	322	0	0	0	0	0	0	211	10	0	221	5	0	55	1	61
% App. Total	26.4	73.6	0	0		0	0	0	0		0	95.5	4.5	0		8.2	0	90.2	1.6	
PHF	.924	.940	.000	.000	.958	.000	.000	.000	.000	.000	.000	.851	.625	.000	.863	.417	.000	.724	.250	.693



C. Inaccessible Roadway Photos

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